

NORTH YORKSHIRE COUNTY COUNCIL**TRANSPORT, ECONOMY & ENVIRONMENT OVERVIEW AND SCRUTINY
COMMITTEE****9 October 2013****Call In of Decision By County Area Committee for the Yorkshire Coast & Moors
District****Relating to Parking Management Proposals In Whitby and Sandsend Associated
with the Whitby Park and Ride Scheme****1.0 PURPOSE OF REPORT**

- 1.1 To enable the Committee to consider whether or not it would wish to refer the decision relating to the parking management proposals in Whitby & Sansend associated with the Whitby Park and Ride Scheme back to the County Area Committee for the Yorkshire Coast & Moors District or to the full Council and, if so, the nature of its concerns about the decision.

**2.0 THE DECISION OF THE COUNTY AREA COMMITTEE FOR THE YORKSHIRE
COAST & MOORS DISTRICT ON A REPORT FROM THE CORPORATE
DIRECTOR – BUSINESS AND ENVIRONMENTAL SERVICES**

- 2.1 On 19 September 2013 County Area Committee for the Yorkshire Coast & Moors District made the following decision:-

- “(i) It is noted that the proposed Pay and Display (P&D) parking, along with some form of Controlled Parking Zones and other traffic management measures are an essential part of Whitby Park and Ride.
- (ii) The introduction of Pay and Display parking (P&D) on North Promenade North Terrace and East Terrace Whitby be approved as advertised, except for the proposed lengths of P&D west of Welton Court, and in front of the residences at the south end of East Terrace.
- (iii) The introduction of Pay and Display parking at Sandsend be approved as advertised and the Corporate Director - Business and Environmental Services is requested to examine the feasibility of creating additional Pay and Display parking at Sandsend to manage congestion and demand in conjunction with the forthcoming Coastal Defence Scheme.
- (iv) The Pay and Display parking charges and operational times, as specified in table 1 of the main report be approved as advertised, subject to:-
1. the introduction of a 20 pence charge at Sandsend for a maximum stay of one hour, no return within four hours;

2. the maximum stay at Whitby West Cliff pay and display be eight hours, no return within one hour.
- (vi) The Corporate Director - Business and Environmental Services develops a revised set of proposals for Controlled Parking Zones in conjunction with the Chairman and Vice-Chairman of the County Area Committee and that these are the subject of a further consultation exercise and a subsequent report to the Area Committee
- (vii) In the event that any surplus is generated in future years, consideration be given to the use of that surplus in the Whitby area.”

Note: There was no recommendation (v).

- 2.2 A copy of the Report (Appendix 1), Supplemental Report (Appendix 2) and Decision Record (Appendix 3) are attached to this Report.

3.0 THE CALL IN

By 27 September 2013, written notice had been received from 6 Members that they wished the decision of County Area Committee for the Yorkshire Coast & Moors District to be called in. The notice was signed by County Councillors Eric Broadbent, David Billing, Tony Randerson, Janet Jefferson, Sam Cross and John Ritchie.

The reasons given for Call-in were:-

1. “No consideration was given by the County Council on material factors that should have been considered in relationship to the overall schemes.
IE No up to date traffic analysis has been carried out to indicate the scale of any visitor traffic problems, is there any? And for how much of year.
Therefore the case for needing park and ride is not made for this moment in time.
 2. Insufficient information was provided to make an informed judgement about whether or not the proposed arrangements for the Park and Ride would actually work or provide benefit to Whitby residents and businesses”.
- 3.1 The Council’s rules in relation to the call-in of an executive decision are set out in paragraph 16 of the Overview and Scrutiny Procedure Rule in the constitution.

4.0 THE ROLE OF THE OVERVIEW AND SCRUTINY COMMITTEE

- 4.1 It is for the Committee to consider the decision which has been subject to call in and then to decide whether, or not, it wishes to refer it back to the decision making person or body (County Area Committee for the Yorkshire Coast &

Moors District) for reconsideration, setting out in writing the nature of its concerns, or whether, or not, it wishes to refer the matter to full Council.

- 4.2 If the Committee does not refer the matter back to the County Area Committee for the Yorkshire Coast & Moors District, or refer it to the Council, the decision will take effect on the date of the Overview and Scrutiny Committee meeting. The relevant parts of the County Council's Overview and Scrutiny Committee procedure rules are set out below.

5.0 16. CALL IN

Note: Powers of call in apply only to functions which are the responsibility of the Executive.

- (d) If, having considered the decision, the Overview and Scrutiny Committee wishes to do so, then it may refer it back to the decision making person or body for reconsideration, setting out in writing the nature of its concerns, or refer the matter to full Council. If referred to the decision maker they shall then consider the matter, amending the decision or not, before adopting a final decision.
- (e) If following an objection to the decision, the overview and scrutiny committee does not refer the matter back to the decision making person or body the decision shall take effect on the date of the overview and scrutiny meeting.
- (f) Where the matter has been referred to full Council, but the Executive decides that the matter must be determined prior to the next Council meeting, they may proceed to determine the matter, and shall report the matter to the next Council meeting.
- (g) Subject to (f) above, if the matter was referred to full Council and the Council does not object to a decision which has been made, then no further action is necessary and the decision will be effective in accordance with the provision below. However, if the Council does object, (note: it has no locus to make decisions in respect of an executive decision unless it is contrary to the policy framework, or contrary to or not wholly consistent with the budget) the Council will refer any decision to which it objects back to the decision making person or body, together with the Council's views on the decision. That decision making body or person shall choose whether to amend the decision or not before reaching a final decision and implementing it.

6.0 ISSUES TO BE DETERMINED

- 6.1 That the Committee considers whether, or not, it wishes to refer the decision back to the County Area Committee for the Yorkshire Coast & Moors District for reconsideration and, if so, the nature of the Committee's concerns, or whether the Committee wishes to refer the matter to full Council, or not.

CAROLE DUNN
Assistant Chief Executive (Legal and Democratic Services)

County Hall
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1 October 2013
JW

<u>Background Documents</u>	None
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NORTH YORKSHIRE COUNTY COUNCIL

YORKSHIRE COAST & MOORS COUNTY AREA COMMITTEE

19 SEPTEMBER 2013

PARKING MANAGEMENT PROPOSALS IN WHITBY & SANDSEND
ASSOCIATED WITH THE WHITBY PARK & RIDE SCHEME

Report of the Corporate Director – Business and Environmental Services

1.0 PURPOSE OF REPORT

- 1.1 To consider comments and objections received up to and including 6 September 2013 during the legal advertising/consultation period following further development of the parking proposals.

2.0 BACKGROUND

- 2.1 Members will recall the previous report, which was brought to committee on 3 October 2012. This report covered the background to Park and Ride, the associated on-street parking management proposals and the results of the extensive consultation in June 2010.
- 2.2 The proposed Pay and Display parking and Residents Priority Parking Zones are a fundamental part of the Park and Ride scheme which is to be delivered through the Local Sustainable Transport Fund (LSTF). Members will recall that a Report on the LSTF funding was also brought to committee in October 2012.
- 2.3 The introduction of pay and display parking at Whitby West Cliff and at Sandsend is designed to better manage the use of these extremely popular and congested parking areas. Introducing a parking charge (Sandsend and West Cliff) and a maximum length of stay (West Cliff) encourages a turnover of visitors to the area and brings with it economic benefit to the businesses. Vehicles that may have previously parked in these prime areas for free, and without any time limit, will be deterred from doing so once the charges are introduced. Restricting the maximum length of stay to 6 hours at West Cliff allows the same length stay as permitted in 'short-stay' off-street car parks, thereby encouraging the use of 'long stay' off street car parks and park and ride for longer stays in Whitby.
- 2.4 At the meeting in October 2012 Members approved in principle the provision of Pay and Display parking zones in Whitby and Sandsend and the various Residents Priority Parking Zones, excluding the Sandsend zone which did not receive a sufficient level of support. Officers have subsequently been involved

in proposing suitable amendments to the parking scheme to address various concerns raised by respondents, and preparing further details including scheme operational times and parking charges in consultation with the local Members.

- 2.5 Further publicity of the parking management proposals took place during August and September 2013, and this included a letter drop to all properties in Whitby and Sandsend together with a 33 day public exhibition held in the Whitby Tourist Information Centre between 9 August and 10 September.

3.0 THE TRAFFIC MANAGEMENT PROPOSALS IN SUMMARY

- 3.1 The scheme, approved by this committee on 3 October 2012 subject to satisfactory resolution of various issues, contained the following elements;

- Nine Residents Priority Parking Zones A, B, D, E, F, G, H, J and K
- Pay and Display parking for the North Promenade area of Whitby and part of the seafront at Sandsend.

- 3.2 During the preparation of the detailed plans and schedules required to advertise the proposed parking restrictions in accordance with legal requirements, a number of changes to the 2010 scheme have been necessary. The changes are as a result of consultation comments received in 2010, as a result of the committee approval in October 2012 or as a result of officers identifying operational inconsistencies in the scheme.

- 3.3 Changes have been made, with the approval of the local members and are described, zone by zone, in Appendix A. It is important to remember that as a result of the 2010 consultation, 93 originally proposed pay and display spaces were replaced by disc parking with permit exemption spaces. This resulted in a reduction of annual revenue of between £55,800 and £79,050.

- 3.4 The Fire and Rescue Service and Ambulance Service were invited to comment on the proposed restrictions prior to advertisement. Some minor changes have been made in respect of the Fire Service accessing narrow streets, for example.

- 3.5 The Ambulance Service expressed support for the proposals to introduce restrictions on Green Lane/Ropery, Elgin St/Scoresby Terrace, Walker Street/Newton Street and the amendments proposed opposite the Metropole Hotel.

3.6 PARKING PERMITS

- 3.7 The pricing structure for parking permits remains as previously consulted upon, with prices mirroring those for permits issued in Scarborough. Where prices charged in Scarborough have increased slightly since 2010, then these prices have been updated to match for Whitby. The concessions which were previously approved by Area Committee on 3 October 2012 have been retained, for example the discounted price for a resident's permit for the first

car in a household (£17 reduced to £5 per year for the first three years of the scheme).

3.8 The permit types and prices as advertised are shown in Appendix B.

3.9 PROPOSED PAY AND DISPLAY PARKING AND THE LENGTH OF STAY

3.10 As currently proposed there will be 241 Pay and Display parking spaces in Whitby (North Promenade and East Terrace) and 91 at Sandsend, and this is the main source of income expected to finance Park and Ride. Based on similar pay and display parking spaces in Scarborough and Filey the estimated income from Pay and Display is £600 to £850 per space based on an 8 month season, and the charging as currently proposed.

The proposed Pay and Display Prices are as below:

Table 1: Pay and Display Prices

	Whitby North Promenade, North Terrace, East Terrace	Sandsend seafront (part)
1 hour	£2.00	£1.50
2 hours	£3.00	£3.00
4 hours	£5.00	£5.00
6 hours	£6.00	-
24 hours	-	£6.00
Maximum stay	6 hours. No return within 1 hour	24 hours

3.11 In the 2010 consultation, a 24 hour maximum stay was indicated for both Sandsend and Whitby West Cliff pay & display areas. Although a 24 hour maximum stay has been retained for Sandsend, the maximum length of stay for Whitby West Cliff pay & Display has been changed to 6 hours. This is in line with the County Council's Parking Strategy, 2011 which states '..Effective on-street parking management measures help to balance on and off-street parking supply and demand. The inter-relationship should encourage drivers to park in designated on-street spaces for short visits and deter those wanting to park on street for longer periods. This creates more available designated on-street spaces and helps to ensure that the provision is used by the intended categories of user namely short stay visitors, shoppers and disabled drivers.' (Paragraph 7.2 of 'Key Principles' of the County Council's Parking Strategy.)

3.12 Members of the public have commented that parking on Marine Drive, Scarborough has no limit (24 hours) and so the same should be allowed for Whitby West Cliff. The majority of Marine Drive, Scarborough is not publicly maintainable highway, and the parking charges there are determined by Scarborough Borough Council, with a charging structure matching their other off-street car parks. Marine Drive is not located particularly close to shops or

services, therefore long stay (24 hour) parking is appropriate in the context of Marine Drive.

4.0 ANNUAL REVENUE BUSINESS CASES

- 4.1 The proposed parking management measures both generate income and incur a cost to manage and enforce.
- 4.2 In order to ensure that the income from the parking controls (pay and display, permits, scratch cards and penalty charge notices) cover the costs of managing the measures (enforcement, administration, maintenance of ticket machines, pay and display tickets etc.) and to determine what surplus may be generated an annual revenue business case for the parking management measures has been prepared.
- 4.3 The Business Case has been prepared on the basis of the best available information to date and is based on the experience gathered from the implementation and operation of the on street parking in both Scarborough and Harrogate. A range of scenarios were considered by officers however that presented in the table below represents the ‘most likely’ scenario.

4.4 Table 2: Parking Management Measures Estimated Costs

Costs	
Costs of administration, enforcement, ticket machine maintenance and consumables (tickets / permits) etc.	£115k
Total Costs	£115k
Income	
Pay and Display charges	£290k
Parking permits and scratch cards	£35k
Parking fines	£71k
Total Income	£396k
Parking Management Surplus	£281k

- 4.5 The parking measures are expected to generate a surplus of approximately £281k. The majority of this is generated by charges raised by the proposed Pay and Display parking.
- 4.6 Some of the received objections have made reference to the recent high court case which ruled against the London Borough of Barnet. Barnet raised the cost of parking permits in order to generate additional revenue to fund transport measures in the Borough. The County Council’s Legal Services has provided advice following this case on the implications it raises on the County Council Civil Parking Enforcement regime.

- 4.7 In the Barnet case the High Court decided that the Road Traffic Regulation Act 1984 (RTRA1984) is not a fiscal measure and that decisions taken to accord with the requirements and duties set out in the Act must not be driven by generating income but by the purpose of securing expeditious movement of traffic. In essence a Highway Authority cannot use on-street parking charges as a revenue gathering tool but only as a traffic management tool and any revenue surplus is incidental to the traffic management role of the parking measures. In other words, the RTRA1984 does not authorise an authority to use its powers to charge local residents for parking in order to raise surplus revenue for other transport purposes funded by the monies raised through the operation of parking places.
- 4.8 The primary purpose of the Whitby and Sandsend parking management and Park and Ride proposals is to manage summer season traffic congestion arising as a result of the large number of visitors to Whitby and Sandsend. The parking measures proposed are therefore considered to be an appropriate use of the Council's powers under the Road Traffic Regulation Act 1984 (RTRA1984)
- 4.9 In common with the majority of Park and Rides schemes in England the bus fares from the Park and Ride buses are not forecast to solely cover the cost of running both bus services and the Park and Ride site. In order to ensure that the revenue costs of running the Whitby Park and Ride are affordable to the County Council a Park and Ride revenue business case has been prepared. As with the parking management revenue business case this has been developed on the basis of the best available information to date and is based on the experience of operating the Scarborough Park and Ride scheme, and Table 3 represents the 'most likely' scenario.

4.10 Table 3: Park and Ride and Associated Bus Services Estimated Costs

Costs	
P&R town service	£197k
P&R Hopper service	£105k
P&R site operating costs	£72k
P&R publicity costs	£8k
Total Costs	£382k
Income	
P&R town service fares	£143k
P&R Hopper service fares	£28k
Total Income	£171k
P&R Deficit	-£211k

- 4.11 Table 3 demonstrates the Park and Ride bus fares are not expected to cover the operational costs of the buses or Park and Ride site. The revenue from bus fares covers approximately 45% of the costs of the operation of the Park and Ride site and Bus Services.
- 4.12 Section 55 of the Road Traffic Regulation Act 1984 (RTRA1984) sets out the purposes for which any surplus from parking management measures (after

operational costs have been met) can be applied. This includes meeting all or any part of the cost of the provision and maintenance of off street parking accommodation and for meeting costs incurred in the provision or operation of facilities for public passenger transport services where the provision of further off street parking is undesirable

- 4.13 It is the view of officers that the operational costs of the park and ride car park site and associated bus services are within the purposes set out in section 55 RTRA above.
- 4.14 On the basis of the given figures, a surplus is likely to exist (although it is important to note this is not generated from permits or scratch cards), after all costs have been met, of approximately £70k per annum which would be used in line with the requirements of the Road Traffic Regulation Act 1984.

5.0 THE STATUTORY CONSULTATION AUGUST/SEPTEMBER 2013

- 5.1 To coincide with the 21 day statutory period of advertisement required for proposed traffic orders, a public exhibition is being held at Whitby Tourist Information Centre from 9 August and will remain in place up to and including the closing date for comments on 10 September 2013.
- 5.2 The statutory period for comments began on 9 August 2013. The deadline for receipt of comments was initially extended by 4 days because unfortunately the necessary public documents were not all available for inspection by the public on 9th August.
- 5.3 At the start of the exhibition, a letter was hand delivered to all Whitby properties explaining the purpose of the exhibition and encouraging people to comment.
- 5.4 The deadline for receipt of comments was further extended to 10th September, due to the fact that a letter tailored to Sandsend and surrounding area, where there is no proposed disc parking zone, was also hand delivered to Sandsend properties on 20 August, requiring those receiving the letter to also have a 21 day period for response.
- 5.5 The total number of letters delivered in Whitby and Sandsend was approximately 8,000.
- 5.6 Media statements were issued and this led to several newspaper articles and radio interviews, all helping to raise awareness of the presence of the exhibition and encouraging people to familiarise themselves with the proposals in more detail and submit their comments.
- 5.7 Social networking sites including Facebook and Twitter were utilised to publicise the consultation and exhibition, though any comments written on external web sites or facilities are not included as formal objections/comments.

- 5.8 The usual statutory consultees were also contacted to inform them of the proposals and to seek their comments. These included the Emergency Services, Road Haulage Association, and the Disablement Action Group.
- 5.9 During the first three weeks of the exhibition, the exhibition was staffed by County Council Officers from Whitby's highways office, for four hours each working day. During the fourth week, the exhibition was staffed for two days, for three hours on each occasion.
- 5.10 Members of Scarborough Borough Council Parking Services Team, some County Councillors and Borough Councillors also gave time to attend the exhibition and help answer questions.
- 5.11 The exhibition was very well attended, and although sometimes people had to wait a short time before they could speak individually to an officer, the vast majority of people did receive the attention of the officers and it was possible for members of the public to explain their concerns, ask questions and for officers to explain, on an individual basis, how the proposals would affect them. On many occasions, it was evident that people had come along to the exhibition with a negative viewpoint and were somewhat reassured by having the details of the scheme explained to them. There were others who still had concerns following discussions with officers.
- 5.12 Consultation comments could be made in writing, using a number of methods. A paper consultation form was available at the exhibition (and could be taken away to fill in later and returned) which is shown in Appendix C, or by sending a letter or email to the Whitby Highways Office. All the plans and details on display at the exhibition were available on the County Council's website, and an on-line version of the consultation form was available.
- 5.13 All written comments received during the consultation period are available for inspection by Members at the Whitby Highways Office.
- 5.14 As the consultation period had not yet closed at the time of writing this report, a supplementary report will be issued containing a complete summary of all consultation comments received to 10 September 2013. Appendix D in this report details all comments received up until the 6 September along with an officer response.

6.0 THE CONSULTATION RESPONSE

Consideration of comments/objections/support raised during the August/September 2013 statutory consultation period

- 6.1 The comments listed in the paragraphs below have been given by various statutory consultees.
- 6.2 An objection, subsequently withdrawn, from North Yorkshire Fire and Rescue Service was "...if a proposal to implement "No Waiting at Any Time" and

double yellow line parking restrictions around Whitby Fire Station, on behalf of North Yorkshire Fire and Rescue Service I will need to lodge a strong objection to the scheme on the grounds of us maintaining an Emergency Service”.

- 6.3 North Yorkshire Fire and Rescue Service has been informed that there are no proposals to restrict parking on the forecourt area in front of Whitby fire station. ‘No waiting at any time’ restrictions for the road approaching the Fire station are included, however the fire service does not object to this. This situation has been confirmed with the Fire service personnel and the objection has been withdrawn.
- 6.4 North Yorkshire Police has raised no concerns or objections to the parking management proposals included in the report.
- 6.5 Whitby Town Council at its meeting on the 3 September, resolved that the County Council is requested to postpone the decision to be made at this Area Committee meeting (19 September) regarding the proposed parking controls, for a period of one month and that a further public meeting is called in the intervening time.
- 6.6 609 paper questionnaires, 297 online responses and 79 letters or emails were returned, at the time of writing, which represents approximately 13% of the households and businesses in the consultation area. This is a good level of response bearing in mind the previous consultation in 2010 and the subsequent committee recommendations approving in principle the on-street parking measures in Whitby and Sandsend including Pay and Display parking and various controlled parking zones. Around 1400 responses representing approximately 20% of households and businesses were returned in 2010.
- 6.7 Many of the questionnaires, a copy of which is included as Appendix C, were accompanied by detailed written comments. A summary of the most frequently raised comments is provided in Appendix D. Not all comments have been reproduced verbatim; rather particular issues and categories of comment have been assembled together and the officer response given.
- 6.8 Details of all responses to the consultation, including letters and e-mails will be available at the committee meeting on 19th September and are also available for Members inspection at the Whitby Highways Office. Comments in this correspondence have also been provided in Appendix D, on a similar basis to 6.7 above.
- 6.9 It is expected that at least three petitions relating to the parking proposals will be submitted. The details of these petitions had not been submitted by the end of the first week in September 2013 and will therefore be included in a Supplemental Report.
- 6.10 All responses received or added to the database from 7th September and up to the consultation closing and legal advertising closing date of 10 September will be included in the Supplemental Report.

- 6.11 The most frequently received objections were concerning the perceived inequitable ratio of parking demand to available spaces between zones, and the expectation that drivers will have difficulty parking in their own zone. There has also been much criticism of the proposed arrangement to allow Zone J permit holders to park in Zone A, which, although proposed as a result of consultation comments received in 2010, is located remotely.

7.0 OFFICER COMMENT ON THE MOST FREQUENT RESPONSES RECEIVED DURING THE AUG/SEPT2013 CONSULTATION UP TO AND INCLUDING 6 SEPTEMBER

- 7.1 All comments received up to and including 6 September have been considered. Those received after this date but before the closing date will be included in the supplemental report.

- 7.2 The following issues are where a minimum 20 comments from different objectors have been received.

7.3 Free residents permits

- 7.4 A significant number of objections relate to residents considering that they should have free permits and not subsidise visitors, and also that they should not have to pay to park outside their own property. The charges proposed for Residents permits will initially not even cover the administration costs for issuing and managing the permits. As the highway is for the benefit of all of the public it is not appropriate to require one user to subsidise another. In providing residents priority parking, the residents are obtaining a benefit not available to non-residents and it is therefore expected that they should cover the costs of operating the system.

7.5 Not Enough Space in Zone

- 7.6 A large number of objections also related to the zone parking capacity as being too low. Officers agree that the parking demand/availability ratio needs to be balanced and it is proposed that permits will be valid in adjacent or other zones to provide flexibility.

- 7.7 Consideration has been given to the differing profiles of the zones, in terms of numbers of residential and business properties, vehicle ownership, numbers of proposed on street parking spaces, the numbers of privately available off-street parking places (eg driveways), and the amount of hotel accommodation, based on the 2011 Census, local taxation records, and databases maintained by Scarborough Borough Council's Tourist Information function.

- 7.8 It is useful to note that, according to the 2011 census for Whitby town, 45% of residences do not own a motor vehicle, 38% own one motor vehicle, 12% own two motor vehicles and 5% own three or more motor vehicles.

7.9 It should be noted that a zone which appears at first glance to have plentiful availability of on street parking may in fact attract greater demand than another zone, that may appear to have less available on-street parking, due to the number of properties within the zone and the nature of those properties (eg if they have off street parking on driveways etc).

7.10 Many comments have been received regarding dissatisfaction at being restricted to park in the zone where the permit is issued for. In order to equalise the likelihood, in so far as is reasonably practicable, of permit holders being able to find a space in the zone(s) their permit is valid for, officers propose that further work is carried out and proposals drawn up for some zones to be twinned or grouped with other zones, for example as shown in the table below.

7.11 Table 4: Example proposals for permits of one zone to be valid in other zone(s).

Permits for properties in zone	Consider allowing permits to also be valid for these zones
A	No other zones
B	No other zones
C	Pay & display (no permits)
D	A and B
E and EP	A B and D
ES	1 hour disc parking (no permits)
F	A B and D
G	No other zones
H	G
HS	1 hour disc parking (no permits)
J	K and F
K	J
Sandsend	Pay & display (no permits)

7.12 Single Whitby Permit / One Zone

7.13 Although there have been requests for one single zone, and for residents to be able to use their residents permit in all zones, it is not desirable to offer this level of flexibility to all residents or to all permit holders.

7.14 By allowing a permit from one zone to be valid in one or two other neighbouring zones, for example as proposed in table 4, the appropriate degree of flexibility could be offered without negating the aim of the scheme. If all residents were able to use their permits in all zones, then the chances of those living and owning businesses in each zone being more likely to be able to find a parking space within a reasonable distance of their property would be significantly reduced.

7.15 Charges too high

7.16 The permit charges are based on the scheme which currently operates in Scarborough, however introductory charges will apply. The introductory residents permit charge is £5 per year, whilst hotel/guest house 4 day scratch cards are 50 pence guaranteed for 3 years. Charges for residents permits are expected to rise to approximately £17 after three years. These charges are heavily subsidised and in the case of residents permits they only cover the administration costs at the £17 rate. Officers have considered whether 2nd and 3rd car permit costs, currently £27 and £44 per year can also be discounted by £12. It is estimated that reducing the 2nd and 3rd car permit charge to £15 and £32 respectively would reduce income by approximately £8000. Members may wish to consider this option.

7.17 Scheme too complicated / inconvenient / bureaucratic

7.18 There are various highway users to consider including residents, residents' visitors, day visitors, long stay visitors, business users tradesman, doctors and health care workers and others and this is why different permits and limited disc parking is needed. A similar parking scheme has been operating in Scarborough for 13 years, and after initial "teething" problems is now operating very effectively. A zoning system is considered essential if residents are to be afforded the best opportunity to park nearest to their property.

7.19 Parking not currently a problem or only a problem on a few days each year

7.20 Whilst on-street parking on many Whitby streets outside the busiest Town centre and surrounding streets is generally available, parking within most of the proposed zones during much of the day particularly during the "tourist season" makes parking spaces extremely difficult to find.

7.21 Proposals will put people off visiting and affect tourism and trade

7.22 Effective parking management can help ease congestion reduce journey times and improve accessibility and localised air quality. Maintaining good access is essential to support the economy. Day visitors will have the option of using Park and Ride, or may still choose to park in the Town using off street car parks or pay and display. A previous survey of Whitby day visitors concluded that 66% of day visitors would use Park and Ride in preference to off street car parks. Whilst parking charges may deter some visitors, others may be attracted by the advantages of Park and Ride which also supplements the overall car parking capacity. Turnover of parking spaces in the Town Centre should increase which should benefit various businesses.

7.23 We pay road tax / this is a stealth tax / we pay rates / money maker for Council

7.24 The charges proposed for Residents permits will not even cover the administration costs for issuing and managing the permits. As the highway is for the benefit of all of the public it is not appropriate to require one user to

subsidise another. In providing residents priority parking, the residents are obtaining a benefit not available to non-residents and it is therefore expected that they should cover the costs of operating the system. The County Council's aim is to make Park and Ride self-financing. The bulk of generated income will be from the Pay and Display parking primarily intended for visitors and the bus fare income. If there is any surplus in future years it will be used to finance transport projects in the Borough

8.0 OFFICER COMMENT ON SPECIFIC CONSULTATION ISSUES WHERE AMENDMENTS ARE SUGGESTED / CLARIFICATION REQUIRED

8.1 Various comments or objections can be addressed either in part or entirely on the basis of the considerations below:

- Zone A White Point Avenue - switch side of carriageway with parking bays / waiting restrictions.
- Zone A Mulgrave Road - switch side of carriageway with parking bays / waiting restrictions.
- Zone A and C North Promenade – extend permit disc / parking bays at western end and reduce Pay and Display length.
- Zone A Field House Road - reassess parking bays (some residents want more parking and some more restrictions)
- Zone B Upgang Lane – Retain parking bay(s) immediately outside Harrison's Garage
- Zone B Newlands Avenue - revise parking bay layout at majority residents request
- Zone D Remove double yellow line restrictions to the rear of South Terrace properties
- Zone D Remove double yellow line restrictions to the rear of Abbey Terrace properties
- Zone D and C East Terrace – provide a short section of residents permit / disc parking and reduce Pay and Display length.
- Zone D Rear of Royal Hotel – switch restrictions from south to north side
- Zone D Rear of West Terrace - extent of public highway clarification
- Zone E Reduce length of short stay one hour waiting on St Hilda's Terrace and replace with permit / disc parking bays
- Zone E Include various properties including "Hallcroft" and "Lincluden" off Crescent Avenue in Zone D
- Zone G Include properties on Prospect Hill in Zone boundary
- Zone G Waterstead Crescent (14 objections) – Clarification - objectors generally want double yellow line restrictions throughout the cul de sac?
- Zone H Rear of Scoresby Terrace - Facilitate parking on one side by signing with "Permit holders only" at street entrance
- Zone H Rear of Albion Place - Facilitate parking on one side by signing with "Permit holders only" at street entrance
- Zone K Captain Cook's Crescent (5 objections) – Want permit holder parking only / Coastguard issues

- Zone K Extend the parking bay outside property “Sundown” to include the properties access.
- 8.2 This list includes sites added up to and including 6 September and more sites may be added and covered in the Supplemental Report.

9.0 OTHER ISSUES FOR MEMBERS CONSIDERATION

9.1 Whitby Football Club Parking

9.2 Many supporters arrive at the ground situated off Upgang Lane before 2:00pm and for some three hour parking may not be sufficient. Up to 700 travelling fans can attend matches and Park and Ride will not operate during the winter under the current proposals. Night matches also mean that Park and Ride cannot be used by travelling fans as it closes at 7:00pm. The football club has enquired whether West Cliff car park could be used for football club parking only on match days.

9.3 The consultation proposals included longer 3hr disc parking in the vicinity of the football ground. This would cover the normal match duration however it would not necessarily provide time for example, for fans to socialise and visit the club shop. As the restrictions would not apply after 7pm, evening matches should not be a problem as essentially with a three hour clock disc fans may park on streets nearby the ground from 4:00pm, if of course, parking space is available. Furthermore in the November to March period the nearby Pay and Display zone and the West Cliff off street car park are available free of charge. The zone timing could be adjusted to finish at say 5:00pm and this would mean that discs could be used from 2:00pm. This change would however impact on residents. A further alternative would be to introduce 4hr disc parking within zone A, or look at specific more relaxed restrictions on match days only, however this would involve more complicated signage. Use of off street car parks is a matter for Scarborough Borough Council's consideration.

9.4 Sandsend Pay and Display

9.5 On many days during the summer season the parking demand at Sandsend considerably exceeds supply and many visitors park indiscriminately on highway verges extending from Sandsend eastwards towards Whitby. This parking is in contravention of the Clearway Traffic Regulation Order and raises safety concerns particularly when highway visibility splays are obstructed. The current parking area along the seafront east of Sandsend is proposed to be made Pay and Display and this will inevitably place more pressure on adjacent areas with highway users seeking free parking. The creation of additional parking capacity at Sandsend would benefit visitors and local businesses and there may be an opportunity to construct an additional parking strip on the south side of the carriageway along the seafront in conjunction with the forthcoming Coastal Defence Scheme. In addition Officers recommend that consideration be given to replacing the materials storage area at Sandsend with a formal Pay and Display car park, also in

conjunction with the Coastal Defence Scheme. It is intended that the Clearway Order on the A171 Whitby to Sandsend Road be revoked from a point east of the Raithwaite Hall entrance and double yellow line waiting restrictions applied on any sections where formal parking bays are provided. The potential Pay and Display parking capacity increase at Sandsend is approximately 100 spaces.

9.6 Beach Chalet rentals

9.7 There are currently over 150 beach chalets on the Whitby West Cliff Promenade which are rented from Scarborough Borough Council between May and October. These chalets were not included within a controlled parking zone in the consultation proposals and occupiers would not normally qualify for any permits. Beach Hut tenants have asked whether the County Council can consider temporary permits for chalet users, many of whom usually park in the proposed zone A for most of the day. Alternatively discussions may be held with Scarborough Borough Council to determine whether any off street car park concessions can be made.

9.8 Parking Overspill

9.9 One of the disadvantages of controlled parking zones is the prospect of overspill parking to streets immediately outside the zones. Following the introduction of parking zones it is essential that this situation is monitored, and if necessary controls may be extended, subject of course to budget availability.

10.0 FINANCIAL IMPLICATIONS

10.1 A full financial report and risk assessment of the Whitby and Esk Valley Package was included in the reports to the Executive on 10 January 2012 and 24 July 2012.

10.2 The estimated capital cost of implementing the parking management measures detailed in this report is £447k. This is fully funded by the LSTF grant from the Department for Transport.

10.3 The on-going enforcement and management of the parking management measures and running the park and ride site also has a revenue cost associated with it. In the longer term (after P&R patronage has built up) the revenue costs of the park and ride service and parking management measures are expected to be met from pay and display parking and bus fare income. Any significant reduction in the pay and display parking areas could have an impact on the financial viability of the proposals.

10.4 As currently proposed there will be 241 Pay and Display parking spaces in Whitby (North Promenade and East Terrace) and 91 at Sandsend, and this is the main source of income expected to finance Park and Ride. The estimated income from Pay and Display is £600 to £850 per space based on an 8 month season, and the charging as currently proposed.

- 10.5 The estimated cost of the town and Hopper bus service is approximately £302,000 per year. It should be noted that these cost estimates are based on the latest available estimates and not actual tender prices which will not be available until October 2013. It is possible that the final tender prices will be higher than the estimate however, as demonstrated in the Business Case, it is likely that the parking management measures surplus will cover any additional costs.
- 10.6 The estimated Park and Ride site management and maintenance cost is £72,000 per year. As with the costs of the bus fares this is the best available estimate. Final actual costs will not be available until the site is operational. However, as with the park and ride bus services it is likely that the parking management measures surplus will cover any additional costs.
- 10.7 In preparing the LSTF bid to the Government the County Council highlighted that the Park and Ride Esk Valley Hopper Service was experimental and could be discontinued should patronage be poor. If the running costs of the parking measures and park and ride significantly exceed the available income the County Council has the option of discontinuing the Hopper service at a net saving in costs of approximately £77k per year.
- 10.8 Officers are confident that the parking management measures and Park and Ride services as originally proposed would be financially viable.
- 10.9 Any significant reduction in the pay and display parking and other parking management measures could jeopardise the revenue business case for the park and ride, resulting in it requiring significant revenue subsidy from other County Council funds which would be unsustainable given the current financial climate.

11.0 EQUALITIES

- 11.1 This subject will be addressed in the supplemental report.

12.0 LEGAL IMPLICATIONS

- 12.1 If Members resolve to implement the Whitby Parking Proposals, the Order(s) will be sealed (made) and come into operation following public notice in the local press. Within six weeks from the date on which an Order is made, any person who wishes to question the validity of the Order or any of its provisions, on the grounds that it or they are not within the powers conferred by the RTRA 1984, or that any requirement of the Act or any instrument made under the Act has not been complied with, that person may apply for the purpose to the High Court.

13.0 RECOMMENDATIONS

13.1 At the time of writing all responses to the consultation exercise have not yet been received. An analysis of further comments received and recommendations will be included in a supplementary report for Members further consideration.

AUTHORS OF THE REPORT:

Helen Watson, Nick West, Andrew Bainbridge, Emily Murphy

BACKGROUND PAPERS:

Responses and Detailed Consultation Response Schedules

County Council Parking Strategy October 2011

Various Scheme Consultation Documents from the public exhibitions which were also available on the County Council's Web Pages.

APPENDICES

Appendix A

Significant changes made to the 2010 scheme prior to the August/September 2013 consultation commencing

Zone	Alteration to 2010 scheme details	Reason for changes
Generally	Pay & display parking bays removed and replaced with disc parking on Argyle Road, Esplanade, Crescent Place and Belle Vue Terrace. This results in a reduction of 93 Pay & Display spaces and a loss in proposed annual revenue estimated to be in the region of £55,800 to £79,050	In response to comments received during 2010 consultation concerning the unpopularity of Pay and Display parking to frontages of businesses and residences.
Generally	Boundaries of disc zones joined up to make one controlled parking area comprised of zones with boundaries that meet up and to ensure no properties excluded (the lengths of streets controlled by the restrictions is unchanged)	To ensure all Whitby properties located close to the town centre are eligible to apply for permits. This will also help to minimise the amount of signage at the entrances to the zones.
A D E G H	Some narrow streets were proposed as 'Residents permits only' This has been changed to 'Permit holders only' or to restricting parking altogether, because the streets are so narrow that to park there would prevent any other vehicles from passing (obstructing the highway).	It is not permissible to offer 'resident's permits only'. It is possible to offer 'permit holders only' parking, but <u>only</u> where a street is too narrow to mark out parking bays on the road. 'Permit holders only' parking is proposed for Newton Street only, because it is too narrow for bays to be marked on the road.
A	Disc parking limited time increased from 2 hours to 3 hours	To reflect the concerns of the football club over their supporters at having long enough unrestricted parking to watch a match on a Saturday afternoon.

Zone	Alteration to 2010 scheme details	Reason for changes
A/C	<p>48 Pay and Display parking spaces with permit exemptions on North Promenade (1 North Promenade to White Point Court) split into two and changed to;</p> <ul style="list-style-type: none"> i) 16 disc parking spaces with permit exemptions (15 North Promenade to White Point Court) included in Zone A ii) 32 Pay and Display parking spaces with no permit exemptions (1 to 14 North Promenade) remains in Zone C <p>Hotel and guesthouses eligible to apply for permits for Zone A.</p> <p>Changing 16 of the Pay and Display bays to disc parking spaces with permit exemptions would result in a reduction in annual revenue estimated to be in the region of £9,600 to £13,600.</p> <p>Preventing the use of permits in 32 of the Pay and Display spaces would result in an increase in annual revenue estimated to be in the region of £19,200 to £27,200.</p>	<p>Allowing permit holders in to one section of Pay & Display but not all adds an element of confusion for visiting drivers and could increase local traffic congestion. Additionally, if permits are to be allowed in this section of Pay & Display parking bay, then it is likely that this area will often be full of permit holders, reducing the revenue these spaces would otherwise earn. It is considered that it is more practical to extend the length of disc zone where permits can be used rather than allow permits to be used in a Pay & Display area.</p>
C Pay & Display and SandsendPay & Display	<p>Price tariffs for on-street parking at Whitby West Cliff and Sandsend seafront updated so that they are marginally more expensive than, but largely in line with charges at off-street car parks. Maximum length of stay at Whitby West Cliff restricted to 6 hours.</p>	<p>Changes made to take account of the County Council's Parking Strategy (October 2011).</p>
D	<p>Parking bay outside Post Office sorting office changed from 20 minute disc parking to 1 hour disc parking with no permits allowed 9am to 1pm only. Permits allowed after 1pm.</p>	<p>To cater for visitors to sorting office during its opening hours without creating a restriction that is over complicated or is very difficult to enforce.</p>
F	<p>Seasonal loading bays and seasonal disabled parking areas times changed and restriction made all year round. to match those of the proposed</p>	<p>To match the dates and times with those of the other restrictions in this area.</p>
H	<p>The mixture of 1 hour disc bays with permit exemptions and 2 hour disc bays with permit exemptions on Church Street has been changed to 2 hours.</p> <p>(This does not affect the 40 minute limited waiting bay closest to Bridge Street, which is still proposed to be 1 hour disc parking bay with no permit exemptions.)</p>	<p>It is desirable to have one maximum stay length within a zone, for consistency and to avoid confusion</p>

Zone	Alteration to 2010 scheme details	Reason for changes
J/A	Permits for Zone J would also be available to be used in Zone A	In response to comments received from residents of this proposed zone during 2010 consultation
L	Sandsend disc zone omitted from the scheme.	In response to comments received from residents of this proposed zone during 2010 consultation

Appendix B Permit types and prices

Whitby and Sandsend parking controls Consultation

Whitby Residents Priority ('Disc' and 'Permit Holders only' Zones) Parking Scheme Permit systems for Zones - A, B, D, E, ES EP, F, G, H, HS, J, K

Permit description	Type	Valid for	Cost	Criteria / notes
Residents	Householders permit	Zone where property is located	1st permit - discounted to £5 per year (usually £17) until 2017, when price will rise in line with the rest of the borough. 2nd permit - £27 per year 3rd and additional permits - £44 per year Free to disabled badge holders, persons receiving disability benefit, income support, guaranteed pension credit, job seekers allowance, employment and support allowance.	All residents of the zone who own a motor vehicle. Proof of residence - utility bill, bank statement, tenancy agreement, council tax bill. Proof of vehicle - VQ5 document, insurance, bill of sale, loan or hire agreement.
Residents visitors	Residents' Guest scratchcard	Zone where property is located	Maximum 50 scratchcards per household per calendar year. 10p per scratchcard Zone specific Card valid for 1 day	All residents of zone. Proof of residence - utility bill, bank statement, tenancy agreement, council tax bill.
Holiday accommodation scratchcards	Scratchcard	Zone where property is located	Discounted to 50p per card (usually £1.60) until 2017, when price will rise in line with the rest of the borough. Zone specific. Card valid for 4 days.	Hotellers, guest house proprietors on submission of business stationery showing company/VAT registration number.
Trades daily permit	Daily trade authorisation	All disc zones	£1 per day £6 per week	Proof of working at a property - for example, estimate or job sheet
Business	Permit	Zone where property is located	1st permit - £77 per year 2nd permit - £154 per year 3rd permit - £231 per year 4th and additional permits - £308 per year	Non-domestic rates bill. For additional permits a letter must be submitted explaining the reason for the need. Justification must be made - permits will not be supplied to just facilitate staff parking.
Tradespersons	Permit	All disc zones	1st permit - £26 per year 2nd permit - £52 per year 3rd permit - £77 per year 4th and additional permits - £102 per year	Self assessment tax form and business invoice or VAT registered invoice
Carers	Attendance permit	Zone where property is located	Free	Attendance or carers allowance or doctors certificate confirming person is requiring substantial and regular care.
Special carers	Permit	All disc zones	Free	Letter from employer. Mobile care workers.
Garage	Permit	Zone where property is located	£20 per year	For repair garages with no off-street parking to accommodate vehicles before/after servicing.
Health Emergency Badge (HEB)	Permit	All disc zones (and pay and display in emergencies)	Free to medical profession such as: doctors, midwives, registered nurses, health visitors, and dentists.	Letter from doctor's surgery or NHS Trust confirming need for medical staff to be mobile for medical emergencies. (Not simply to facilitate the journey to and/or from work.)

Exemptions	
Emergency services	
Statutory undertakers	
Post Office	For collection/delivery
Highway authority	Only when necessary
Essential building operations	
Blue Badge holders	
Weddings	Official vehicles only
Funerals	Official vehicles only

Note 1: Special dispensations. On occasion, it may be necessary for some vehicles to be parked adjacent to properties in areas governed by waiting restrictions. If it is considered essential that the vehicle must be parked nearby then, in certain circumstances, Scarborough Borough Council will issue a dispensation, allowing a vehicle or vehicles to park lawfully in a place that otherwise would be a contravention of a Traffic Regulation Order.

Note 2: Pay and display zones.

West Cliff Area - Zone C. Sandsend seafront - Zone L

No permits or scratchcards will be issued for or valid for use within the pay and display zones.

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Appendix C QUESTIONNAIRE

Please use this form to tell us what you think about the Proposed Residents' Priority (disc) Parking and 'Pay & Display' Parking in Whitby and Sandsend. Consultation – August 2013

We want to find out what you think about the proposals through your responses given in this questionnaire. Please note, filling in the questionnaire available at the exhibition, online or on request will be sufficient and treated as an official confirmation of your views.

All consultation responses must be received by 30 August 2013.

please tick all the boxes that apply to you	I am a Resident		I am a Business		I am a Day Visitor		I am staying at holiday accommodation in Whitby		I am a Commuter	
--	-----------------	--	-----------------	--	--------------------	--	---	--	-----------------	--

To which Zone(s) or street names do your comments refer?.....

Are you in favour of the proposals for the on-street parking measures?

Yes		No	
-----	--	----	--

If you have selected “no” above, please state why using the space below, continuing to the ‘any other comments’ box overleaf, or a further sheet if necessary.

On-street parking charges are aimed at encouraging long stay visitors and commuters to use off-street car parks and to provide the income necessary to fund the operation of the new park and ride service. Do you feel that the prices proposed for the on-street parking charges and available permits are reasonable?

Yes		No	
-----	--	----	--

If you have selected “no” above, please state why using the space below, continuing to the ‘any other comments’ box overleaf, or a further sheet if necessary.

Are you in favour of the times of day which are proposed for the disc parking zones and the maximum length of stay permitted with a disc?

Yes		No	
-----	--	----	--

If you have selected “no” above, please state why using the space below, continuing to the ‘any other comments’ box overleaf, or a further sheet if necessary.

If you have any other comments please include these in the space below, continuing to another sheet if necessary:

Please tick this box if you wish to remain anonymous- *choosing to remain anonymous will prevent us from providing you with any updates regarding this consultation.*

Name.....

Telephone number.....

Address.....

Post code.....

e-mail address.....

The personal information collected on this form will be dealt with according to the data protection principles as set out in the Data Protection Act 1998. The information you provide will be used only for the purpose of gathering opinion in relation to this consultation and any necessary replies. The County Council is subject to the Freedom of Information Act 2000 and may be required to disclose publicly views that have been expressed to it but will take account of your privacy rights.

The statutory process requires that all comments/objections received during the 21 day period of advertisement (9th August 2013 to 30th August 2013) will be considered by the Yorkshire Coast and Moors County Area Committee, to be held at Sneaton Castle, Whitby at 4.00pm on 19th September 2013. A decision will be made by the committee members as to whether or not to proceed with the proposals as advertised.

Please leave this questionnaire in the box provided at the exhibition, email to area3.whitby@northyorks.gov.uk

Or post to:

Area 3 Whitby Office
North Yorkshire County Council
Whitby Highways Depot
Cholmley Way
Whitby
YO22 4NQ

Appendix D

Summary of comments made in response made, and added to the database before and including 6 September.

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	1. Why can't the park and ride come into operation without any parking changes and all of the other restrictions?	<p>Simply providing a Park & Ride (P&R) site may attract some users but it is likely that many visitors would first go into Whitby to see if they can find a free parking space near to the sea front or in the town centre. This would not achieve the aim of reducing traffic congestion in the town centre. Visitors are more likely to use P&R if they know that parking in town is either restricted or a more costly option than using the facility.</p> <p>Visitors are likely to try to avoid P&D charges by parking in the 'free' unrestricted parking spaces in the nearby residential streets. This will severely disadvantage residents and hence there is a need to introduce Residents Priority Zones in the nearby areas in order to give residents priority for the available parking.</p> <p>Additionally, like most park and rides in England the one at Whitby will require a subsidy since the income from the bus fares alone will not be sufficient to pay for the buses and the maintenance of the site.</p> <p>Income from the pay and display parking is therefore required to provide this subsidy and therefore it is necessary to introduce Pay & Display (P&D) parking.</p>
Consultation questionnaires and / or written responses	2. Residents should get free permits and not subsidise the visitors parking / Why should I pay to park outside my house?	<p>The charges proposed for Residents permits will only cover the administration costs for issuing and managing the permits. As the highway is for the benefit of all of the public it is not permissible to require one user to subsidise another. In providing residents priority parking, the residents are obtaining a benefit not available to non-residents and it is therefore expected that they should cover the costs of operating the system.</p>

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	3. The proposals will put people off Whitby and affect tourism and trade	<p>During the peak summer season parking capacity in Whitby is a major constraint on the number of visitors to the town. By providing more spaces through the park and ride site it is expected that the package of measures will actually help increase the number of visitors to Whitby. Indeed, this is one of the main aims of the park and ride.</p> <p>Effective parking management can help ease congestion reduce journey times and improve accessibility and localised air quality. Maintaining good access is essential to support the economy. Day visitors will have the option of using Park and Ride, or may still choose to park in the Town using off street car parks or pay and display. A previous survey of Whitby day visitors concluded that 66% of day visitors would use Park and Ride in preference to off street car parks. Whilst parking charges may deter some visitors, others may be attracted by the advantages of Park and Ride which also supplements the overall car parking capacity. Turnover of parking spaces in the Town Centre should increase which should benefit various businesses.</p>
Consultation questionnaires and / or written responses	4. The charges (permit)are too high	<p>The permit charges are based on the scheme which currently operates in Scarborough, however introductory charges will apply so for example the Residents Permit will only be £5 per year (£17 in Scarborough) for the first 3 years of operation. Hotel / Guest House 4 day scratch cards will also be available for 50p (£3.00 in Scarborough) for a similar period.</p>
Consultation questionnaires and / or written responses	<p>5. I live in Zone E or Zone J and will not be able to park as there is limited on-street parking</p> <p>What can I do if there's no space to park in my zone?</p>	<p>It is agreed that the parking demand / availability ratio in Zones E and J in particular is very high and it is proposed that permits will be valid in adjacent or other zones to provide a degree of flexibility. The recommendations on this, based on various factors including number of properties, businesses guest houses and hotels together with an assessment of car ownership and private and public off-street parking are detailed in this Report for Members to consider.</p>

Method of Comment	Comment/Objection	Officer Comment
		<p>Unfortunately due to the limited on-street parking availability in Whitby there will always be situations where no spaces are available. The County Council can only manage the spaces that can be accommodated on street.</p> <p>It should however be noted that with the current proposals the total number of on street parking spaces available to residents remains unchanged. However the new proposals do change the management of these spaces introducing approximately 240 pay and display spaces in the West Cliff area and introducing widespread disc parking across the town. All of these spaces will still be available to residents however they will need to comply with the new charges or restrictions.</p> <p>It should also be noted that the restrictions in all the disc parking zones run between 9.00 am and 7.00pm. So, for example, should a resident of a zone return home at 5.30pm and not be able to find a parking place in their local zone they will be able to park overnight in any disc parking zone in Whitby provided their vehicle is moved before 9.00am next morning. This will be a suitable arrangement for many working residents of Whitby and will reduce the demand on overnight parking spaces within their zone of residence.</p>
Consultation questionnaires and / or written responses	6. The pay and display parking on West Cliff is limited to 6 hours which will not be long enough for visitors.	It is not the County Council's usual protocol to have 24 hr on-street parking where nearby all day off-street parking is available, and it is hoped that many day visitors seeking to park all day will use P&R as first choice and alternatively off-street car parks. As the P&D charging ceases at 7:00pm under the current proposals visitors may park "all day" after 1:00pm. There are no maximum stay restrictions at Sandsend as there are no nearby off-street car parks.
Consultation questionnaires and / or written	7. The scheme is too complicated and or inconvenient.	There are various highway users to consider including residents, residents' visitors, day visitors, long stay visitors, commuters, business users tradesman, doctors and health care workers and others and this is why different permits and limited disc parking is needed. A similar parking scheme has been operating in Scarborough for 13

Method of Comment	Comment/Objection	Officer Comment
responses		years, and after initial “teething” problems is now operating very effectively. A zoning system is considered essential if residents are to be afforded the best opportunity to park nearest to their property
Consultation questionnaires and / or written responses	8. Existing parking arrangements are not a problem / existing arrangements are adequate.	Whilst on-street parking on many Whitby streets outside the busiest Town centre and surrounding streets is generally available, parking within most of the zones during much of the day particularly during the “tourist season” parking spaces are very difficult to find. This often leads to traffic congestion problems as visitors search for parking spaces
Consultation questionnaires and / or written responses	9. Greedy Council / Another road tax / stealth tax / we pay our rates / extracting money from motorists.	<p>The charges proposed for Residents permits will only cover the administration costs for issuing and managing the permits. As the highway is for the benefit of all of the public it is not permissible to require one user to subsidise another. In providing residents priority parking, the residents are obtaining a benefit not available to non-residents and it is therefore expected that they should cover the costs of operating the system.</p> <p>It is not expected that the County Council will make any significant surplus from either the parking management measures or the wider park and ride package. If there is any small surplus this will be re-invested in transport improvement in the local area. In summary it is expected that the scheme will only pay for itself and will not generate any significant additional revenue for the County Council.</p>
Consultation questionnaires and / or written responses	10. Why can't there be a single 'Whitby Residents' permit? One zone only for all residents / free permit to park anywhere for Whitby residents.	One of the major problems encountered by residents in certain areas is that of commuters parking all day in congested areas. Using a 'Whitby' permit would mean that people living on the fringes of the town could still use their permits to park in the town centre or in other areas where parking is in high demand creating problems for residents and businesses. Residents outside the zones may of course park for up to 2 or 3 hours depending on the zone using a clock disc and there are no parking restrictions on the disc parking between 7pm and 9 am.

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	11. There are not enough spaces in my zone to accommodate the needs of the residents who live there. Why were the zones not arranged on the basis of how many spaces were needed?	<p>This scheme only deals with on-street parking as this is the County Council's area of responsibility. The amount of available parking on street is governed by the physical characteristics of the road, the number of junctions and accesses and the amount of traffic using the road. We are therefore restricted in the amount of parking available and we aim to ensure this is used as equitably as possible.</p> <p>It must be remembered that parking on the street is not a right. The highway is a public facility and is provided to allow the public to travel from place to place. Anything which stops on the highway is therefore technically an obstruction. Parking is tolerated only insofar as it does not cause a problem for other highway users. It is the responsibility of vehicle owners to ensure that they have a place to keep their vehicle when it is not being used for travel.</p> <p>Although we work in partnership with Scarborough Borough Council (SBC) it is not possible to require them to make off-street space available. Whilst the zones are "geographical" there will however be some flexibility in zone validity to address the parking demand/supply.</p>
Consultation questionnaires and / or written responses	12. I pay several hundred pounds each year for a beach hut (May to September). Why should I also pay to park on West Cliff?	As things stand the West Cliff beach huts are not included in a parking zone. Beach hut users may park for up to 3 hours in zone A. Discussions will be held with the beach hut owners, Scarborough Borough Council, to determine whether all day beach hut users may be accommodated within the West Cliff car park. Alternatively consideration may be given to allow temporary permits valid in, for example zone A
Consultation questionnaires and / or written responses	13. I am annoyed by Camper Vans / campers vans should be charged	Camper van users may park similar to other vehicle users paying charges as appropriate. Overnight sleeping along streets including North Promenade, East Terrace and Church Street is not permissible however.

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	14. Why does Sandsend need to be included?	It was considered necessary to include charging for parking at Sandsend seafront using Pay & display, as charging at Whitby but not at Sandsend would increase pressure on Sandsend and is likely to lead to traffic congestion on the A174. In addition, it is necessary to provide an adequate number of Pay & Display spaces to provide the required level of income to support the overall scheme.
Consultation questionnaires and / or written responses	15. Scheme does not allow parking for hotel staff, shop workers etc. / Where are commuters working in the town centre going to park?	<p>Three areas (Chubb Hill, Spring Vale/Stakesby Road and Lower Esk Terrace) have been left outside of the controlled parking zones in addition to many other areas in the town further from the town centre. Most commuters will arrive before day-visitors and should therefore find spaces available in these areas.</p> <p>In order to reduce congestion in town and to keep town centre spaces available for residents and short stay parking by both tourists and residents visitors it is necessary to discourage long stay parking in the town centre areas.</p> <p>Options to be researched in respect of commuters include;</p> <ul style="list-style-type: none"> • setting up and publicising a rural car share scheme, • a reduced price fare on the park & ride service, • a type of permit that would parking for free within the Whitby zones. • subsidised parking in Scarborough Borough Council's off-street car parks.
Consultation questionnaires and / or written responses	16. What will happen to the areas just outside the controlled zones? / I worry that parking will extend to Larpool Lane / Stakesby Road / Spring Vale / Dunsley Crescent	<p>A balance always needs to be struck as to how far controls should extend. We do not want to introduce controls which are not necessary. If it is found that other areas are becoming inundated with visitor parking, residents priority zones can be extended or added through consultation.</p> <p>Further to a previous consultation restrictions are being placed on sections of the north side of Spring Vale. It is expected that streets including Chubb Hill, Spring Vale Stakesby Road and Lower Esk Terrace will be used by commuters and other highway</p>

Method of Comment	Comment/Objection	Officer Comment
		users seeking to park outside of the zone restrictions, and of course during the busiest periods many of the streets are subject to a high level of parking demand now.
Consultation questionnaires and / or written responses	17. Why isn't the P&R site much bigger?	The size of the P&R site is based on a typical summer demand, the space available given the NYMNPA landscaping requirements and the cost. It is not intended to deal with peak demand. To provide a much larger facility would increase maintenance costs and mean that for much of the year the site would be very under-utilised. This would be likely to generate complaints about the waste of space, etc.
	18. Why doesn't the P&R run all year round?	<p>Parking and traffic congestion is primarily a problem in the summer months and this is the period when P&R will be operating. There is insufficient demand at present to make it feasible or necessary to operate the Park & Ride in Winter</p> <p>Additionally, the P&R site has no lighting and therefore it would be unsuitable for use during the hours of darkness. CCTV security will be provided but this would not be effective enough without additional lighting during the hours of darkness.</p> <p>It is however expected that for certain events outside the current operating period there will be some flexibility to operate Park and Ride, albeit there may be planning issues and for example temporary lighting issues to address.</p>
	19. Why doesn't P&R start earlier/run later?	<p>The start time of 8am was chosen as this is when traffic into Whitby begins to build up. It would increase costs too much to operate early enough to suit all commuters and hence it is aimed at the majority.</p> <p>Operating later into the evening would also increase costs and would not be cost effective as the number of users would decrease considerably. As parking in town is easier in the evening visitors who decide to stay into the evening would have to travel back on the last bus and bring their cars into town. The proposed hours of operation will be suitable for most day visitors and many commuters into Whitby.</p>

Method of Comment	Comment/Objection	Officer Comment
Letter /written	20. Will I be able to park near my holiday cottage(s) for cleaning and servicing purposes?	In many areas a free disc period will be available to park for 1 2 or 3 hours, subject to zone. If a longer period is required it would be necessary to use a holiday accommodation scratch card for the day.
Consultation questionnaires and / or written responses	21. Multi-car households will be penalised.	It should be recognised that it is the number of cars parked on the highway that causes parking congestion not the number of households. Households with two or more cars therefore have a parking demand and impact on the highway network. Whilst the first car permit is set at £5 per year for the first three years the second and third car permit costs rise to £27 and £44 and are currently not discounted. Members may wish to consider discounting the second and third car permit charge, however the financial implications will need to be considered.
Consultation questionnaires and / or written responses	22. Why can't we just have 'Residents Permits Only' parking in the whole area? / No discs for visitors.	'Residents Permits Only' restrictions would make it difficult for residents who have regular visitors to their homes as every visit would have to be provided with a scratch card. It must be remembered that the highway was provided for the benefit of all the public and it should not be restricted unless there is real necessity. It is necessary to allow use by other categories of driver in order to protect the viability of local businesses.
Consultation questionnaires and / or written responses	23. How do people park during football matches?	Longer 3hr disc parking is available in the vicinity of the football ground. As the restrictions wouldn't apply after 7pm, evening matches shouldn't be a problem. Furthermore in the November to March period the nearby Pay and Display zone and the West Cliff off street car park is available free of charge. The zone timing could be adjusted to finish at say 5:00pm and this would mean that discs could be used from 2:00pm. This change would however impact on residents. Another option is to increase the clock disc parking time to 4 hours.
Consultation questionnaires and / or	24. Why can't I have a guaranteed parking space if I pay for a parking permit?	The town of Whitby has grown since long before the motor vehicle was invented. It was not laid out to accommodate the high levels of vehicle ownership we have today. The County Council can only deal with parking on the highway and cannot therefore

Method of Comment	Comment/Objection	Officer Comment
written responses		<p>make more parking available than the existing road will accommodate.</p> <p>It must be understood that parking on the highway is not something that anyone has a right to do. It is a practice which is accepted provided it does not cause danger or inconvenience to others. Off-street car-parking is either operated by Scarborough Borough Council or is privately owned.</p>
Consultation questionnaires and / or written responses	25. Business permit costs are too high.	<p>Every business is entitled to one permit and the first permit cost is £77, the same cost as Scarborough. The second and third permit costs rise to £154 and £231 respectively. Members may wish to consider introductory discounts on a similar basis to residents and holiday scratch cards, however this would reduce the scheme income.</p>
Consultation questionnaires and / or written responses	26. Prices will go up.	<p>Yes, certain permits will benefit from an introductory discount, however it is expected that costs will increase after 3 years, in line with changes elsewhere in the County. Additionally, it is inevitable that over time permit charges will increase, however any increase is only expected to reflect the costs of administering the parking management scheme.</p>
Consultation questionnaires and / or written responses	27. There should be spaces for disabled badge holders at Sandsend and West Cliff	<p>Disabled badge holders have unrestricted access to the Pay and Display zones and indeed any of the on-street parking bays, assuming of course spaces are available. Disabled badge holders may also park for a limited period on double yellow lines providing an obstruction is not being caused or safety issues arise.</p>
Consultation questionnaires and / or written responses	28. Evening zone restrictions should be extended to protect residents returning from work	<p>Some responding have expressed a desire for the permit operation times to finish before 7:00 pm and a balance needs to be struck.</p>
Consultation questionnaires	29. The rear of Scoresby / Raglan Terrace will lose	<p>Some streets are quite narrow and in general where a parking bay cannot be marked out as there is insufficient width for vehicles to pass than restrictions have been</p>

Method of Comment	Comment/Objection	Officer Comment
and / or written responses	spaces as restrictions are planned on both sides.	proposed. However, where residents are happy to manage their own parking and obstruction issues are avoided, particularly on relatively short cul-de-sac streets such as Scoresby rear, then it will be possible to sign the street as "Permit Holders Only" and not mark out any parking bays, allowing anyone in the zone to park with a valid permit. The more on-street parking which can be safely accommodated can only improve the zone space demand / capacity
Consultation questionnaires and / or written responses	30. I object to disabled badge parking.	The County Council cannot restrict disabled badge holder use on street, in line with national policy. This does not mean that disabled badge holders can park anywhere, and not where for example it would cause obstruction or gives rise to road safety concerns.
Consultation questionnaires and / or written responses	31. I should be able to buy a week or two week car park ticket.	You can. Park and Ride – weekly and monthly tickets are available Off street car parks – Various long duration tickets are available in long stay
Consultation questionnaires and / or written responses	32. Overnight parking in Park and Ride should be available	Unfortunately Park and Ride will not be available for overnight parking – this is a planning condition. It may also be undesirable since the site is not lit. The County Council also wishes to close the site overnight to avoid people sleeping / camping in their vehicles.
Consultation questionnaires and / or written responses	33. There should be year round charging for visitors.	It is currently considered appropriate to apply Pay and Display charges only when Park and Ride are in operation.
Consultation	34. There will be a problem obtaining parking clock	Disc parking operates very successfully in other parts of the County and Country and

Method of Comment	Comment/Objection	Officer Comment
questionnaires and / or written responses	discs	there is generally very little problem in people obtaining a disc. These will be made freely available at the Whitby Tourist Information Centres and all those shops and businesses in Whitby willing to hold them.
Consultation questionnaires and / or written responses	35. Disc parking on East Terrace in front of the residential property should be allowed / 5 B&Bs with no parking	East Terrace is currently Pay and Display. The extent of Pay and Display could be reduced to allow some permit/disc parking on East Terrace however this could lead to greater congestion as people look for free disc parking and there would also be financial implications as the revenue to operate the scheme will come predominantly from P&D. Parking is available through zone D.
Consultation questionnaires and / or written responses	36. Disc parking on North Promenade in front of the "Wheeldale" and adjacent hotels should be allowed, otherwise businesses may be affected and jobs lost.	Most of North Promenade is currently Pay and Display. Approximately 17 permit / disc spaces are available at the western end of North Promenade near White Point corner. The extent of Pay and Display could be reduced to allow some additional permit/disc parking on North Promenade however this could lead to greater congestion as people look for free disc parking and there would be financial implications as the revenue to operate the scheme will come predominantly from P&D
Consultation questionnaires and / or written responses	37. The Town needs two Park and Ride sites with one on the south / Scarborough side.	At this stage there is only sufficient funding available to provide a single park and ride site in Whitby
Consultation questionnaires and / or written responses	38. Parking on Wellington Terrace should be retained, as motorists have nowhere else to go.	Unfortunately on some streets there isn't enough space to park a vehicle on safety grounds or to avoid obstruction especially to the emergency services. Drivers may park elsewhere in the zone where spaces are available and in any adjacent zones where permit flexibility is allowed.
Consultation	39. I would like a disabled parking bay for my use.	This is not possible within a controlled parking zone, however with a disabled badge

Method of Comment	Comment/Objection	Officer Comment
questionnaires and / or written responses		there is unrestricted parking within all Pay and Display and parking bays
Consultation questionnaires and / or written responses	40.Park and Ride is a waste of money	Park and Ride is expected to bring significant benefits to the Town, reducing congestion on Town Centre streets, providing a sustainable alternative to Town Centre parking and boosting the local tourism economy.
Consultation questionnaires and / or written responses	41. On Waterstead Crescent we want double yellow lines to prevent regular parking obstruction.	Most of Waterstead Crescent will have double yellow line waiting restrictions, however there is room for a short length of parking bay near the Waterstead Lane junction
Consultation questionnaires and / or written responses	42. Three hours disc parking is too long – two hours seems more reasonable	This is to accommodate football supporters(zone A) travelling by vehicle on match days, and further debate on this may even lead to four hour disc parking on some streets The vast majority of streets will be one or two hour disc parking for visitors
Consultation questionnaires and / or written responses	43. The scheme limits people's freedom.	Whilst there are some changes to the parking management in Whitby with the current proposals the total number of on street parking spaces available to residents remains unchanged. However the new proposals do change the management of these spaces introducing approximately 240 pay and display spaces in the West Cliff area and introducing widespread disc parking across the town. All of these spaces will still be available to residents however they will need to comply with the new charges or restrictions.

Method of Comment	Comment/Objection	Officer Comment
		<p>Additionally, It must be understood that parking on the highway is not something that anyone has a right to do. It is a practice which is accepted provided it does not cause danger or inconvenience to others. Off-street car-parking is either operated by Scarborough Borough Council or is privately owned.</p>
<p>Consultation questionnaires and / or written responses</p>	<p>44. The restrictions should stop at 5:00pm</p>	<p>The 7:00pm restriction finish is considered most appropriate to protect residents, particularly those returning from work and seeking to park close to their property.</p>
<p>Consultation questionnaires and / or written responses</p>	<p>45. The scheme favours long stay visitors</p>	<p>The scheme is designed to encourage day visitors to use Park and Ride, and free up spaces for residents and hotel guests for example to park close to their properties or accommodate as far as is reasonably practical. Short stay visitors and shoppers may be accommodated for 1 2 or 3 hours using a clock disc, subject to zone, whilst day visitors have the option to use long stay car parks and Pay and Display as well as Park and Ride.</p>
<p>Consultation questionnaires and / or written responses</p>	<p>46. The charging period is too long – it should be May to September only.</p>	<p>The charging period is based on the period of operation of the Park and Ride to ensure the P&R is used. The busy ‘season’ in Whitby runs from Easter to October therefore the County Council proposes to run the P&R and therefore the charging from Easter to October.</p>
<p>Consultation questionnaires and / or written responses</p>	<p>47. Car parking should be free of any charge</p>	<p>Part of the reason for traffic and parking congestion in the summer months is due to the free car parking in the main tourist areas of Whitby. It is necessary to introduce charges in these areas in order to encourage use of the park and Ride service. The Park and Ride would not be viable without parking controls and the income from P&D is required to support the on-going revenue costs of the scheme.</p>

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	48. Very pleased something is happening so I can park.	Noted
Consultation questionnaires and / or written responses	49. Scheme long overdue	Noted
Consultation questionnaires and / or written responses	50. Support scheme, however needs enforcement	The parking restrictions will be enforced by Scarborough Borough Council on behalf of NYCC. Additional Civil Enforcement Officers will be employed to ensure adequate enforcement.
Consultation questionnaires and / or written responses	51. Delighted at the double yellow lines to the rear of the Royal Hotel.	Noted
Consultation questionnaires and / or	52. Very pleased day trippers will not be able to use residential streets,	Noted.

Method of Comment	Comment/Objection	Officer Comment
written responses		
Consultation questionnaires and / or written responses	53. Can commuters buy permits? Willing to pay for the equivalent of a business permit to park in a zone	<p>There is a need to look more closely at how commuters can be accommodated, including possible options for a type of permit that would allow commuter parking within the controlled zones. Other options to be researched further include :</p> <ul style="list-style-type: none"> • Setting up and publicising a rural car share scheme, • A reduced price fare on the park & ride service, • Subsidised parking in Scarborough Borough Council's off-street car parks.
Consultation questionnaires and / or written responses	54. Newlands Avenue – the parking should be moved to the north side	Noted. Amendments can be made subject to majority resident support within the affected area. Parking layouts and double yellow line waiting restrictions have generally been designed to afford the maximum parking capacity, however on some streets residents prefer to maintain historic parking patterns.
Consultation questionnaires and / or written responses	55. The parking scheme in Scarborough has killed tourism there – not Whitby.	The parking management scheme in Scarborough is effective in affording priority parking for residents and others, and is not considered to have an adverse effect on tourism in the Town.
Consultation questionnaires and / or written responses	56. Would like a loading bay on St Anne's Staith to serve the Buck Inn and Jolly Sailors and other premises	There does appear to be a good case for a loading bay at this location, and this is something that will be considered, either as part of the current measures or at a future date.
Consultation questionnaires	57. Park and ride needs to operate longer hours	The P&R scheme is aimed primarily at visitor and the hours of operation are times to 'capture' most visitor traffic. It will also be suitable for use by many commuters. It was

Method of Comment	Comment/Objection	Officer Comment
and / or written responses		expected that outside of the currently proposed hours the usage of the P&R would be very low and it would not therefore be financially feasible to operate the bus service.
Consultation questionnaires and / or written responses	58.Hanover Terrace / Downdinner Hill should have double yellow lines	There is sufficient width on Downdinner Hill to retain parking in front of Hanover Terrace and maintain free flow two way traffic. Waiting restrictions are proposed however on Prospect Hill, south of the Meadowfields junction where carriageway width reduces.
Consultation questionnaires and / or written responses	59. White Point Avenue – Parking bays should be switched to the opposite side	Noted. Amendments can be made subject to majority resident support within the affected area. Parking layouts and double yellow line waiting restrictions have generally been designed to afford the maximum parking capacity, however on some streets residents prefer to maintain historic parking patterns.
Consultation questionnaires and / or written responses	60.Mulgrave Crescent – don't want double yellow lines	Mulgrave Crescent is not wide enough to allow parking on both sides of the road in safety or without obstructing the footpath
Consultation questionnaires and / or written responses	61. Royal Crescent, Hunter and John Street should be made one way	This could be done on traffic management grounds; however it would not generate any additional parking spaces. The current scheme includes one way working on East Terrace, and this will allow echelon parking on the east side of the carriageway
Consultation questionnaires and / or written	62. Cliff Street is too restrictive	There is currently very limited parking in the Cliff Street, and the proposals do not change that. It is however considered essential that residents in zone E (including Cliff Street) have access to parking in adjacent zones

Method of Comment	Comment/Objection	Officer Comment
responses		
Consultation questionnaires and / or written responses	63. Newlands Avenue – Parking bays should be switched to the opposite side	Noted. Amendments can be made subject to majority resident support within the affected area. Parking layouts and double yellow line waiting restrictions have generally been designed to afford the maximum parking capacity, however on some streets residents prefer to maintain historic parking patterns.
Consultation questionnaires and / or written responses	64. Not enough parking space for long stay visitors	Long stay visitors will generally be accommodated by using the holiday accommodation scratch cards. The overall number of parking spaces in Whitby is little changed, whilst Park and Ride will also accommodate up to 450 additional spaces, albeit these are not intended for long stay visitors.
Consultation questionnaires and / or written responses	65. Station Avenue is not wide enough for parking on both sides	Parking bays are only proposed where carriageway width allows.
Consultation questionnaires and / or written responses	66. Meadowfields – problems with people parking opposite my drive.	It is appreciated that cars parked opposite driveways on relatively narrow streets can cause some access difficulties. It is important however to balance this with parking demand, and the parking bay layouts have been designed so as not to cause highway obstruction, albeit accessing and exiting some driveway may be slightly more difficult for some.
Consultation questionnaires and / or written responses	67. I don't want to walk to my car each day to renew my scratch card	This will not be necessary. For example when using residents scratch cards for a three day stay three cards may be displayed. Holiday accommodate cards are valid for four days, so for a week visit two cards would be used.

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	68. I am pleased that the pinch point on Prospect Hill is being removed	Noted
Consultation questionnaires and / or written responses	69. This will improve life for me as a disabled person	Noted
Consultation questionnaires and / or written responses	70. I don't want to lose spaces on Albert Place	Parking bays are only proposed where carriageway width allows, however there some "marginal" sites such as Albert Place where further consideration may be given
Consultation questionnaires and / or written responses	71. Newton and Walker Street should be residents only.	Newton Street is for "Permit Holders only" as the carriageway is not wide enough to mark out parking bays. Walker Street is slightly wider, albeit marginal, and some bays can be provided. This can be reassessed
Consultation questionnaires and / or written responses	72. Parking disc times are too short / not long enough to visit my family / penalises friends who want to pop round for an hour or so.	Visitors can access all zones on a short stay basis for one two or three hours depending on zone using the free clock disc. For longer stays visitors would need a residents scratch card.
Consultation questionnaires	73. What is the height restriction at Park and Ride	The will be no height restriction

Method of Comment	Comment/Objection	Officer Comment
and / or written responses		
Consultation questionnaires and / or written responses	74. I am a tradesman – why can't I park in a one hour zone?	With a Permit Tradespersons may park in the one or two or three hour zones for unlimited duration, and the short stay parking areas such as Skinner Street for one hour. The Tradesperson permit cannot be used for more than one hour in the short stay parking areas such as Skinner Street however.
Consultation questionnaires and / or written responses	75. Why should motorcycle users pay for a parking space when they don't take up much room?	Motorcycle users are exempt within parking bays, as they have no secure means of displaying a ticket.
Consultation questionnaires and / or written responses	76. Use the hospital as a car park when it closes.	This is not realistic scenario, and furthermore off-street parking is a matter for Scarborough Borough Council.
Consultation questionnaires and / or written responses	77. Restrictions at Sandsend should be during school holidays and at weekends only / Sandsend should not be included	It was considered necessary to include charging for parking at Sandsend seafront using Pay & display, as charging at Whitby but not at Sandsend would increase pressure on Sandsend and is likely to lead to traffic congestion on the A174. It has been decided to operate Pay and Display for the same period as the Park and Ride through the busiest part of the year
Consultation questionnaires and / or written	78. Full time residents should have priority over holiday lets.	We cannot discriminate between permanent or part time residents

Method of Comment	Comment/Objection	Officer Comment
responses		
Consultation questionnaires and / or written responses	79. We need Park and Ride.	Noted
Consultation questionnaires and / or written responses	80. Field House Road – there should be no parking / can we have more parking?	Noted. Amendments can be made subject to majority resident support within the affected area. Parking layouts and double yellow line waiting restrictions have generally been designed to afford the maximum parking capacity, however on some streets residents prefer to maintain historic parking patterns.
Consultation questionnaires and / or written responses	81. Losing 40min parking for shoppers is ridiculous	Short stay Town Centre parking will remain, however the 40 minute stay period is being amended to one hour to give visitors / shoppers more time.
Consultation questionnaires and / or written responses	82. Park and Ride should be self-financing/why should I pay to fund Park and Ride?	The costs of running the park and ride will be met from the bus fares (approximately 45%) and from the pay and display income (approximately 55%). The buses and pay and display parking will be primarily used by visitors to the town and as such they will be funding the costs of running the P&R.
Consultation questionnaires and / or written	83. Would support scheme if space could be guaranteed.	As is the case now, nobody can be guaranteed a parking space; however the parking zone system will afford residents and others a better opportunity of finding a space.

Method of Comment	Comment/Objection	Officer Comment
responses		
Consultation questionnaires and / or written responses	84. How are shift workers accommodated?	Restrictions do not apply between 7:00pm and 9:00am. The clock disc may also be used to park for one two or three hours depending on zone. Hence for example a shift worker starting at 2:00am and finishing at 10:00 am can be accommodated with a clock disc. We will be looking further as to how commuters may be accommodated.
Consultation questionnaires and / or written responses	85. Create parking by using one-way systems not Park and Ride.	This is already being done on East Terrace. The scope to extend this elsewhere and create additional parking is minimal
Consultation questionnaires and / or written responses	86. Use the Abbey Field for Park and Ride.	The Abbey Field is a far from ideal site for access. The Park and Ride site west of Whitby has a direct link to the A171 / A169 from where the bulk of day visitor traffic originates
Consultation questionnaires and / or written responses	87. Residents should be allowed reduced prices in car parks.	Long duration tickets are available in Scarborough Borough Council's off-street car parks, however there are no specific discounts for residents.
Consultation questionnaires and / or written responses	88. Off street car park signage needs improvement	Agreed. A package of advance directional sign improvements will be implemented within the next year

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	89. Businesses not in a zone such as the Town Centre will not be eligible for a permit	The Town Centre is zoned and all businesses are entitled to at least one permit.
Consultation questionnaires and / or written responses	90. What is the benefit for residents?	As is the case now, nobody can be guaranteed a parking space; however the parking zone system will afford residents and others a better opportunity of finding a space, as long stay / day visitors are excluded.
Consultation questionnaires and / or written responses	91. Strongly support the measures on Prospect Hill.	Noted
Consultation questionnaires and / or written responses	92.The Clearway Order at Sandsend needs to be revoked and enforcement is needed	Agreed. New Traffic Regulation Orders will be implemented and additional Civil Enforcement Officers provided
Consultation questionnaires and / or written responses	93. Can we obtain carer permits similar to the Scarborough system	Yes, permits will be issued free of charge to Carers. These permits will be issued on receipt of evidence of Attendance or Carers Allowance or Doctor's Certificate confirming that the person is requiring substantial and regular care.
Consultation questionnaires	94. Issues concerning highway/private land to the rear of Abbey Terrace and Royal Crescent (incl No	This will be investigated and clarification provided

Method of Comment	Comment/Objection	Officer Comment
and / or written responses	10)/ West Terrace	
Consultation questionnaires and / or written responses	95. Captain Cook's Crescent – issues regarding Coastguard operations and desire for sole residential use.	This can be investigated further.
Consultation questionnaires and / or written responses	96. Properties "Hallcroft" "Autumn House" and adjacent properties should be in Zone D.	Agreed as access is from Crescent Avenue
Consultation questionnaires and / or written responses	97. Meadowfields Court – this should be a special case so those elderly residents can continue to park near their properties.	Under the proposed system this cannot be accommodated, however we can investigate whether anything can be done to ameliorate the situation
Consultation questionnaires and / or written responses	98. Charges are not high enough.	The charges set for Pay and Display are in line with County Council charges elsewhere and are also set to be slightly higher than off street parking charges. Permit charges are similarly in line with the charges set in Scarborough, albeit introductory discounts apply.

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	99. Zones A G and K are unattractive to visitors – in principle scheme a good idea.	Noted.
Consultation questionnaires and / or written responses	100. Overnight parking should be more expensive	Restrictions do not apply between 7:00pm and 9:00am.
Consultation questionnaires and / or written responses	101. There is not enough off street parking.	This is a matter for Scarborough Borough Council. There are approximately 1700 off street car parking spaces in Whitby
Consultation questionnaires and / or written responses	102. I cannot believe that residents do not have a right to park outside their home.	<p>It must be understood that parking on the highway is not something that anyone has a right to do. It is a practice which is accepted provided it does not cause danger or inconvenience to others.</p> <p>The highway is there for the benefit of all highway users, and visitors have the same rights to park as resident. If controlled parking zones are introduced however then residents can be afforded priority.</p>
Consultation questionnaires and / or	103. This will add to my business costs	Noted. There will be a charge for business permits, however businesses will benefit from the increased likelihood of space availability in the vicinity of their property.

Method of Comment	Comment/Objection	Officer Comment
written responses		
Consultation questionnaires and / or written responses	104. Park and Ride should be free, as it is in York.	The park and Ride in York is not free. It may be free to park, however bus fares must be paid, similar to the scheme proposed for Whitby.
Consultation questionnaires and / or written responses	105 What happens to day visitors in winter when there is no Park and Ride?	In winter the Pay and Display parking and some off street car parks in Whitby are free.
Consultation questionnaires and / or written responses	106 Commuters and visitors are protected whilst residents foot the bill / charge visitors not residents	The costs of running the park and ride will be met from the bus fares (approximately 45%) and from the pay and display income (approximately 55%). The buses and pay and display parking will be primarily used by visitors to the town and as such they will be funding the costs of running the P&R.
Consultation questionnaires and / or written responses	107 I am against the reduction of permit parking on St Hilda's Terrace.	There are a relatively small number of parking spaces for Permit use in Zone E which includes St Hilda's Terrace and Officers agree that it would be preferable to increase this, albeit at the expense of some short stay parking bays. The current scheme proposal to increase short stay parking at the expense of Permit parking can be amended.
Consultation questionnaires and / or written responses	108. Zone parking should not be in force all year round when the Park and Ride will only operate for 8 months	Whitby can still be very busy during the autumn and winter period during particular events and sunny weekends. Although the Pay and Display will not be operational it is considered that all day visitor parking could create problems in certain areas for residents and businesses.

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	109. We employ 20 people and they will incur a cost if using Park and Ride or will have to park outside the zones where there will be demand from all commuters. Employees may seek employment elsewhere	<p>There is a need to look more closely at how commuters can be accommodated, including possible options for a type of permit that would allow commuter parking within the controlled zones. Other options to be researched further include :</p> <ul style="list-style-type: none"> • Setting up and publicising a rural car share scheme, • A reduced price fare on the park & ride service, • Subsidised parking in Scarborough Borough Council’s off-street car parks.
Consultation questionnaires and / or written responses	110. We live on an unadopted road in Sandsend and will be inundated with people attempting to park because of Pay and Display.	This will need to be monitored as will the streets adjacent to the Controlled Parking Zones in Whitby. If any “overspill” parking creates problems then zones may have to be extended / other parking controls considered. This would not however normally be extended to any private streets, as the Street Managers thereof manage access and parking.
Consultation questionnaires and / or written responses	111. Why isn’t York Terrace / Esk Terrace included on the Statutory Notice?	Road names rather the property names are used, so for example whilst the properties “York Terrace” front “Fishburn Road”, it is the road name used on the Notice.
Consultation questionnaires and / or written responses	112. What happens to un-adopted or private roads?	The parking scheme only applies to the publicly maintainable highway. It is however possible to include private roads in Traffic Regulation Orders where the Street Manager(s) requests it, subject the Highway Authority approval, albeit all associated costs would be borne by the Applicant

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	113. What happens to West Cliff School regarding visitors?	The school may apply for a Business Permit, and apply for scratch cards for long stay visitor use. Short duration visits will be accommodated by the free clock disc parking, whilst in the winter months the adjacent West Cliff car park is available free all day.
Consultation questionnaires and / or written responses	114. Who decided (NYCC officer, Committee, full Council, individual Councillor, Stakeholder Steering Group etc.) to combine (allow access to) Zone A with Zone J?	A number of property owners in zone J have expressed a desire for areas of West Cliff to be made available for their parking, and they wish to continue to park and leave their vehicles as they do now whilst staying in their property. Officers therefore consider that as a minimum zone J permits will be validated for use in zone A. This is obviously not an adjacent zone, and obviously not convenient for all, however it is intended that a range of options on zone flexibility will be submitted to Members to make an informed decision at the committee meeting on the 19th September. The permit demand to available on-street parking spaces ratio is expected to be high in zones E and J in particular, and account of this obviously needs to be taken. The final decision on zone flexibility will be made by the Yorkshire Coast and Moors Committee.
Consultation questionnaires and / or written responses	<p>115. What consultations have you undertaken and what documents have you examined, to determine the demography of the east side of Whitby - one of the most deprived areas of Whitby and indeed, the UK, in relation to allocating parking spaces taking into account age etc.in connection with the park and ride scheme?</p> <p>I am thinking here specifically, about the recent 'East Side Action Plan', but no doubt you will have consulted other documents/persons, to ensure that considerations, as regards the requirements of the elderly and infirm (I have a pace maker, my third, and have had a triple bypass, in recent years and am on an intensive medication regime) have been</p>	Obviously we have the all the consultation feedback following the extensive June 2010 consultations and various sources of data to inform on property and resident numbers, age profiles car ownership and number of business and guest houses for example. It is clearly important that the measures do not disadvantage the disabled or elderly and obviously someone with mobility impairment cannot be expected to walk from zone A. Disabled badge holders will not be disadvantaged by the proposed parking measures. As well as the existing town centre disabled bays which are to remain, disabled badge holders will be permitted to park without time limit and free of charge in 'pay & display' and 'residents priority parking zone' on-street bays. They are also unaffected by the one hour time limit in the 1 hour 'limited waiting' bays as they may park for an unlimited time. Disabled badge holders may also park on double yellow lines for a maximum 3 hour period providing the vehicle is not causing an obstruction. At this stage of preparation of the proposals the initial view of officers is that the proposals are unlikely to have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. A formal assessment of the equality impact of the proposals is

Method of Comment	Comment/Objection	Officer Comment
	<p>fully considered, in allocating parking spaces within a reasonable distance of the east side of Whitby?</p> <p>I see that Zone A seems to be centred on the area surrounding Upgang Lane near to the sports grounds, does this seem reasonable, given the demography of the east side?</p>	<p>currently has been carried out.</p> <p>Unfortunately due to the limited on-street parking availability in Whitby there will sometimes be situations where no spaces are available. The County Council can only manage the spaces that can be accommodated on street. We cannot create spaces where there is no road space available and sometimes the number of vehicles seeking spaces exceeds the number of spaces available. The aim of the scheme is to give priority for these spaces to residents.</p>
<p>Consultation questionnaires and / or written responses</p>	<p>116. Why are all of the residents of Whitby going to be paying to provide a park and ride scheme and car parking which will only be of benefit to the commercial sector?</p>	<p>The primary purpose of the P&R is, and always has been, to boost the tourist economy of Whitby by managing summertime tourist congestion in the town and providing more parking for visitors. The costs of running the park and ride will be met from the bus fares (approximately 45%) and from the pay and display income (approximately 55%). The buses and pay and display parking will be primarily used by visitors to the town and as such they will be funding the costs of running the P&R.</p> <p>In the short term the income from visitors (pay and display) will be subsidising the costs of residents parking permits and even in the longer term when the costs rise to their full price the charges for residents parking payments will only cover the administration costs of providing them. The costs of the running the P&R are therefore fully covered by the visitors who the P&R is primarily aimed at. Additionally, the tourism and visitor sector is a major employer in Whitby with more than a quarter of residents employed directly in tourism industries. Therefore any benefits to the commercial sector also benefit many local residents.</p>
<p>Consultation questionnaires and / or written responses</p>	<p>117. Why were the members of the Whitby and District Tourism Association allocated 700 parking spaces when the whole of the east side of Whitby were only allocated 63 spaces, and belatedly, access to Zone A, a zone which is not adjacent to Zone J, as was promised and which is hardly convenient for the east side of Whitby, especially for the elderly and infirm?</p>	<p>The Whitby and District Tourism Association have not been allocated any parking spaces. Owners of holiday accommodation will be able to purchase scratch cards for their guests / visitors to use. It should be noted that these cost more than residents scratch cards. As we have discussed in previous correspondence whilst there are actually 83 on street car spaces in zone J I fully understand that this is a very limited amount available in Zone J which covers parts of east Whitby. It is for this reason, amongst others, that the County Council has reacted to the earlier consultation and amended their proposals for the parking zones. Allowing Zone J residents to parking is Zone A was one of these amendments. Whilst it is true that this is not adjacent to Zone J this was chosen following feedback from some residents of Zone J. Part of the purpose of this consultation is to enable the County Council to determine whether this is a suitable additional Zone to other Zone A residents.</p>
<p>Consultation</p>	<p>118. Why was there no effective resident</p>	<p>On Stakeholder Steering Group 3, which covered the area now incorporating Zone J</p>

Method of Comment	Comment/Objection	Officer Comment
questionnaires and / or written responses	representation on the EAST SIDE STAKEHOLDER STEERING GROUP, whilst there was on the other two SSGs?	and K, There was a Residents representative, who was a also Scarborough Borough Councillor.
Consultation questionnaires and / or written responses	119. The SSGs were dominated by representatives of the tourist associations and the commercial sector. Why did Council officers not supervise the selection of the members of these SSGs and then advise the members, of the right and morally correct course of action, when any proposals were put forward which could be seen to favour one section of the community above another?	<p>The composition of the Stakeholder Steering Groups was identical, and was as follows:</p> <ul style="list-style-type: none"> • Whitby Town Council Representative • Resident Representative(s) • Borough Councillor(s) • Whitby Hospitality Association • Chamber of Trade and Commerce • Scarborough Borough Council Parking Services Officer(s) • North Yorkshire County Council Highways Officer(s)
Consultation questionnaires and / or written responses	<p>120. The P&R scheme is supposed to give priority to residents, as regards parking their vehicles, in fact, the proposals actually reduce the number of parking spaces available to residents. For instance, at present I have access to 2,200 spaces, if the scheme goes ahead I will have access to only 63 spaces and any which may be available in Zone A.</p> <p>As regards the original stated aim of the park and ride scheme i.e. to give priority to residents as regards parking spaces, suddenly, when funding was obtained from the government under the Local Sustainable Transport Fund grant, the main aim was changed, without any consultation, to providing car parking for 'day trippers'.</p>	<p>With the current proposals the total number of on street parking spaces available to residents remains unchanged. However the new proposals do change the management of these spaces introducing approximately 240 pay and display spaces in the West Cliff area and introducing widespread disc parking across the town. All of these spaces will still be available to residents however they will need to comply with the new charges and / or restrictions.</p> <p>The restrictions in all the disc parking zones run between 9.00 am and 7.00pm. So, for example, should a resident of a zone return home at 5.30pm and not be able to find a parking place in their local zone they will be able to park overnight in any disc parking zone in Whitby provided their vehicle is moved before 9.00am next morning. This will be a suitable arrangement for many working residents of Whitby and will reduce the demand on overnight parking spaces within their zone of residence.</p> <p>The purpose of these measures is to help manage the summertime parking and traffic congestion that occurs from high levels of demand by visitors and to encourage use of the new park and ride service by visitors. It is however accepted that residents of Whitby may wish to park on the road near their property for a period longer than that allowed by the disc parking. It is for this reason that the County Council are proposing to introduce residents parking zones which will allow local residents to park in the locality of their property for the full day. The introduction of pay and display and disc</p>

Method of Comment	Comment/Objection	Officer Comment
		<p>parking in Whitby will reduce the number of tourists and visitors parking on street for long periods and as such will increase the chances of a resident finding a convenient parking place close to their property. The current consultation is seeking the views of residents on what are the most appropriate Zone structures for the residents parking.</p> <p>With regards to the above, it should be noted that the purpose of the publicly maintainable highway is to allow access and the free flow of traffic. Where parking can be accommodated, it is, however a privilege and not a primary function of the highway.</p> <p>It is not correct to say the original purpose of the park and ride was to give priority to residents as regards to parking spaces. The primary purpose of the park and ride is and always has been to cater for visitor traffic.</p>
<p>Consultation questionnaires and / or written responses</p>	<p>121. The proposal to give Zone J residents, access to Zone A parking spaces has not taken into account the demography of the east side, bearing in mind that Zone A is not in any way adjacent to Zone J. We were told that additional parking would be made available 'in an adjacent zone' I took this to mean Zone B, D, E, G, H, but not Zone A, the zone furthest from Zone J.</p> <p>When I enquired, at the consultation, where these adjacent zones were situated, I was told, that the residents of the east side, would also be able to use Zone A. this is situated near the cricket ground and centres around Upgang Lane.</p> <p>In my dictionary, 'Adjacent' means, lying near, contiguous. 'Contiguous' means, touching, adjoining, neighbouring. 'Neighbouring' means, person or thing next to one another.</p>	<p>This issue is addressed in question 115 above.</p>
<p>Consultation questionnaires and / or written responses</p>	<p>122. Upper Church Street is a special case, in that unlike all the other ZONES, there is no on street parking in this area at all, in recognition of this fact, the residents of upper Church Street should be given access to parking spaces in all of the Zones.</p>	<p>The current consultation is seeking the views of residents on what are the most appropriate Zone structures for the residents parking. As with all other areas of Whitby the residents of Upper Church Street can suggest which zones they would like to have access to and the County Council will consider these responses.</p>

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	<p>123. There is no need for Whitby to be divided into zones at all , (an Officer) himself, said so on the front page of the Whitby Gazette of 18th June, 2010, "The park and ride doesn't hinge on having all these zones" which seems quite clear to me, even he admits that all of these zones are unnecessary. There is no problem with finding a parking space at present, except at exceptionally busy times such as when the Regatta and Whitby Folk Week clash. The whole of the parking spaces should be available to all residents.</p> <p>To ensure that visitors use the park and ride, they should not be allowed to use the on street parking spaces, this is a simple solution and cheap to organise - parking bays marked out in white paint, a few signs saying RESIDENTS PARKING ONLY, and a few TRAFFIC BEAGLES enforcing the rules.</p>	<p>As with most other park and ride services in England parking management measures are necessary to encourage visitors to use the park and ride service. However, the park and ride does not hinge on this specific zone structure. If the responses to the consultation suggest that there is a better system of providing residents with all day parking close to their property then the County Council will consider these and may if appropriate alter their current proposals.</p>
Consultation questionnaires and / or written responses	<p>124. The sole reason that the town is to be divided up into zones, can only be to exclude residents from parking in certain zones, this is to ensure that the members of the tourist associations, the hoteliers and the B&B proprietors, get the 700 parking spaces they asked for, right outside their premises, predominantly in Zones B and D.</p> <p>Once residents are prevented from parking in the West Cliff zones, the spaces they occupy at present, will be available for the use of the customers of the members of the tourist associations, who dominated the STAKEHOLDER STEERING GROUPS, which is also why they are not complaining about the P&R car park closing at 7.00pm.</p> <p>If this goes ahead, we will see empty parking spaces in many zones, awaiting the arrival of customers for the hotels and boarding houses, particularly in Zones B and D where parking spaces are plentiful, whilst in Zones such as J, parking spaces will be</p>	<p>The sole reason that the County Council is proposing the Zone structure is to try to assist residents to find an all-day parking space close to their property and not to ensure priority for holiday accommodation.</p>

Method of Comment	Comment/Objection	Officer Comment
	oversubscribed, i.e. full, and east side residents will then have to park their cars in Hawsker or Lythe or even further afield	
Consultation questionnaires and / or written responses	125. The parking spaces have not been allocated fairly, the commercial sector was over represented on the three SSGs, the residents of the east side, did not have any dedicated, meaningful/effective representation, on the east side/Church Street SSG.	See the response to questions 115, 116 and 117 above.
Consultation questionnaires and / or written responses	<p>126. Residents are going to have to pay for a parking permit for a parking space (currently free of charge) which, for the majority of residents, is unlikely to be available.</p> <p>The fees from the permits/on street parking charges, are to be used to pay for the park and ride, in other words, residents are going to have to finance a parking scheme which is detrimental to their interests i.e. does not provide them with a parking space whilst increasing the pedestrian congestion of the streets.</p> <p>The courts are expected to rule presently on the issue of Councils making a charge for a service, (this is known as 'billing for unprovided services') that may not have been provided or available for provision. One barrister likened it to charging for the provision of water, whilst users are left to pot-luck, to stumble upon a working tap.</p> <p>Does this make sense?</p>	<p>As set out above the costs of the park and ride service are borne by the visitors at who the service is primarily aimed. The fees charged for the parking permits cover the costs for the administration of the residents parking scheme and do not contribute to the costs of running the park and ride service.</p> <p>The County Council is making a charge for a permit which will allow local residents all day parking on streets near to their property and hence they will not be subject to disc parking restrictions in their local area. It is accepted that, as is the case at present, there may be occasions when there is no parking space available</p>
Consultation questionnaires and / or written responses	<p>127. The P&R will make little, if any difference to traffic congestion in Whitby, the car park only has parking for 450 cars, assuming that the 200 overspill spaces are included.</p> <p>The car park, because it will close at 7.00 pm, will, if it is used at its maximum capacity, merely provide another 1000 or so customers for the fish and chip</p>	<p>It is anticipated that the Park and Ride will reduce the number of vehicles entering Whitby and as such will reduce the congestion especially in those areas most affected by visitor traffic. As however has been clearly stated part of the reason for providing the P&R is to allow the growth in the number of visitor to Whitby and hence the tourist economy of Whitby on which many peoples livelihoods and jobs depend.</p> <p>It is accepted that an increase in visitors will always bring an increase in their impact on</p>

Method of Comment	Comment/Objection	Officer Comment
	<p>shops, boozers, bars, cafes, rock shops, restaurants etc. i.e. day trippers, who will just cause more congestion of the streets, noise, litter, unruly behaviour, and cost money (funded by the Council tax payer) to police and clear up the mess they will leave behind.?</p> <p>Feedback from SBC street cleansing staff highlight the vast quantities of very objectionable waste and rubbish they have to deal with, this includes alcohol related litter, glasses, bottles and used condoms, as well as food containers associated with the fast food outlets. Urine and vomit need to be cleaned off regularly.</p> <p>Has anybody considered the detrimental effects on the lives of residents, all of these extra day trippers, will cause?</p>	<p>a town. As in almost any tourist destination worldwide there is always a difference of opinion between people who are in favour of visitors and those who are not.</p>
<p>Consultation questionnaires and / or written responses</p>	<p>128. The whole P&R scheme has been ill thought out, the opportunity to improve the lives of Whitby residents, has been subverted by the iniquitous STAKEHOLDER STEERING GROUP system the members of which, together with the SECRET WHITBY TRAFFIC PARTNERSHIP, decided, upon the boundaries and hence the numbers of parking spaces, in each parking Zone, the membership of these SSGs was dominated by the commercial sector, in particular, the tourist associations.</p>	<p>The membership of the Stakeholder Steering Groups is as set out in question 119. The zone boundaries were not set by these groups, or indeed the Whitby Traffic Partnership. Whilst a set of plans detailing zone boundaries have been proposed, there is still discussion on-going, and flexibility of the lay out, which will be decided by the Area Committee, and indeed may be revised following implementation. There will also be recommendations to the committee regarding flexibility of permit validity between zones.</p>
<p>Consultation questionnaires and / or written responses</p>	<p>129. (Officer) is quoted in the Whitby Gazette, August 16th 2013 as saying,</p> <p>"We are not trying to implement anything that we haven't got support for."</p> <p>But that is exactly what NYCC are trying to do, the parking scheme proposed for the east side is exactly the same as the one which was rejected by the</p>	<p>These proposals are part of a package of measures and so it is entirely appropriate to revisit them. The consultation carried out in 2010 also indicated a significant level of support for residents parking across the town including the east side of Whitby.</p> <p>However, the current parking proposals for the towns are the subject of this consultation and no final decision has been reached.</p>

Method of Comment	Comment/Objection	Officer Comment
	residents in the 2006 so called 'public consultation' so why has it been resurrected in connection with the P&R scheme?	
Consultation questionnaires and / or written responses	130. The P&R scheme was supposed to give priority to residents as regards parking spaces, instead, the scheme will provide more customers for the commercial sector and provide less parking spaces to most residents, and they will be charged for a service (car parking) which NYCC cannot, by their own admission, provide.	As stated above, the P&R's primary purpose is, and always has been, to boost the tourist economy of Whitby by managing congestion and providing out of town parking for visitors. Also as stated above the County Council is making a charge for a permit which will allow local residents all day parking on streets near to their property and hence they will not be subject to disc parking restrictions in their local area. It is accepted that, as is the case at present, there may be occasions when there is no parking space available.
Consultation questionnaires and / or written responses	131. The County Council's Residents' Parking Policy which requires that, at the consultation stage, over 50% of all premises (not just 50% of those replying) should be in favour to enable the necessary Traffic Regulation Order to be proceeded with, was, not observed/just ignored/suspended.	As has been previously explained on a number of occasions this policy relates to requests from residents for residents parking and not necessarily to scheme brought forward by the County Council itself. Notwithstanding this the County Council are currently carrying out this consultation on the residents parking zones and the Area Committee will take into account the residents responses at their meeting on 19 September.
Consultation questionnaires and / or written responses	132. Objections/comments sent by letter or email, relating to the P&R parking scheme, in 2010, which were sent to the Whitby area office, by letter or email, were, for some inexplicable reason, excluded from the consultation document prepared for members (Councillors). This means that only the views of those members of the public, responding to the consultation document on the official form - the space allowed for comment on this form incidentally, measures 2.5cms x 15.5 cms, were taken into account.	Letters received by the Area Office were not included in the however they were available at the Area Office for viewing by Members. All comments which were made in the correspondence were however paraphrased and included in the actual committee report issued to each committee member and available for public viewing on the County Council website.
Consultation questionnaires and / or written	133. Why have residents in Zone J been given access to car parking spaces in Zone A when there are Zones, for example B, D, G, H, with plenty of on street parking spaces which are much nearer to Zone J, and would therefore be far more convenient for their use?	See answer to question 115 above.

Method of Comment	Comment/Objection	Officer Comment
responses		
Consultation questionnaires and / or written responses	134. No account was taken, in allocating parking spaces in Zone A, for the use of residents in Zone J, of the demography of the East side of Whitby. This information is readily available, so why has it not been used? Why do we pay many thousands of pounds to experts to gather and analyse this information, presumably for the use of planners and Council officers, in situations such as this, and then these planners and Council officers, fail to use this valuable information, to the detriment of the public?	See answer to question 115 above.
Consultation questionnaires and / or written responses	135. There are 2,200 on street car parking spaces in Whitby. The east side of Whitby was allocated 63 spaces, later, it was decided to allow east side residents, in Zone J, access to spaces in Zone A, with no guarantee of a space of course, and the zone furthest away from Zone J. Can you explain this please?	See answer to question 115 above.
Consultation questionnaires and / or written responses	136. Can you tell me how 'the introduction of controlled parking zones will give priority for residents'? As anyone can park in any zone providing that they have either a resident's parking permit for that zone, a scratch card, a trade person's permit, a business permit, or a parking disc on display, I am at a loss to see how this gives any kind of 'priority for residents'. Can you please explain your reasoning which gave rise to this statement?	The residents permit system is seen to offer residents a priority because they may purchase a permit which allows them to park, unlimited in the zone to which that permit is applicable. People wishing to park their vehicle without a permit may only do so for a limited time period following the implementation of the zones. Of course, this must be proportionate with the needs of other interest groups, and the communities they serve, and as a result, businesses and tradespeople have the right to purchase only one permit, at a higher cost than a resident. Guests of holiday accommodation are considered resident on a short term basis and are afforded the same priority as residents (however at a higher cost) through the scratch cards. Those visiting the town on a time limited basis may do so by displaying a disc, but no longer have the right to park on an unlimited basis. Residents permits are priced at a preferential rate in comparison to other permit types, and there is entitlement to purchase multiple permits.
Consultation questionnaires	137. Can you confirm that all comments/objections received at any official NYCC address, in relation to any proposals in connection with the park and ride	All comments that are communicated through the addresses clearly stipulated in the consultation documents will be considered. We will endeavour to include comments sent to other County Council addresses however this cannot be guaranteed.

Method of Comment	Comment/Objection	Officer Comment
and / or written responses	scheme, will be considered, i.e. any comments/objections do not have to be written in the space provided on the official consultation form?	Comments will be summarised for inclusion in the report to the Area Committee on 19 September however all correspondence, in full, will be available for inspection by the Members of the Area Committee.
Consultation questionnaires and / or written responses	138. Can you clarify, define and explain to us businesses what an "OPERATIONAL NEED" is supposed to mean?	A business seeking to acquire more than one business permit due to operational need would enquire of the Borough Council with its own unique circumstances. This would be an officer decision, based upon the case presented. It is likely that larger businesses with higher levels of staffing and a need for vehicular access within the proximity of the business property, would be eligible for more than one permit, as opposed to a smaller business with fewer staff members and less operational need for access.
Consultation questionnaires and / or written responses	<p>139. Young staff, pay their Business Rates, pay their taxes on their small meagre wages, running a car with thousands to pay their insurance bills, monthly. Most live out of town, Skelton, Brotton, Guisborough, Saltburn..... and like many many people who work / service the tourist industry and who travel into Whitby from towns and villages nearby. They work usually from late morning to late evening, after the P&R is closed. Those who work in hair salons as an example, have to rush home to get kids from school when they finish work.</p> <p>Can you explain to me in detail how the Park & Ride system will affect the lives of people who work in Whitby / Sandsend in these typical types of industry? (Will the Park & Ride travel to Sandsend?)</p>	<p>The Park and Ride scheme will be suitable for many commuters / workers. For those who work outside of the hours of operation of the P&R there are other alternatives. Three areas (Chubb Hill, Spring Vale/Stakesby Road and Lower Esk Terrace) have been left outside of the controlled parking zones in addition to many other areas in the town further from the town centre. Many commuters will arrive before day-visitors and should therefore find spaces available in these areas.</p> <p>In order to reduce congestion in town and to keep town centre spaces available for residents and short stay parking by both tourists and residents it is necessary to discourage long stay parking in the town centre areas. Alternatives would be for commuters to consider other forms of travel where possible or to purchase season tickets for the off-street car parks</p> <p>The Park and Ride service will not travel to Sandsend, however parking controls in Sandsend are also required to ensure that people do not travel to Sandsend to avoid parking controls in Whitby and hence causing local congestion on the A174.</p>
Consultation questionnaires and / or written responses	140. Please can you tell me how these workers will get around this system when bus routes and social services are being slashed by NYCC?	See above
Consultation	141. If I regularly visit a friend across town in a	All current on street parking spaces in the town will still be available to all residents.

Method of Comment	Comment/Objection	Officer Comment
questionnaires and / or written responses	different parking zone, one and a half miles away for a cup of tea each afternoon, 300 days a year, can you tell me how it will affect my routine and how it will affect my friends life when he only gets 50 tickets allocated each year, when I have to park up, walk to friends house, get ticket, walk back to my vehicle, scratch it, put in on the dash board and then walk back to friends house?	Some may now be pay and display however the majority, especially in the residential areas, will be subject to a disc parking time restriction generally of 2 or 3 hours. Provided that the visit is less than the disc parking time restriction there will be little, if any effect on their current parking.
Consultation questionnaires and / or written responses	142. Then I perhaps visit another friend or the dentist in another area of town.....can you explain in detail the process I will have to go through?	See above.
Consultation questionnaires and / or written responses	143. Can you explain in detail how someone elderly will have to make journeys into town to visit an elderly friend, infirm, messing around with scratch cards, to and fro from their vehicles. Can you tell me in detail how it will affect their lives, can you tell me why visits between people will become less and less and less, less care, less companionship.....fewer visits.....	See above.
Consultation questionnaires and / or written responses	144. There are many many people too proud to register as disabled, many people who really struggle on, often with chronic pain, many many people on the verge of being eligible for a disabled badge, but don't quite make it, can you explain to me in detail how their lives will be affected?	See above
Consultation questionnaires and / or written	145. Can you tell me, in detail, how all those volunteers who offer a free carers service to their friends, often on a daily basis, how much their routine will be affected / effected, how many visits they will cut short, or just not bother with, in detail	See above.

Method of Comment	Comment/Objection	Officer Comment
responses	can you tell me how their lives will be affected, both the carers and the person being cared for, the risk of isolation and solitude battering someone's mind?	
Consultation questionnaires and / or written responses	146. School runs, parents having coffee mornings, looking after infants, how their lives will be affected.....	See above.
Consultation questionnaires and / or written responses	146. Where will all the notices go? a) How many posts? b) What will the notices look like? c) How close together will they have to be?	This will be the subject of detailed design if and when the final parking measures are agreed. They will however be fully compliant with all relevant legislation.
Consultation questionnaires and / or written responses	147. Who within NYCC will be the Judge and Executioner of the "OPERATIONAL NEED" stated by NYCC's (Officer) "as a requirement for local businesses", should they want more than one £77 permit?	The on-street parking management will continue to be undertaken on behalf of the County Council by Scarborough Borough Council as it is for the whole of the District. A business seeking to acquire more than one business permit due to operational need would enquire of the Borough Council with its own unique circumstances. This would be an officer decision, based upon the case presented. It is likely that larger businesses with higher levels of staffing and a need for vehicular access within the proximity of the business property, would be eligible for more than one permit, as opposed to a smaller business with fewer staff members and less operational need for access.
Consultation questionnaires and / or written responses	148. How many staff will employed at NYCC's headquarters to run this entire scheme?	The on-street parking management will continue to be undertaken on behalf of the County Council by Scarborough Borough Council and therefore there will be no additional NYCC staff. It is anticipated that in order to manage the new parking restrictions in Whitby Scarborough Borough Council will an additional Administrative Assistant and four additional Civil Enforcement Officers (parking wardens). The costs of these extra staff are fully covered by the income from the anticipated parking fines and new pay and display parking.
Consultation questionnaires and / or	149. Why could you not just identify the finite problematic areas where residents are suffering from parking issues and come up with a cost	Comprehensive parking management across the town is required to help reduce traffic and parking congestion, especially in the areas most frequented by visitors and to encourage visitors to use the park and ride service/ Localised residents parking would

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written responses	effective residents parking scheme?	not address these visitor related congestion problems.
Consultation questionnaires and / or written responses	150.Can you explain to me in detail what research you carried out to see how individuals would react, regular people, to such a scheme and how they would react?(This can't answer this because no research was ever carried out).	The County Council carried out a widespread consultation in 2010. This involved posting 7355 leaflets with pre-paid return envelopes to residential and business properties in Whitby. The County Council received nearly 1400 responses which represents a response rate of almost 20%. The current consultation is also intended to seek people's views on the details of the scheme
Consultation questionnaires and / or written responses	151. Where will people visiting Whitby Hospital during the day be able to park? (the hospital has a tiny car park that is full during the day?)	As stated above, all current on street parking spaces in the town will still be available to all residents. Whitby Hospital is in Zone H which is subject to a 2 hour maximum stay disc parking waiting restriction. Provided that the visit is less than 2 hours there will be little, if any effect on their current parking. Additionally there are large off street car parks in the vicinity of the hospital. People visiting the hospital will still be able to use these and indeed this is preferable to uncontrolled parking on unsuitable residential streets.
Consultation questionnaires and / or written responses	152. Imposing parking charges along a stretch of road between Sandsend and Whitby is criminal, why do people who want to visit and enjoy a beach have to pay a single penny? It's their right, their entitlement.	It was considered necessary to include charging for parking at Sandsend seafront using Pay & display, as charging at Whitby but not at Sandsend would increase pressure on Sandsend and is likely to lead to traffic congestion on the A174. Parking on the highway is not something that anyone actually has a right to do. It is a practice which is accepted provided it does not cause danger or inconvenience to others.

NORTH YORKSHIRE COUNTY COUNCIL**YORKSHIRE COAST & MOORS COUNTY AREA COMMITTEE****19 SEPTEMBER 2013****PARKING MANAGEMENT PROPOSALS IN WHITBY & SANDSEND
ASSOCIATED WITH THE WHITBY PARK & RIDE SCHEME****SUPPLEMENTAL REPORT****Report of the Corporate Director – Business and Environmental Services****1.0 PURPOSE OF REPORT**

- 1.1 To consider comments, objections and petitions received in response to the consultation and the advertising of the parking proposals which took place between 9 August and 10 September 2013.
- 1.2 To seek Members agreement to the Pay and Display parking operational times and parking charges at the Whitby West Cliff area and part of the seafront at Sandsend.
- 1.3 To seek approval for the Corporate Director Business and Environment to undertake further work in relation to the proposals for controlled parking zones in Whitby following the comments generated during the legal advertising /consultation period.

2.0 BACKGROUND

- 2.1 This Supplemental Report is necessary to ensure that all consultation responses up to the closing date of 10 September are reported to Members. The main report includes details of consultation responses received up to 6 September.
- 2.2 In addition this Report includes the analysis of all consultation responses including further officer comment, and recommendations to Members based on consideration of all consultation responses, objections and petitions.
- 2.3 Yorkshire Coast and Moors Area Committee, on 3 October 2012, resolved that:
- (i) It be noted that the proposed Pay & Display parking, Residents Priority Parking Zones and other traffic management measures are a fundamental part of the Whitby Park & Ride scheme;
 - (ii) The introduction of the ten Residents' Priority Parking Zones A-K be approved in principle on the basis of the results of the June 2010 consultation;
 - (iii) The introduction of Pay and Display parking measures for Whitby be approved in principle on the basis of the June 2010 consultation;
 - (iv) The introduction of Pay and Display parking measures for Sandsend seafront be approved in principle on the basis of the June 2010 consultation and the petition submitted in this regard be overruled;
 - (iv) Further publicity be carried out as described in section 12, including a one-day public exhibition;

- (v) Subject to satisfactory resolution of the concerns raised in paragraph 10.4, approval be given for the above proposals to be taken forward for legal advertising.

2.4 For ease of reference the content of paragraph 10.4 is provided below:

“Notwithstanding the good levels of support for 10 of the 11 Residents Priority Parking Zones, it is accepted that various amendments and further detail is required to address various concerns raised by respondents during the June 2010 consultation, including:-

- *Flexibility to allow resident’s permits to be used in appropriate adjacent zones.*
- *Flexibility to address issues raised by Whitby Football club as two hour disc parking will not be sufficient for supporters parking on-street. The zone scheme will have to be modified to accommodate disc clock parking for up to three hours for daytime weekend home fixtures. Evening fixtures will not be affected as the zone restrictions will only apply between 9:00am and 7:00pm, which effectively means that disc clock parking for non-residents is available from 5:00pm, based on a two hour disc parking.*
- *Discussions also need to be held with the Cricket Club to establish whether the controlled zone would impact on its operation and, if so, how the club supporters may be accommodated.*
- *Problems associated with staff parking for certain businesses, including the Havelock Dental Practice who require nearby parking for business use.”*

2.5 This report describes the outcome of the further publicity and legal advertising following the closing of the consultation period.

3.0 THE STATUTORY CONSULTATION AUGUST/SEPTEMBER 2013 ADDITIONAL COMMENT

3.1 No further Statutory responses have been received.

4.0 THE CONSULTATION RESPONSE ADDITIONAL COMMENT

Consideration of comments / objections/support raised during the August / September 2013 statutory consultation period.

4.1 1057 questionnaires and 83 letters or emails were returned, which represents approximately 9% of the population of Whitby and Sandsend.

4.2 Many of the questionnaires were accompanied by detailed written comments. A summary of the most frequently raised comments is provided in Appendix D of the Main Report and Appendix DS attached. Not all comments have been reproduced verbatim; rather particular issues and categories of comment have been assembled together and the officer response given.

4.3 Three petitions relating to the parking proposals have been received, referred to as Petitions A, B and C and are available to view on request at the Whitby Area Office and will be available for Members perusal at the Committee meeting.

4.4 Petition A - (Hotelier comments)

4.5 A petition containing 51 signatories from hotelier / guest house owners based in the West Cliff (proposed zone D) has been received. The petitioners are concerned that the proposed parking zones will adversely affect businesses. The main issue raised is that there are not enough car parking spaces in the zone to meet demand, and estimates that there are approximately 350 “bed and breakfast” rooms and 392 parking spaces available. The petitioners’ potential solutions include the adoption of echelon parking on wider streets such as Hudson Street and John Street, the amalgamating of zones, or allowing overflow in the West Cliff car parks.

4.6 Petition B –“1zone4whitby”

4.7 A petition containing 439 (written) and 897 (online) signatures has been received from residents, mainly from Whitby and surrounding villages, requesting that the County Council revise its parking proposals to just one zone for Whitby with permits available for surrounding villages. Some names appear in duplicate, on both written and online version

4.8 The petitioners consider that the current proposals are too complicated and will limit visits to friends and family, isolate elderly and restrict residents’ use of amenities such as the beach, and put local businesses at risk by making access to Whitby difficult for residents of surrounding villages. The petition was accompanied by a written submission explaining how the campaign came about referring to a petition online via 38 Degrees with over 1200 signatories and a “1zone4whitby” Facebook page reaching 2000 Whitby people supporting the campaign. The submission includes detailed information on:

- Complex regulations and proposals
- Residents not given priority
- Parking problems created where none currently exist
- Damage to the town centre economy
- Businesses competitiveness affected
- House values affected
- Work people paying to go to work
- Local villages not considered or consulted
- Scheme fails to address the problem
- Flawed Park and Ride proposals
- Other Park and Rides not comparable
- Parking measures can’t be used for revenue raising
- Whitby residents do not want to be treated as a cash cows
- The problems outweigh the benefits
- We oppose the scheme put forward
- Appendices illustrating the real life problems

4.9 Petition C - Sandsend Residents

4.10 The third petition from 15 businesses and 57 residents of Sandsend objects to the proposed Pay and Display parking in the “layby” east of Sandsend. The petitioners state:

“The development of the Park and Ride scheme for Whitby is to be welcomed given the popularity of the town and the present difficulties with parking. However we are extremely concerned about the proposal for Pay and Display in Sandsend and believe that there are a number of flaws in the proposals:

- 1. In your consultation of May/June 2010 question No. 2 asked if you support on-street Pay and Display proposals for the North Promenade area and Sandsend. This question is flawed as the two areas involved are completely different and two separate questions should have been asked. We do not accept the results of the question in the consultation.*
- 2. We accept that income has to be generated from parking charges to help fund the scheme, but if you go ahead with parking charges in Sandsend then the area will be making a significant financial contribution but not enjoying any of the benefits. Sandsend is simply being used to help fund a Park and Ride service for Whitby, some three miles away. We think it reasonable therefore that an hourly service should be provided and do not agree with the comment that coaches would be unable to turn round as this happens now.*
- 3. In your letter dated 20th August 2013 you state that “On-street charges will not apply during the winter season as the alternative of using the Park and Ride in Whitby will not be available” If Sandsend is not going to benefit from the Park and Ride service during the summer season there should be no Pay and Display charges.*
- 4. The suggestion that charging in Whitby and not in Sandsend would increase the pressure on Sandsend is not true. There is only limited parking in Sandsend and space is always at a premium, Pay and Display would not affect this.*
- 5. As noted above parking is at a premium in Sandsend, particularly during the school holidays. If parking charges are introduced car owners will become even more cavalier in their attitude towards what might reasonably be termed a parking space. At present parking in the area more or less manages itself, but if the Pay and Display goes ahead more “policing” will be required. You state that the impact of the scheme will be monitored and it may be necessary to make some changes in light of experience. Will there be opportunities for business owners and residents to also provide feedback?*

One suggestion to improve the availability of parking in Sandsend would be to create another parking area opposite the proposed site for Pay and Display parking. The area is shortly to be re-graded and it would make sense to incorporate additional parking bays. We have been told that this cannot be done and it seems very short sighted not to provide a long term solution to two problems- the erosion and the parking.”

- 4.11 Details of all responses to the consultation, including letters and e-mails are available for Members’ perusal at the Whitby Highways office on request and will be available at the committee meeting.

5.0 OFFICER COMMENT ON ADDITIONAL ISSUES NOT COVERED IN THE MAIN REPORT AND THE PETITIONS

- 5.1 Most of the consultation responses received or included on the response database after the 6th, relate to the same “common themes” discussed in the main report.

5.2 Additional issues are included in the Appendix DS attached to this Report. Not all comments have been reproduced verbatim, rather particular issues and categories of comment have been grouped and the Officer response given.

5.3 **Petition A**

5.4 The petition from some of the West Cliff accommodation providers relates to the parking supply in proposed Zone D. Officers agree that flexibility between certain zones is needed and with reference to paragraphs 7.6 to 7.11 of the Main Report, it is proposed that further work is carried out in relation to this issue.

5.5 In determining 'zone flexibility', account will be taken of the differing profiles of the zones considering the number of residential and business properties, vehicle ownership, numbers of on-street parking spaces, numbers of privately available off-street parking spaces (e.g. driveways) and the amount of hotel accommodation.

5.6 West Cliff car park is also available; however on-street permits cannot be used in off-street car parks controlled by Scarborough Borough Council.

5.7 Zone C along the North Promenade, North Terrace and East Terrace is proposed Pay and Display and includes approximately 240 spaces. This Pay and Display length will be available without restriction between 7:00pm and 9:00am.

5.8 The proposal for making Hudson Street and John Street one-way streets and introducing echelon parking bays has been investigated previously and rejected as it does not afford any significant capacity increase. This is because those regular servicing vehicles, including laundry collections for example, would not be able to park as they do now without causing an obstruction. Loading bays would therefore have to be included in the echelon layout and this would offset any increase in parking bay capacity. Wherever echelon parking is feasible, such as East Terrace and part of North Promenade it has already been proposed.

5.9 **Petition B**

5.10 Petition B suggests a "One Zone" concept. Such a proposal offers some advantages as it is relatively simple and all Whitby residents could move freely between zones without restriction. It would however, negate the main aim of the controlled parking zone concept, particularly on the busiest streets where residents and others occupiers would only be afforded the same priority, as for example, residents on the fringes of Town. If all residents were able to use their permits in all zones, then those living and owning businesses in the zones closest to the Town Centre would have their chances of finding a parking space within a reasonable distance of their property significantly reduced.

5.11 By allowing a permit from one zone to be valid in one or two other neighbouring zones as described in paragraphs 7.6 to 7.10 of the main report, the appropriate degree of flexibility could be offered without negating the aim of the scheme. This is a matter on which further work will be undertaken.

5.12 **Petition C**

5.13 Petition C from various businesses and residents at Sandsend refers to several issues. The comment regarding the June 2010 consultation is noted. However, the introduction of Pay and Display parking measures for Sandsend seafront was previously approved in principle on the basis of both the June 2010 consultation and

a separately considered petition objecting to the introduction of pay and display at Sandsend.

- 5.14 The request that the Park and Ride bus should also serve Sandsend has previously been considered. Buses were trialled on the route, however the journey added several minutes to the route time, and problems associated with bus reversing and turning manoeuvres in the village were apparent. In order to serve Sandsend with a suitable frequency of service, two additional vehicles would need to be provided and capital funding would be required for bus shelter(s), a turning area and potential road widening. In the current economic climate, a Sandsend service could be considered further only when the financial viability of the Whitby Park & Ride service is assured and there is an additional source of funding to provide the additional vehicles and fund the capital improvements.
- 5.15 Whilst the current Park and Ride route proposal does not include Sandsend, Officers suggest that this should be reviewed, once operational costs and patronage are established following the first year of operation. It is very unlikely that extra funding will be available to provide such an enhancement in the foreseeable future.
- 5.16 The introduction of pay and display parking at Sandsend is designed to better manage the use of these extremely popular and congested parking areas. Introducing a parking charge encourages a turnover of visitors to the area and brings with it economic benefit to the businesses. Vehicles that may have previously parked in these prime areas for free, and without any time limit, will be deterred from doing so once the charges are introduced.
- 5.17 There will always be opportunities for business owners and residents to provide feedback on any of the parking management proposals which are introduced.
- 5.18 On many days during the summer season the parking demand at Sandsend considerably exceeds supply and many visitors park indiscriminately on highway verges extending from Sandsend eastwards towards Whitby.
- 5.19 There is potential future opportunity to construct an additional parking strip on the south side of the carriageway along the seafront in conjunction with the forthcoming Coastal Defence Scheme. In addition Officers suggest that consideration be given to replacing the materials storage area at Raithwaite Ravine with a formal Pay and Display car park, also in conjunction with the Coastal Defence Scheme. The potential parking capacity increase at Sandsend is approximately 100 spaces, and the feasibility of the above proposals will be assessed.

6.0 OFFICER COMMENT ON ADDITIONAL SPECIFIC CONSULTATION ISSUES WHERE AMENDMENTS ARE SUGGESTED / CLARIFICATION REQUIRED

- 6.1 These are issues additional to those included in Section 8 of the Main Report either relating to responses received either after 6 September, or not added to the response database prior to 6 September. Various comments or objections can be addressed either in part or entirely on the basis of the considerations below:
- Zone G - Consider amending the zone boundary to include properties in the Bagdale area in Zone E.
 - Chubb Hill - Consider including Chubb Hill and properties thereon in Zone E
 - Zone E - Consider making Walker Street a "Permit Holders Only" street.

7.0 CONSULTATION ANALYSIS

- 7.1 The three petitions that were returned have been considered separately elsewhere in this report and are not included in the analysis described in this section.
- 7.2 1057 questionnaires were returned and, in addition, there were a total of 83 letters or emails received during the consultation period.
- 7.3 All consultation questionnaire comments received up to and including the closing date (10 September) have been analysed and the common 'themes' mentioned identified, and these are shown in Table 1S below, along with an officer commentary. Further more detailed consideration of the key themes can be found in Appendix DS of this report and Appendix D in the main report.
- 7.4 Questions 1, 2 and 3 of the questionnaire asked for Yes/No answers to questions, followed by an opportunity for those who answered 'No' to expand upon their responses. Those who answered 'Yes' were not asked for their further comments. Therefore the common themes raised are almost all negative.
- 7.5 Question 4 asked for any other comments.
- 7.6 Of returned questionnaires; 70.5% of respondents identified themselves as residents, 12.3% as businesses, 10.8% as staying at holiday accommodation on Whitby, 7.6% as a commuter, 5.7% as a day visitor.
- 7.7 153 questionnaire replies were submitted anonymously.
- 7.8 Additionally, responses (83) have been received via letter and email. These comments have been summarised and are included in the results for Q4 'If you have any other comments'.
- 7.9 The analysis in table 1S shows that a majority of respondents to the consultation exercise (893 respondents, 82.2%) were not favour of the proposals for on street parking measures.
- 7.10 A more detailed consideration of the reasons given for not being in favour of the proposals shows that the majority relate to the parking zone proposals and concern about parking availability, the complexity of the proposals and the cost of residents' parking permits. A significant proportion of responses raised concerns about the introduction of on street parking charges and the detrimental impact that could have on the attractiveness of Whitby as a tourist destination.
- 7.11 The majority of respondents (776 respondents, 78.5%) answered 'no' to the question whether they felt that the prices proposed for the on street parking charges and permits were reasonable. The main reasons given for the 'no' response related to concern that the charges were too expensive and that the parking charges, especially those for residents permits, should not be the source of funding for the proposed park and ride service.
- 7.12 The consultation questionnaire also provided an opportunity for people to express their opinion on the proposed times of day that the parking zones would operate and the proposed maximum length of stay permitted with a disc. A majority of respondents (686 respondents, 72%) were not in favour of the proposals with the

main reason being the difficulties that the zones would create for visitors and that free time limited parking durations should be extended.

Table 1S

Whitby Park and Ride consultation - Overview All questionnaires Q1 to Q4/ All letters and emails Q4				Officer Comment
		No.	%	
	Number of responses	1057 qu'aires	100.0%	+ 83 letters/email responses are included in Q4 analysis
Q1	What do you consider yourself?			
	I am a resident	745	70.5%	Some respondents identified themselves in multiple categories, e.g.) both resident and business.
	I am a business	130	12.3%	
	I am a day visitor	60	5.7%	
	I am staying at holiday accommodation in Whitby	114	10.8%	
	I am a commuter	80	7.6%	
Q1 a	Are you in favour of the proposals for the on-street parking measures?			
	Yes	182	17.8%	Noted.
	No	893	82.2%	Proposal of parking scheme is not expected to be popular, as the differing needs of groups of highway users have to be balanced against each other.
Q1 b	If you have selected 'no' above, please state why – main comment themes are;			
	Can't guarantee resident parking space outside / near house	74		Officers agree that the parking demand/availability ratio needs to be balanced. Many comments have been received regarding dissatisfaction

Whitby Park and Ride consultation - Overview All questionnaires Q1 to Q4/ All letters and emails Q4			Officer Comment
Not enough spaces for residents in zone / street	48		at being restricted to park in the zone where the permit is issued for. In order to equalise the likelihood, in so far as is reasonably practicable, of permit holders being able to find a space in the zone(s) their permit is valid for, officers propose that further work is carried out and proposals drawn up for some zones to be twinned or grouped with other zones.
Residents can't park in other parking zones other to where they live	69		
Nowhere for the residents of that zone to park / too restrictive	22		
Deter visitors spend in Whitby / damage to economy	124		Effective parking management can help ease congestion reduce journey times and improve accessibility and localised air quality. Maintaining good access is essential to support the economy. Day visitors will have the option of using Park and Ride, or may still choose to park in the Town using off street car parks or pay and display. A previous survey of Whitby day visitors concluded that 66% of day visitors would use Park and Ride in preference to off street car parks. Whilst parking charges may deter some visitors, others may be attracted by the advantages of Park and Ride which also supplements the overall car parking capacity. Turnover of parking spaces in the Town Centre should increase which should benefit various businesses.
Difficulties for owners and / or guests of B&B / holiday home / hoteliers	25		Owners of holiday accommodation will be able to purchase scratch cards for their guests / visitors to use, allowing them to park nearby. Those needing to park to service accommodation will be able to apply for either a business permit or a mobile tradespersons permit.
Does not make the situation any better	95		Noted. However the scheme attempts to balance the needs of many different types of highway user.
Positive comment	25		Noted.
Too complicated	40		Noted. However the scheme attempts to balance the needs of many different types of highway user.
Too expensive	116		The Price tariffs for on-street parking at Whitby West Cliff and Sandsend seafront are marginally more expensive than, but largely in line with charges at off-street car parks. This is in accordance with the Council's Parking Strategy. The permit charges are based on the scheme which currently operates in Scarborough, however introductory charges will

Whitby Park and Ride consultation - Overview All questionnaires Q1 to Q4/ All letters and emails Q4				Officer Comment
				apply. The introductory residents permit charge is £5 per year, whilst hotel/guest house 4 day scratch cards are 50 pence guaranteed for 3 years. Charges for residents permits are expected to rise to approximately £17 after three years. These charges are heavily subsidised and in the case of residents permits they only cover the administration costs at the £17 rate. Officers have considered whether 2nd and 3rd car permit costs, currently £27 and £44 per year can also be discounted by £12.
Q2 a	Do you feel that the prices proposed for the on-street parking charges and available permits are reasonable?			
	Yes	213	21.5%	
	No	776	78.5%	
Q2 b	If you have selected 'no' above, please state why – main comment themes are;			
	Parking charges are too cheap	2		Officer comment is given below.
	Parking charges are too expensive	118		The permit charges are based on the scheme which currently operates in Scarborough, however introductory charges will apply. The introductory residents permit charge is £5 per year, whilst hotel/guest house 4 day scratch cards are 50 pence guaranteed for 3 years. Charges for residents permits are expected to rise to approximately £17 after three years. These charges are heavily subsidised and in the case of residents permits they only cover the administration costs at the £17 rate. Officers have considered whether 2nd and 3rd car permit costs, currently £27 and £44 per year can also be discounted by £12.
	Parking charges are too complicated	44		Noted. However the scheme attempts to balance the needs of many different types of highway user and this is what makes it appear complicated.

Whitby Park and Ride consultation - Overview All questionnaires Q1 to Q4/ All letters and emails Q4			Officer Comment
Parking charges should not be used to subsidise the P&R	36		<p>The charges proposed for Residents permits will only cover the administration costs for issuing and managing the permits. As the highway is for the benefit of all of the public it is not appropriate to require one user to subsidise another. In providing residents priority parking, the residents are obtaining a benefit not available to non-residents and it is therefore expected that they should cover the costs of operating the system.</p> <p>It is not expected that the County Council will make any significant surplus from either the parking management measures or the wider park and ride package. If there is any small surplus this will be re-invested in transport improvement in the local area. In summary it is expected that the scheme will only pay for itself and will not generate any significant additional revenue for the County Council.</p>
Parking measures are a way of Council raising money	47		These comments are addressed in officer comment for Q1, Q2 or Q3 above.
Pay & Display parking charges are too cheap	3		Price tariffs for on-street parking at Whitby West Cliff and Sandsend seafront are marginally more expensive than, but largely in line with charges at off-street car parks. This is in accordance with the Council's Parking Strategy.
Pay & Display parking charges are too expensive	24		Price tariffs for on-street parking at Whitby West Cliff and Sandsend seafront are marginally more expensive than, but largely in line with charges at off-street car parks. This is in accordance with the Council's Parking Strategy.
Residents should not be used to subsidise tourists and visitors parking for free	44		<p>The charges proposed for Residents permits will only cover the administration costs for issuing and managing the permits. As the highway is for the benefit of all of the public it is not appropriate to require one user to subsidise another. In providing residents priority parking, the residents are obtaining a benefit not available to non-residents and it is therefore expected that they should cover the costs of operating the system.</p>

Whitby Park and Ride consultation - Overview All questionnaires Q1 to Q4/ All letters and emails Q4				Officer Comment
				It is not expected that the County Council will make any significant surplus from either the parking management measures or the wider park and ride package. If there is any small surplus this will be re-invested in transport improvement in the local area. In summary it is expected that the scheme will only pay for itself and will not generate any significant additional revenue for the County Council.
	Residents should not pay for parking permits	85		<p>The charges proposed for Residents permits will only cover the administration costs for issuing and managing the permits. As the highway is for the benefit of all of the public it is not appropriate to require one user to subsidise another. In providing residents priority parking, the residents are obtaining a benefit not available to non-residents and it is therefore expected that they should cover the costs of operating the system.</p> <p>It is not expected that the County Council will make any significant surplus from either the parking management measures or the wider park and ride package. If there is any small surplus this will be re-invested in transport improvement in the local area. In summary it is expected that the scheme will only pay for itself and will not generate any significant additional revenue for the County Council.</p>
Q3 a	Are you in favour of the times of day which are proposed for the disc parking zones and the maximum length of stay permitted with a disc?			
	Yes	267	28.0%	
	No	686	72.0%	
Q3 b	If you have selected 'no' above, please state why – main comment themes are;			
	Deter visitors' experience of Whitby by rushing / clock watching	64		If visitors intend to park for longer than the disc zone limit, then they should consider using off street car parks or Park & Ride.

Whitby Park and Ride consultation - Overview All questionnaires Q1 to Q4/ All letters and emails Q4			Officer Comment
Parking discs should allow longer free parking	74		To allow longer parking in disc zones would make the Park & Ride a less attractive option and would harm it's financial viability.
Parking measures should be enforced past 7pm / longer	25		Noted. The restrictions are designed to bring control for the same times of day that the Park & Ride operates, and as the majority of day visitors and commuters will have left by 7pm, leaving the streets without restriction after this time allows freedom for overnight parking by residents and their guests, holiday accommodation users for example.
Parking measures should be enforced until before 7pm	23		Noted. See officer comment above.
The different parking measures are complicated	24		Noted. However the scheme attempts to balance the needs of many different types of highway user and this is what makes it appear complicated.
There should be an option to allow 24 hour parking	25		<p>Noted. The restrictions are designed to bring control for the same times of day that the Park & Ride operates, and as the majority of day visitors and commuters will have left by 7pm, leaving the streets without restriction after this time allows freedom for overnight parking by residents and their guests, holiday accommodation users for example.</p> <p>A 6 hour maximum stay applies to the proposed P&D at Whitby West Cliff to discourage long stay parking, in line with the Council's Parking Strategy. Overnight parking from 7pm to 9am is unrestricted.</p>
Resident should not be used to subsidise tourists and visitors parking for free	7		<p>The charges proposed for Residents permits will only cover the administration costs for issuing and managing the permits. As the highway is for the benefit of all of the public it is not appropriate to require one user to subsidise another. In providing residents priority parking, the residents are obtaining a benefit not available to non-residents and it is therefore expected that they should cover the costs of operating the system.</p> <p>It is not expected that the County Council will make any significant surplus from either the parking management measures or the wider park and ride package. If there is any small surplus this will be re-invested in transport improvement in the local area. In summary it is expected that the scheme will only pay for itself and will not generate any significant additional revenue for the County Council.</p>

Whitby Park and Ride consultation - Overview All questionnaires Q1 to Q4/ All letters and emails Q4				Officer Comment
	Residents should not pay for parking permits	7		<p>The charges proposed for Residents permits will only cover the administration costs for issuing and managing the permits. As the highway is for the benefit of all of the public it is not appropriate to require one user to subsidise another. In providing residents priority parking, the residents are obtaining a benefit not available to non-residents and it is therefore expected that they should cover the costs of operating the system.</p> <p>It is not expected that the County Council will make any significant surplus from either the parking management measures or the wider park and ride package. If there is any small surplus this will be re-invested in transport improvement in the local area. In summary it is expected that the scheme will only pay for itself and will not generate any significant additional revenue for the County Council.</p>
Q4	Any other comment themes:			Note: 83 letters/email responses are included in the analysis of Q4
	Can't guarantee resident parking space outside / near house	39		These comments are addressed in officer comment for Q1, Q2 or Q3 above.
	Deter visitors spend in Whitby / damage to economy	172		
	Difficulties for owners and / or guests of B&B / holiday home / hoteliers	11		
	Does not make the situation any better	80		
	Nowhere for the residents of that zone to park	21		
	Parking charges are too complicated	27		
Parking charges should not be used to subsidise the P&R	28			

Whitby Park and Ride consultation - Overview All questionnaires Q1 to Q4/ All letters and emails Q4			Officer Comment
	Parking measures are just a way of Council raising money	40	<p>The charges proposed for Residents permits will not even cover the administration costs for issuing and managing the permits. As the highway is for the benefit of all of the public it is not appropriate to require one user to subsidise another. In providing residents priority parking, the residents are obtaining a benefit not available to non-residents and it is therefore expected that they should cover the costs of operating the system.</p> <p>It is not expected that the County Council will make any significant surplus from either the parking management measures or the wider park and ride package. If there is any small surplus this will be re-invested in transport improvement in the local area. In summary it is expected that the scheme will only pay for itself and will not generate any significant additional revenue for the County Council.</p> <p>The County Council's aim is to make Park and Ride self-financing. The bulk of generated income will be from the Pay and Display parking primarily intended for visitors and the bus fare income. If there is any surplus in future years it will be used only for purposes under the Road Traffic Regulation Act S55.</p>
	Positive comment	33	These comments are addressed in officer comment for Q1, Q2 or Q3 above
	Residents can't park in other parking zones	54	
	Residents should not be used to subsidise tourists and visitors parking for free	24	
	Too expensive	30	
Q5	Wish to remain anonymous		
	Yes	153	14.5%
			Noted that 153 responses were submitted anonymously.

8.0 CONCLUSION

- 8.1 The proposed parking charges and zones form part of a comprehensive traffic management proposal for Whitby which is aimed at promoting economic growth through sustainable tourism. The proposal has three interdependent elements:
- The provision of an out of town park and ride facility which reduces traffic congestion in the town.
 - The introduction of on street parking charges to encourage use of the park and ride and to provide a source of income to help fund its operation.
 - The introduction of on street parking zones to prevent parking overspill into residential areas.
- 8.2 When analysing the reasons for the opposition to the proposals, it can be seen that a majority of points raised relate to the proposed parking zones and the complexity and lack of parking availability within them. It has become apparent during the consultation period that an amended set of parking zone proposals could alleviate a significant number of these concerns and an example of a more flexible approach is given in section 7.11 of the Main Report. Such a change would require a further public consultation exercise following more detailed discussions with local members. The consultation exercise that was carried out in 2010 was a 'householder survey' with letters being sent to individual households and businesses whereas the most recent consultation exercise has permitted multiple responses from each household and businesses. It may be considered more appropriate to carry out a household survey targeted at those that live in the proposed zones in order to get a more accurate picture of views on a revised set of parking zone proposals.
- 8.3 Members will recall that pay and display has been approved, in principle, and that this is an essential part of the Whitby Park and Ride proposals. The level of charges has been set largely in line with those charges in the rest of Scarborough Borough. There has been a significant amount of comments relating to the cost of residents parking permits. The current proposals include an introductory charge for the first car and there is the option to extend the introductory discount to 2nd and 3rd car permits as detailed in section 7.16 of the Main Report.
- 8.4 The introduction of pay and display parking in Whitby will increase pressure on parking in Sandsend, an area that already suffers from road safety problems due to inconsiderate parking as detailed in section 9.5 of the Main Report. It is, therefore, considered necessary for road safety and traffic management reasons to introduce pay and display in Sandsend to better regulate parking. Such an arrangement would be enforced by Civil Enforcement Officers under Civil parking Enforcement powers which would ensure better adherence to the restrictions than compared with the current arrangements.
- 8.5 Given that the parking zones and the on street parking charges are an essential part of the Park and Ride Scheme it is recommended that Members approve the proposed implementation of the on street parking charges and that a further consultation exercise be carried out on a revised set of parking zones. The details of the parking zones to be agreed with local members and to then be the subject of a public consultation exercise and a further report to the Area Committee.

9.0 EQUALITIES

- 9.1 Consideration has been given to the potential for any adverse equality impacts arising from the recommendation. At the time of finalising this report, a full Equality Impact Assessment is currently being undertaken on the parking management proposals in Whitby and Sandsend associated with the Whitby Park & Ride Scheme. To date, this assessment has identified that those attending church services and currently parking on street for free without time limit will be limited to the maximum stay in the disc zones (1, 2 or 3 hours).
- 9.2 Also, those who need to access Whitby by car for employment or services and need to park for longer than the disc zones permit, who are on a low income coupled with living in a rural area will be affected to a greater degree than others. It must be remembered that neither rural living nor low income are protected characteristics but we do recognise this disadvantage and propose to investigate further possible mitigation measures.
- 9.3 In conclusion it is the view of officers that the recommendations do not have a direct adverse impact on any of the protected characteristics identified in the Equalities Act 2010. However, it is recognised that the issues highlighted could result in an indirect impact upon access to places of worship and will therefore be monitored.

10.0 ADDITIONAL FINANCIAL IMPLICATIONS

- 10.1 Any significant reduction in the pay and display parking and other parking management measures could jeopardise the revenue business case for the park and ride, resulting in it requiring significant revenue subsidy from other County Council funds which would be unsustainable given the current financial climate.
- 10.2 The current proposal includes approximately 17 Permit/Disc parking spaces at the western end of North Promenade and approximately 30 Pay and Display spaces on the remaining length of North Promenade West of Welton Court. Removing the Pay and Display Parking west of Welton Court would reduce revenue income by between £18,000 and £25,500 per annum.
- 10.3 To replace Pay and Display parking at the southern end of East Terrace with Permit/Disc parking would impact on approximately 20 parking spaces with an annual income reduction of between £12,000 and £17,000 per annum.
- 10.4 It is recognised that officers are required to carry out further work to address as far as possible the issues raised concerning the zones. Members' confirmation of their commitment to refining the zone scheme to better take into account consultation responses is essential to the financial viability of the Park and Ride. This, subject to legal advertisement and consideration of further objections, would allow implementation for Easter 2014.

11.0 RECOMMENDATIONS

11.1 It is recommended that:

- (i) It is noted that the proposed Pay and Display (P&D) parking, along with some form of Controlled Parking Zones and other traffic management measures are an essential part of Whitby Park and Ride.
- (ii) The introduction of Pay and Display parking (P&D) on North Promenade North Terrace and East Terrace Whitby be approved as advertised, except for the proposed lengths of P&D west of Welton Court, and in front of the residences at the south end of East Terrace.
- (iii) The introduction of Pay and Display parking at Sandsend be approved as advertised and the Corporate Director - Business and Environmental Services is requested to examine the feasibility of creating additional Pay and Display parking at Sandsend to manage congestion and demand in conjunction with the forthcoming Coastal Defence Scheme.
- (iv) The Pay and Display parking charges and operational times, as specified in table 1 of the main report be approved as advertised.
- (vi) The Corporate Director - Business and Environmental Services develops a revised set of proposals for Controlled Parking Zones in conjunction with local members and that these are the subject of a further consultation exercise and a subsequent report to the Area Committee

DAVID BOWE

Corporate Director – Business and Environmental Services

Authors of Report: Helen Watson / Nick West / Emily Murphy

Background Documents:

As main report and all additional consultation responses.

Equalities Impact Assessment

Appendix DS

Summary of comments made from 7 September, or not recorded on the response database before 6 September, up to the statutory advertising/consultation closing date of 10 September.

Method of Comment	Comment/Objection	Officer Comment
Consultation questionnaires and / or written responses	1. Why are scratch cards for resident's visitors limited to 50 a year as this doesn't take into account elderly and infirm people who may have family and friends with cars?	Short duration visits may be accommodated by using the clock disc, whilst any visits between 7:00pm and 9:00am are unrestricted. As there is a minimum one hour disc period this effectively means that visits between 6:00pm and 10am are unrestricted, and this period will extend further in 2 hour and 3 hour zones. Where there are, for example, elderly residents who need regular family support for lengthy periods through the day then the Resident's Visitor scratch card may be used. In the particular circumstances such as this where the 50 cards are insufficient then additional cards may be provided. Carers and Health Visitors will be issued with free Permits
Consultation questionnaires and / or written responses	2. Carers attendance Permits – Will GPs have to provide Doctor's Certificates / can this be done by Social Services Care Management?	This will apply to those not in receipt of Attendance or Carers Allowance, and discussions will need to be held with relevant parties.
Consultation questionnaires and / or written responses	3. Chubb Hill should not be left as an unrestricted street – it needs to be zoned.	Chubb Hill will undoubtedly be an "overspill" parking area, and as now will be subject to heavy demand. If zoned the street will not be available for commuter or day visitor parking and will afford priority parking to properties. Chubb Hill could be included in Zone E, for example, and consideration to an amendment may be given, leaving the commuter issue to be addressed / ameliorated separately.
Consultation questionnaires and / or written responses	4. I am worried that the mistakes of the Scarborough Park and Ride will translate to Whitby / Will the buses be large enough? / Can we have smaller buses? / Will buses be running around with no passengers? / Will passengers be kept waiting at the busiest times? / Other Park and Rides	The Park and Ride bus route is considered to be robust with a 15 minute frequency generally achievable. Certain assumptions on patronage must be made and it is vital that the Operator monitors and anticipates peak demand requirements, and maintains effective communication with drivers. The Operator must be able to react quickly to changes, and

	are not comparable.	recover the service in the event of a breakdown, severe congestion, or to meet additional capacity requirements. Buses used may be the 26 seaters or larger – it will ultimately be a matter for the successful Tenderer. A single deck bus has been successfully trialled around the route during a busy Bank Holiday. The bus service will have to be monitored very closely during the seasonal build up, and if necessary more capacity can be brought in.
Consultation questionnaires and / or written responses	5. House values may be affected as some residents may need to move to areas where parking is available	One of the aims of the scheme is to increase the likelihood of those living in a controlled zone to be able to park near their property, and this is done by reducing long stay parking by day visitors for example who will be encouraged to use Park and Ride.
Consultation questionnaires and / or written responses	6. Local villages not considered or consulted.	The 2010 consultation included a letter drop to all properties in Whitby and Sandsend together with all Statutory consultees. In addition all local Parish Councils were consulted. It is acknowledged that the 2013 consultation letters only included households in Whitby and Sandsend, however the proposals have been widely publicised in the local media and many visitors have attended the public exhibition in Whitby. Residents of villages surrounding Whitby will still have free short stay access to the town centre, and the current 40 minute short stay parking will be made one hour parking. In addition parking bays within zones will be available for 1 2 or 3 hours subject to zone, whilst off street car parks or pay and display parking or the Park and Ride in the busiest months are available for longer stays.
Consultation questionnaires and / or written responses	7. Parking measures should not be used for revenue generation.	It is acknowledged that a Highway Authority cannot use on-street parking charges as a revenue gathering tool but only as a traffic management tool and any revenue surplus is incidental to the traffic management role of the parking measures. The primary purpose of the Whitby and Sandsend parking management and Park and Ride proposals is to manage summer season traffic congestion arising as a result of the large number of visitors to Whitby and Sandsend. The parking measures proposed are therefore considered to be an appropriate use of the

		Council's powers under the Road Traffic Regulation Act 1984 (RTRA1984)
Consultation questionnaires and/or written responses	8. No provision for short term parking near the Doctor's Surgery in Sandsend / Where will patients park? / Will patients have to pay?	The previously proposed controlled parking zone (CPZ) for Sandsend included short stay / limited waiting parking provision on the spur road near the Doctor's Surgery. Whilst it is not proposed that the Sandsend CPZ be progressed at this stage, limited stay restrictions could be considered as part of the proposal.

APPENDIX 3

North Yorkshire County Council

Yorkshire Coast and Moors County Area Committee

Minutes of the special meeting held on Thursday 19 September 2013 at 4.00 pm in the St Bede Hall, Sneaton Castle, Castle Road, Whitby.

Present:-

County Councillors Derek Bastiman (in the Chair); County Councillors Andrew Backhouse, John Blackburn, Eric Broadbent, David Chance, Sam Cross, David Jeffels, Janet Jefferson, Joe Plant, Tony Randerson, John Ritchie and Helen Swiers.

Non-Voting Co-opted Members:-

Scarborough Borough Councillors Colin Challen, Mrs Dorothy Clegg and Brian Watson.

Parish Councillor Pam Reeves.

County Council Officers:-

From the Business and Environmental Services Directorate:- Barrie Mason (Assistant Director – Highways and Transportation), Nick West (Area Highways Manager), Helen Watson (Improvement Manager), Andrew Bainbridge (Team Leader LTP) and Chris Roberts (Team Leader Public Transport).

From Legal Services: Catriona Gatrell (Legal Manager (Corporate Services)).

From Democratic Services: Ruth Gladstone (Principal Democratic Services Officer), together with colleagues assisting with the arrangements for the meeting.

In Attendance:-

Approximately 130 members of the public/press, of which approximately 12 were seated in an adjacent overflow room. Sound from the meeting was relayed to the overflow room.

Apologies for Absence:-

Apologies for absence were received from County Councillors David Billing and Penny Marsden, and from non-voting Co-opted Members Scarborough Borough Councillor Godfrey Allanson and Parish Councillors Carole Gerada and Richard Thompson.

Copies of all documents considered are in the Minute Book

14. Declarations of Interest

County Councillors David Chance and Joe Plant, and non-voting Co-opted Member Mrs Dorothy Clegg, each declared a registerable pecuniary interest in the next item of business. They then left the meeting.

Ruth Gladstone (Principal Democratic Services Officer) read out a joint statement from County Councillors David Chance and Joe Plant. The statement was as follows:-

“Because of legal requirements arising from a pecuniary interest in this matter, we are each unable to speak on this item today. We do consider that this frustrates effective representation of local views. County Councillor Joe Plant lives in an area and owns property in the area potentially affected by the decision to be taken today. County Councillor David Chance’s partner is employed in an area potentially affected by the decision to be taken today. We cannot participate directly in this decision.

We are concerned that, after spending many weeks of reading emails, letters, listening to views and receiving telephone calls from all residents, we cannot represent their views directly ourselves at the meeting on such a very important decision for Whitby.

We are very sorry to all residents and feel very frustrated that we cannot represent your views ourselves today and we say this with a heavy heart that we have to take the legal advice given.”

15. Proposed Residents’ Priority (disc) Parking in Whitby and Pay and Display Parking in Whitby and Sandsend

Considered –

- (a) The report of the Corporate Director - Business and Environmental Services which had been published at the same time as the agenda. The purpose of the report was to present the comments and objections received up to and including 6 September 2013 during the legal advertising/consultation period following further development of the parking proposals.
- (b) The supplemental report of the Corporate Director - Business and Environmental Services which had been published on the County Council’s website on 13 September 2013. The purpose of the supplemental report was:- to present the comments, objections and petitions received in response to the consultation and the advertising of the parking proposals which took place between 9 August and 10 September 2013; to seek Members’ agreement to the Pay and Display parking operational times and parking charges at the Whitby West Cliff area and part of the seafront at Sandsend; and to seek approval for the Corporate Director - Business and Environmental Services to undertake further work in relation to the proposals for controlled parking zones in Whitby following the comments generated during the legal advertising/consultation period.

The recommendations of the Corporate Director - Business and Environmental Services, as set out in the supplemental report, were as follows:-

- “(i) It is noted that the proposed Pay and Display (P&D) parking, along with some form of Controlled Parking Zones and other traffic management measures are an essential part of Whitby Park and Ride.
- (ii) The introduction of Pay and Display parking (P&D) on North Promenade North Terrace and East Terrace Whitby be approved as advertised, except for the proposed lengths of P&D west of Welton Court, and in front of the residences at the south end of East Terrace.
- (iii) The introduction of Pay and Display parking at Sandsend be approved as advertised and the Corporate Director - Business and Environmental Services

is requested to examine the feasibility of creating additional Pay and Display parking at Sandsend to manage congestion and demand in conjunction with the forthcoming Coastal Defence Scheme.

- (iv) The Pay and Display parking charges and operational times, as specified in table 1 of the main report be approved as advertised.
- (vi) The Corporate Director - Business and Environmental Services develops a revised set of proposals for Controlled Parking Zones in conjunction with local members and that these are the subject of a further consultation exercise and a subsequent report to the Area Committee”

Note: There was no recommendation (v).

The Chairman invited the Assistant Director – Highways and Transportation, the Area Highways Manager and the Improvement Manager to address the meeting to explain the content of the report and the supplemental report.

The Chairman invited 16 members of the public, who had provided notice to speak by 12 noon on 16 September 2013, to make a statement or ask questions. (A copy of the notices received, together with the text, where provided, of the statements/questions from members of the public, is in the Minute Book.) All members of the public who spoke at the meeting expressed concerns about the parking proposals including:-

- Failure to carry out proper consultation.
- Adverse effect on residents’ ability to park.
- Adverse effect on tourism and local businesses.
- Residents being treated as visitors and not being given priority.
- Proposals not having a mandate and universally opposed in Whitby.
- Proposals will undermine the vibrancy of Whitby town centre.
- Accommodation providers outside the zones will have an unfair advantage.
- Money spent on parking is not spent within the local economy.
- Problem exists only one or two months a year.
- Current position more beneficial.
- No benefit to Sandsend from park and ride.

The Assistant Director – Highways and Transportation responded to the questions from members of the public. During the responses, and at later stages during the meeting, there were frequent interruptions and heckling from many members of the public.

The Committee debated the proposals.

During the debate, County Councillor Andrew Backhouse proposed, County Councillor David Jeffels seconded, and County Councillor Helen Swiers expressed support for, the following motion:- “That the recommendations of the Corporate Director - Business and Environmental Services be approved, subject to the following:-

1. Add to the end of (iv) “subject to the introduction of a 20 pence charge at Sandsend for a maximum stay of one hour, no return within four hours”.
2. Also add to the end of (iv) “subject to the maximum stay at Whitby West Cliff pay and display be eight hours, no return within one hour”.

3. And new paragraph (vii) saying "In the event that any surplus is generated in future years, consideration be given to the use of that surplus in the Whitby area".
4. Alter the wording within paragraph (vi) by replacing "local members" with "the Chairman and Vice-Chairman of the County Area Committee".

County Councillors Andrew Backhouse, David Jeffels and Helen Swiers advised that the reasons for the above motion were:-

- A Park & Ride system will help provide additional parking space and ease the congestion and facilitate movement of vehicles around Whitby and Sandsend. Parking controls are a necessary consequence of that.
- Vehicle movements have increased year on year and there comes a time when extra parking accommodation is needed.
- Revised proposals for the parking zones must be looked at. A further report with revised proposals for the parking zones must come back to the County Area Committee for decision.
- Members recognise the representations, made by Sandsend residents, that £1.50 for one hour's parking at Sandsend seafront is too expensive.
- Parking measures will also generate income which will support Park & Ride, as occurs in most places across the country.
- Any parking income surplus should be considered for use for the benefit of Whitby rather than the wider area.
- The request for Park & Ride facilities had originated, in the 1990s, from Whitby people who recognised the conflict between traffic flow and the numbers of pedestrians.
- There are increasing numbers of visitors to Whitby.
- Previous headlines in the Whitby Gazette had been about a Park & Ride Scheme being dashed for one reason or another but now funding was available from the government.
- Members remember the huge disappointment in Whitby when funding for Park & Ride in Whitby had previously been removed and the subsequent criticism of the County Council. Government funding is now available but only for 2013/14, with a small amount for 2014/15.

Also during the debate, County Councillor Eric Broadbent proposed, and County Councillor John Ritchie seconded, an amendment "That there be no implementation of the Scheme, zones and Park & Ride until a twelve month review and justification has taken place". County Councillors Sam Cross, Tony Randerson and Janet Jefferson, and non-voting Co-opted Member Colin Challen, expressed support for the amendment. County Councillors Eric Broadbent, Sam Cross, Tony Randerson and Janet Jefferson, and non-voting Co-opted Member Colin Challen, advised that the reasons for the above amendment were:-

- The officer report is complicated, contentious and unfinished. Officers themselves say that further work needs to be done.
- Residents have described the affect the proposals will have on them and currently they have more questions than answers. Whitby people deserve that the matter is given more consideration.
- Members consider that the current year-round parking proposals are not the solution to solve a one month problem.
- Members are concerned that many Whitby people did not receive the consultation questionnaire.
- The public have not been asked "what are your ideas?" Perhaps a referendum should be held?

- A check is needed that the assumptions which Highways officers made in the late 1990's, on the basis of which the Scheme has been developed, were accurate.
- What are the numbers of complaints which Highways received during the last 15 years regarding parking and congestion problems in Whitby?

The amendment was put to the vote and was declared lost.

The motion was put to the vote and was declared carried.

Resolved –

- (i) It is noted that the proposed Pay and Display (P&D) parking, along with some form of Controlled Parking Zones and other traffic management measures are an essential part of Whitby Park and Ride.
- (ii) The introduction of Pay and Display parking (P&D) on North Promenade North Terrace and East Terrace Whitby be approved as advertised, except for the proposed lengths of P&D west of Welton Court, and in front of the residences at the south end of East Terrace.
- (iii) The introduction of Pay and Display parking at Sandsend be approved as advertised and the Corporate Director - Business and Environmental Services is requested to examine the feasibility of creating additional Pay and Display parking at Sandsend to manage congestion and demand in conjunction with the forthcoming Coastal Defence Scheme.
- (iv) The Pay and Display parking charges and operational times, as specified in table 1 of the main report be approved as advertised, subject to:-
 1. the introduction of a 20 pence charge at Sandsend for a maximum stay of one hour, no return within four hours;
 2. the maximum stay at Whitby West Cliff pay and display be eight hours, no return within one hour.
- (vi) The Corporate Director - Business and Environmental Services develops a revised set of proposals for Controlled Parking Zones in conjunction with the Chairman and Vice-Chairman of the County Area Committee and that these are the subject of a further consultation exercise and a subsequent report to the Area Committee
- (vii) In the event that any surplus is generated in future years, consideration be given to the use of that surplus in the Whitby area.

The meeting concluded at 6.10 pm.

RAG/JR