

**Notice of a
Decision Session - Executive Member for Transport and Planning**

To: Councillor Gillies (Executive Member)

Date: Thursday, 13 April 2017

Time: 2.00 pm

Venue: The Thornton Room - Ground Floor, West Offices (G039)

AGENDA

Notice to Members – Post Decision Calling In:

Members are reminded that, should they wish to call in any item* on this agenda, notice must be given to Democracy Support Group by **4:00 pm on Wednesday 19 April 2017.**

*With the exception of matters that have been the subject of a previous call in, require Full Council approval or are urgent which are not subject to the call-in provisions. Any called in items will be considered by the Corporate and Scrutiny Management and Policy Scrutiny Committee.

Written representations in respect of items on this agenda should be submitted to Democratic Services by **5.00pm on Tuesday 11 April 2017.**

1. Declarations of Interest

At this point in the meeting, the Executive Member is asked to declare:

- any personal interests not included on the Register of Interests
- any prejudicial interests or
- any disclosable pecuniary interests

which they may have in respect of business on this agenda.

2. Minutes (Pages 1 - 6)

To approve and sign the minutes of the Decision Session held on 9 March 2017.

3. Public Participation - Decision Session

At this point in the meeting, members of the public who have registered their wish to speak at the meeting can do so. The deadline for registering is **Wednesday 12 April 2017 at 5:00pm**.

Members of the public may speak on an item on the agenda or an issue within the Executive Member's remit,

Filming, Recording or Webcasting Meetings

Please note this meeting may be filmed and webcast or audio recorded and that includes any registered public speakers, who have given their permission. This broadcast can be viewed at <http://www.york.gov.uk/webcasts>. or, if recorded, this will be uploaded onto the Council website following the meeting.

Residents are welcome to photograph, film or record Councillors and Officers at all meetings open to the press and public. This includes the use of social media reporting, i.e. tweeting. Anyone wishing to film, record or take photos at any public meeting should contact the Democracy Officer (whose contact details are at the foot of this agenda) in advance of the meeting.

The Council's protocol on Webcasting, Filming & Recording of Meetings ensures that these practices are carried out in a manner both respectful to the conduct of the meeting and all those present. It can be viewed at http://www.york.gov.uk/download/downloads/id/11406/protocol_f_or_webcasting_filming_and_recording_of_council_meetings_20160809.pdf

4. Strensall Road Petition for Speed Limit Reduction

(Pages 7 - 14)

This report informs the Executive Member of the receipt of a petition requesting the reduction of the speed limit to 40mph on the rural road between Earswick and Strensall.

5. Claremont Terrace Petition (Pages 15 - 30)

This report informs the Executive Member of the receipt of a petition requesting the introduction of waiting restrictions in the back lane to Claremont Terrace, off Gillygate.

6. 2016/17 Speed Management Programme - Relocation of speed limits - Experimental Traffic Regulation Orders (TRO's) (Pages 31 - 50)

This report seeks approval to implement experimental Traffic Regulation Orders at up to four sites on the 2016/17 speed management programme.

7. Increase in National Planning Fees (Pages 51 - 90)

This report seeks formal approval to confirm to the Department of Communities and Local Government (CLG) that the Authority will invest the proposed increase the National Planning Application Fee rates in the City of York, by 20% from July 2017 into the planning service.

8. Urgent Business

Any other business which the Executive Member considers urgent under the Local Government Act 1972.

Democracy Officer:

Name: Judith Betts

Contact Details:

- Telephone – (01904) 551078
- Email – judith.betts@york.gov.uk

For more information about any of the following please contact the Democracy Officer responsible for servicing this meeting:

- Registering to speak
- Business of the meeting
- Any special arrangements
- Copies of reports and
- For receiving reports in other formats

Contact details are set out above.

This information can be provided in your own language.

我們也用您們的語言提供這個信息 (Cantonese)

এই তথ্য আপনার নিজের ভাষায় দেয়া যেতে পারে। (Bengali)

**Ta informacja może być dostarczona w twoim (Polish)
własnym języku.**

Bu bilgiyi kendi dilinizde almanız mümkündür. (Turkish)

یہ معلومات آپ کی اپنی زبان (بولی) میں بھی مہیا کی جاسکتی ہیں۔ (Urdu)

 (01904) 551550

City of York Council

Committee Minutes

Meeting	Decision Session - Executive Member for Transport and Planning
Date	9 March 2017
Present	Councillor Gillies (Executive Member)

59. Declarations of Interest

At this point in the meeting, the Executive Member was asked to declare any personal, prejudicial or disclosable pecuniary interests not included on the Register of Interests that he might have had in the business on the agenda. He declared that he had none.

60. Minutes

Resolved: That the minutes of the last Decision Session held on 9 February 2017 be signed and then approved by the Executive Member as a correct record.

61. Public Participation - Decision Session

It was reported that there had been one registration to speak at the meeting under the Council's Public Participation Scheme.

Dave Merrett spoke in relation to Agenda Item 6 (Economy and Place Capital Programme-2017/18 Budget Report). He made comments about lighting on Walmgate Stray and asked whether Officers had investigated less luminous lighting being used. He commented about the cycle parking at the far end of Micklegate outside of the bike shop informing the Executive Member that they was not sufficient as the racks were always full up. In regards to potential changes to traffic restrictions on Fossgate he expressed his disappointment that the northern end of the street had not been extended as a footstreet. This was because reversing the flow of the traffic did not change the character of the street for pedestrians or the traders on the street.

62. Public Rights of Way – Proposed Diversion of Public Bridleway Metcalfe Lane to Meadlands, Derwenthorpe, Osbaldwick (part)

The Executive Member considered a report which asked him to make a diversion Order under section 257 of the Town and Country Planning Act 1990 to divert a section of a public bridleway affected by Phase 4 of the Derwenthorpe development, for which planning permission has already been granted. The path runs between Metcalfe Lane and Meadlands, Derwenthorpe, Osbaldwick, York (Annex A: Location Plan).

It was reported that comments had been received from Councillor Warters in respect of the proposed diversion. He stated that whilst he was not in objection to the diversion the section of the path under consideration, he would strongly object if there was any attempt to divert, alter or extinguish the other Public Right of Way (Osbaldwick number 2) that ran the other side of the boundary hedge to the development.

He stated that he looked forward to the section of the being returned to its former state as soon as construction activities allowed it.

Resolved: That the Executive Member authorises making the Order to divert the path.

Reason: To enable that part of the development affected by the path to take place.

63. Digital Highway Inspection Report

The Executive Member received a report which informed him that the Council had procured a suite of digital highways inspection data, and it was being used to form the annual maintenance programme.

Officers explained that the survey data used also allowed them to add on repair costs to highway schemes and would allow them to estimate forward costs into several financial years.

Resolved: That the following be noted and endorsed;

- (i) The approach outlined in the report and Annex 1, to make recommendations for future approaches and the usage of digital highway inspection methods.
- (ii) The longer term development of efficient and effective highways works programmes based on digital highways data and the lead role CYC is playing nationally in the development of innovative technologies.
- (iii) That a future paper be brought to the Executive Member to highlight progress in the usage of the digital data, the DfT trial and our development of the requirements of the new code of practice.

Reason: Effective and efficient usage of highways maintenance budgets can be underpinned through the usage of innovative digital asset data.

64. Economy and Place Capital Programme - 2017/18 Budget Report

The Executive Member considered a report which set out the funding sources for the Economy & Place Transport Capital Programme, and the proposed schemes to be delivered in 2017/18.

The Executive Member considered the comments made by the public speaker. Regarding cycle racks, he felt that there was no point in improving cycle lanes without firstly having adequate car parking facilities. In relation to Fossgate, he felt that options were still open and discussions were continuing with traders therefore he did not want to rule out the option of implementing a footstreet or reversing the one way system that was currently in place. He commented that it was not unreasonable for the traders on Fossgate to want a footstreet.

Officers commented that the Business Improvement District (BID) had received funding for secure cycle storage and so would, as part of the Castlegate and Clifford's Tower development and in conjunction with the Council be identifying suitable locations.

The Executive Member commented in regards to Traffic Signal Asset Renewal that it would be useful to road users if there were informative signs to explain why the upgrades were taking place. Officers confirmed that non statutory signs could be installed.

Resolved: The proposed programme of schemes to be delivered in 2017/18 be approved.

Reason: To implement the council's transport strategy identified in York's third Local Transport Plan and the Council Priorities, and deliver schemes identified in the council's Transport Programme.

Resolved: (ii) That the inclusion of the upgrade of Belisha beacons at all zebra crossings, and for the renewal of markings on the city's major roads be approved.

Reason: To implement projects approved in the Council's budget to improve safety at Zebra Crossings and along main roads across the city funded from the Built Environment Fund.

Resolved: (iii) That the commencement of consultation with Fossgate residents and traders on a potential scheme to reduce the impact of traffic and improve the environment in the street with the results to be brought forward to a future Executive Member Decision Session regarding any potential changes to the Traffic Regulation Order be approved. A subsequent report would be submitted to the Executive to consider potential physical interventions alongside proposals for taking forward the Public Realm improvement works identified in the annual budget.

Reason: To develop a scheme to enable the environment for pedestrians to be improved in the city.

Resolved: (iv) That non statutory informative signs are installed whenever highway works are underway.

Reason: To ensure a greater level of public awareness whilst works are taking place.

Cllr Gillies, Executive Member

[The meeting started at 2.00 pm and finished at 2.20 pm].

This page is intentionally left blank



**Decision Session – Executive Member for
Transport and Planning**

13 April 2017

Report of the Corporate Director of Economy and Place

Strensall Road Speed Limit Petition**Summary**

1. To report the receipt of a petition requesting the reduction of the speed limit to 40mph on the rural road between Earswick and Strensall.

Recommendation

2. It is recommended that:
 - The petition is noted and that the issue is considered as part of the annual accident and prevention measures across the city.

Reason: To respond to residents concerns in a practical manner whilst prioritising the resources available to the reduction of injury on the highway in the authority area.

Background

3. Annex A includes the petition covering letter and front page of the petition which had 73 signatures. Annex B is a plan showing the location of the 6 injury accidents recorded by the police in the last 5 years (3 in each of 2013 and 16). 4 of the accidents were in the vicinity of the staggered cross roads and 2 were between the junction and Earswick.
4. The character of the road is predominately rural with several properties (business and residential) having direct access on to it. The road is long and straight with good visibility. See Annex B.
5. There is national guidance on the setting of speed limits and for rural roads of this type the national speed limit (60mph) is applied. It is important to note that whilst the maximum speed limit is 60mph it is the drivers duty to drive according to the prevailing road conditions, hence when the light or the weather is poor, works taking place, bends or blind summits, etc or if there are other more vulnerable road users about a driver would be expected to reduce their speed accordingly. In fact the speed that a driver chooses to travel at is more greatly influenced by their surroundings than by a posted speed limit.

Hence, reducing a speed limit without introducing something that would compel or influence a driver to reduce their speed is very unlikely to have a significant impact on the actual speed of traffic. This is particularly relevant in this case where the road links a fair sized local community to the city and it can reasonably be assumed that a significant number of the users are local and familiar with the roads.

6. There may however be a justification for considering a reduction in the speed limit to 50mph. This can be quite a disproportionately expensive speed limit to implement however as it requires regular repeater signs along the length because it is not one of the default speed limits that does not require signing (the street lit 30, rural 60 and dual carriageway 70 limits). Further investigation and possible funding for such a proposal would be best investigated through the accident reduction budget where this can be compared to other areas of concern in order to ensure funding is targeted to achieve the greatest accident reduction benefit for the wider York community as a whole. Further investigation would also consider the potential for the implementation of a 40mph speed limit if appropriate.

Options

7. Option 1 – To take no action. This is not the recommended option.
8. Option 2 – To approve the advertising of a 40mph speed limit on this section of road. This is not the recommended option.
9. Option 3 – To approve further investigation as part of the accident reduction process. This is the recommended option.

Consultation

10. No consultation requirements have been identified at this stage.

Council Plan

11. The above proposal contributes to the City Council's draft Council Plan of:
 - A council that listens to residents.

Implications

12. This report has the following implications:

Financial – None

Human Resources – None

Equalities – None.

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

13. . None.

Contact Details

Author:

Alistair Briggs
Traffic Team Leader
Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy and Place

Report Approved ✓ Date: 4 April 2017

Specialist Implications Officer(s) None

Wards Affected: Haxby and Wigginton, Strensall

All

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition Covering Letter and Front Sheet

Annex B Injury Accident Location Plan

This page is intentionally left blank

Petition Covering Letter and Front Sheet

CLL DOWNEY
73 signatures

Strensall Road (Earwick Parish) – Petition for speed reduction - Full Council, Thursday 15th December 2016

I am pleased to support and agree with the signatories listed in this petition, who are mainly residents who are directly affected. The petition calls upon the Council for a reduction from the current 60mph national speed limit third of a mile section of Strensall Road between Towthorpe and Earwick and instead have a consistent 40mph zone from the edge of Strensall to the commencement of the current 30mph section at the main built up part of Earwick village – in both directions.

The principal reasons are:-

1. It is difficult and dangerous for those living in properties along Strensall Road to get out of driveways as well as for visitors staying at the Guest Houses and camping along it, as well as for farm vehicles.
2. Crossing the road is difficult for pedestrians and those using the local bus service.
3. The current 60mph section gives a false sense of security about the potential hazards. Some drivers and motorcyclists are prone to exceeding the current high limit and thought to cause danger by accelerating and braking when leaving or entering the 30mph and 40mph zones at either end.
4. There is no safe cycle path and cyclists including schoolchildren who attend Huntington Secondary are forced to share the 'fast' section. A reduction to 40mph will be to the benefit of safety for all road users.

Petition Front Sheet**Strensall Road (Earswick Parish) - Petition for speed reduction**

As a resident of Strensall ward, I support a reduction in the speed limit on the approx. third mile section of Strensall Road between Earswick and Towthorpe which is currently set at the national speed limit (60mph). We ask that this section is replaced with a 40mph limit to commence from the current 30mph boundary signage after the main part of Earswick village, therefore having a consistent 40mph section to the commencement of the 30mph signage on approach into Strensall village.

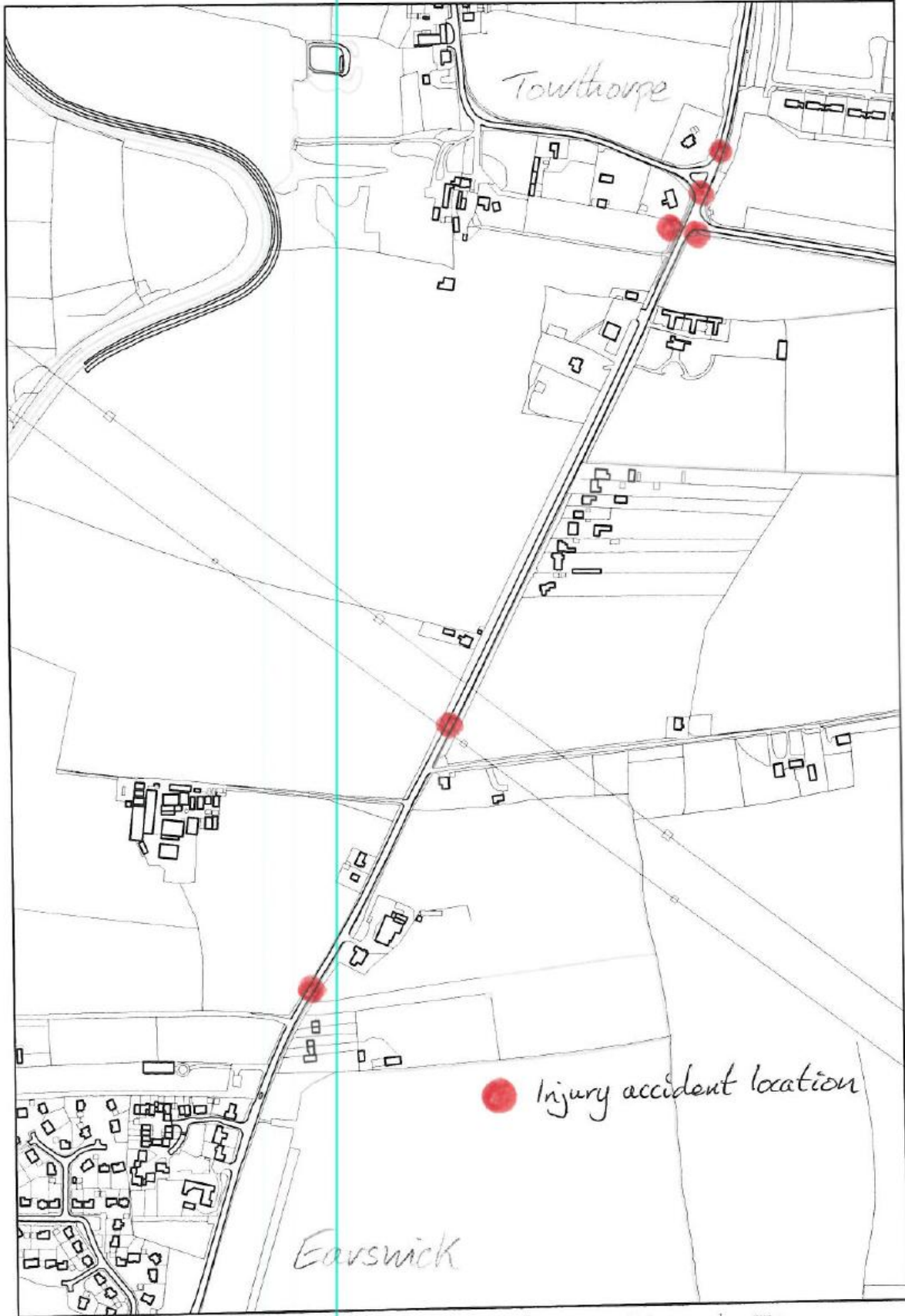
The principal reasons for this are:-

1. It is difficult and dangerous for those living in properties along Strensall Road to get out of driveways as well as for visitors staying at the Guest Houses.
2. Crossing the road is difficult for pedestrians and those using the local bus services.
3. The current 60mph section gives a false sense of security about the potential hazards on this road. Some drivers and motorcyclists are prone to exceeding the current limit and thought to cause danger by accelerating/overtaking to reach the 30mph/40mph zones ahead of others.
4. There is no safe cycle path and cyclists including schoolchildren are forced to share the 'fast' section. A reduction to 40mph will be to the benefit of safety for all road users.

By signing the petition, I agree to the speed reduction to 40mph from the current national speed limit (60mph):-

<u>Name</u>	<u>Signature</u>	<u>Address</u>	<u>Email address</u>
<hr/>			

Injury Accident Location Plan



This page is intentionally left blank



**Decision Session – Executive Member for
Transport and Planning**

13 April 2017

Report of the Corporate Director of Economy and Place
Claremont Terrace Petition

Summary

1. To report the receipt of a petition requesting the introduction of waiting restrictions in the back lane to Claremont Terrace, off Gillygate.

Recommendation

2. It is recommended that:
 - Implementing restrictions are not progressed.

Reason: Because these incidents of obstruction do not appear to be all day every day, are more of a neighbour dispute issue and can be tackled by the police using obstruction legislation.

- Write to the premises fronting on to Clarence Street and Gillygate

Reason: To bring to their attention there is no right to park in the back lane and highlight the obstruction issue to encourage a greater sense of community.

- Progress an amendment during the next Annual Review of waiting restrictions to allow a 30 minute non-resident parking stay in a length of the parking bays in Claremont Terrace.

Reason: To offer an alternative short term parking location to the back lane.

- Progress providing an additional parking bay in the street.

Reason: To offer an alternative short term parking location to the back lane.

Background

3. Annex A shows the petition covering letter, petition header page and photos provided by the petitioners. The location plan is shown in Annex B.
4. This issue was considered as part of the 2015 annual review of waiting restriction requests.

The request was turned down on the basis of it being a back lane which we historically do not introduce restrictions in. Any vehicle parked in a back lane that is only wide enough for a single vehicle automatically creates an obstruction of the highway that the police are able to take action on at the time of the incident.

5. From ad-hoc observations carried out it is acknowledged that there are times when vehicles are parked in the back lane behind the businesses (though this was not observed behind the citadel). There are a couple of off-street parking spaces off the back lane behind the commercial premises which during visits were not obstructed (see photos in Annex C) however the photos supplied with the petition do show that this takes place. The frequency and duration of this inconsiderate parking has not been determined.
6. The back lane is adopted highway however it is gated immediately round the left hand bend. There does not appear to be vehicle use of this section of gated back lane, though there will likely be use by foot and cycles and if a car is particularly badly positioned at the end of the open section of back lane this could cause difficulty for cyclists and pedestrians.
7. Claremont Terrace is part of a residents parking scheme and the parking bays allow a maximum stay of 10 minutes for non-residents. It was noted during visits that there is unused parking capacity in the street during the week (see photo in Annex C). If the duration of the non-resident maximum stay were raised to 30 minutes potentially some of the back lane parking would use this facility in preference. In addition there appears to be an opportunity to create an additional parking space (see plan in Annex D). 30 minutes is put forward to ensure the spaces are prioritised to the immediate locality.
8. Parking in back lanes is reported as a problem several times a year across the city. As mentioned above because these lanes are narrow any vehicle left creates an obstruction rather than merely an inconvenience or interruption to the traffic flow for other road users. In addition, because there are many miles of back lanes in the city to treat one with yellow lines could set an expectation for tackling these complaints that are often infrequent and short lived.

Options

9. Option 1 – To take no action with regards to putting in place a Traffic Regulation Order in the back lane. This is a recommended option.
10. Option 2 – To formally write to the premises fronting Gillygate and Clarence Street advising them that there is no right to park in this back lane and that any parking that does take place can be considered an obstruction of the highway that the police are able to take action on.

That for the sake of good neighbourliness they should aim to ensure that they, their employees and customers do not park in the back lanes. That if there are further ongoing verified reports of inconsiderate obstruction being created the matter of introducing restrictions will be reconsidered. This is a recommended Option.

11. Option 3 – To include an item in the next annual review to amend a section of the residents parking bay in Claremont Terrace (see plan in Annex D) to allow a non-resident maximum stay of 30 minutes in order to provide locally some convenient alternative parking to the back lane. In addition, provide an additional parking space. This is a recommended option.
12. Option 4 – To approve the advertising of no waiting at any time restrictions on both sides of one or both back lanes. It should be noted that yellow line restrictions allow for loading and therefore would not remove temporary restrictions. This is not the recommended option but if approved it is suggested that this be included with the next annual review (or similar) items in order to keep costs down.

Consultation

13. No consultation has been carried out however if any changes to the Traffic Regulation Orders are considered desirable to take forward there is a legal consultation process that would have to be completed before a restriction / change could be implemented on street.

Council Plan

14. The above proposal contributes to the City Council's draft Council Plan of:
 - A council that listens to residents

Implications

15. This report has the following implications:

Financial – None

Human Resources – None

Equalities – None

Legal – None

Crime and Disorder – None

Information Technology - None

Land – None

Other – None

Risk Management

16. None

Contact Details

Author:

Alistair Briggs
Traffic Team Leader
Transport
Tel: (01904) 551368

Chief Officer Responsible for the report:

Neil Ferris
Corporate Director of Economy & Place

Report

Approved ✓

Date: 4 April 2017

Specialist Implications Officer(s) None

Wards Affected: Guildhall

For further information please contact the author of the report.

Background Papers: None.

Annexes:

Annex A Petition Covering letter, header sheet and photos

Annex B Location plan

Annex C Photos of Claremont Terrace and Back Lanes

Annex D Plan Showing Proposed 30 Minute Non-Resident Parking Bays

Petition Covering Letter Header sheet and Photos

**Claremont Terrace Residents Association
and Neighbourhood Watch**12th December 2016

City of York Council
Traffic Management
City of York Council
Traffic Management
West Offices
York YO1 6GA

Station Rise]
York YO1 6GA

Re: Request for No Parking Order in Claremont Terrace

I attach a petition from the residents of Claremont Terrace (YO31 7EJ) requesting a No Parking Order on the access roads to the rear of our properties. These roads are adopted highway and frequently obstructed by parked cars. Please see the attached photographs of the intensity of parking by vehicles used by people working in the businesses in Gillygate and Clarence Street. It is not unusual for there not even to be room for a cycle to pass never mind access for the vehicles of residents who wish to remove garden rubbish etc from the rear of our properties. The same obstructions prevent your staff from clearing rubbish bins and cleaning the gulleys in the back streets.

There are often three or four vehicles obstructing these areas with no way of knowing who they belong to. Personally, I have known it take me 20 minutes to find the owners and to get them to move so that I can gain access. In addition residents' have sometimes been verbally abused by car owners who say they have a right to park behind their work places.

We have been told in the past that obstruction of the highway is a police matter, and the police have at times been very helpful, but they are unable to respond each time there is an obstruction because they are rightfully dealing with more serious crimes. A simple No Parking Order and yellow lines would solve this problem. Your enforcement officers already frequently patrol the street's ResPark zone so they could also enforce No Parking in these areas if given the powers through a No Parking Order.

I trust you will look on this matter sympathetically and agree that we have a special case due to the abuse by local businesses, rather than residents; the verbal abuse we sometimes endure; and the simplicity of extending the powers of your enforcement officers.

Yours faithfully



Barrie Stephenson,
Chairman, Claremont Terrace Residents' Association

PHONE

12, Claremont Terrace, York, North Yorkshire YO31 7EJ

07885297669

Annex A

Petition Covering Letter Header sheet and Photos

Petition Header Sheet

Claremont Terrace Residents Association

Petition to City of York Council

A requests for parking restrictions on the two entrance ways to the rear lanes of Claremont Terrace, York

These short narrow roads that give us access to the rear of our properties are often blocked by cars and vans belonging to businesses in Gillygate and Clarence Street using the lanes as parking space. (See photos)

We, the undersigned, request the council consider imposing a parking restriction on these short stretches of adopted highway so that any vehicle parking there can be dealt with by your enforcement officers who already patrol the ResPark zone (R14).

Annex A

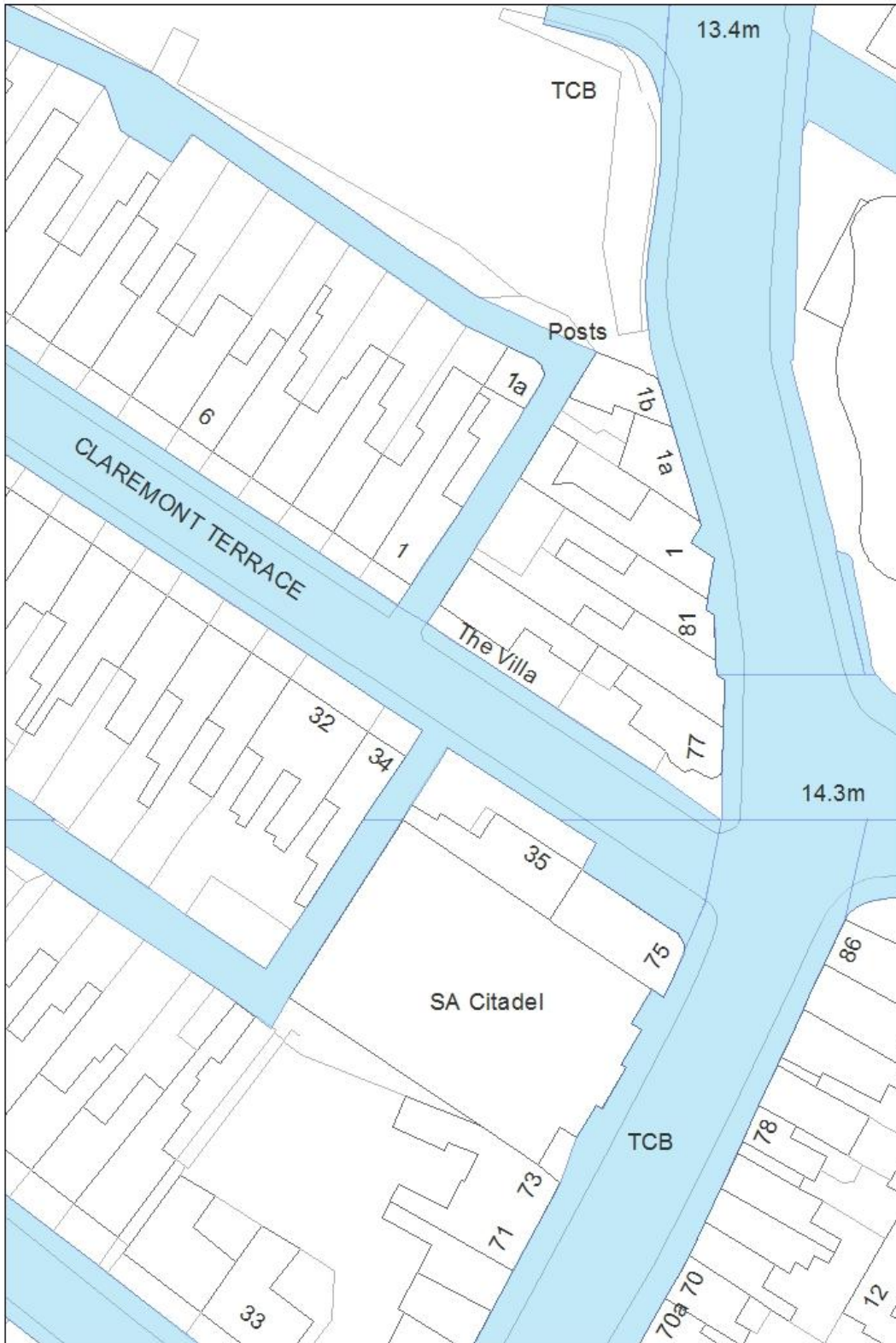
Petition Covering Letter Header sheet and Photos

Petition Photos



This page is intentionally left blank

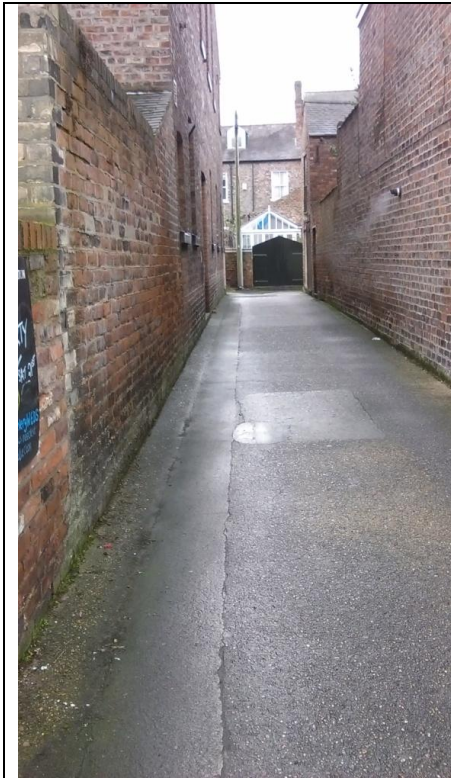
Location Plan



This page is intentionally left blank

Annex C

Photos of Claremont Terrace and Back Lanes



Rear of church building around mid-day 30th January 2017



Rear of commercial premises around mid-day 30th January 2017

Annex C

	<p>Rear of commercial premises 15th February PM</p>
	<p>Rear of commercial premises around early PM 27th February</p>

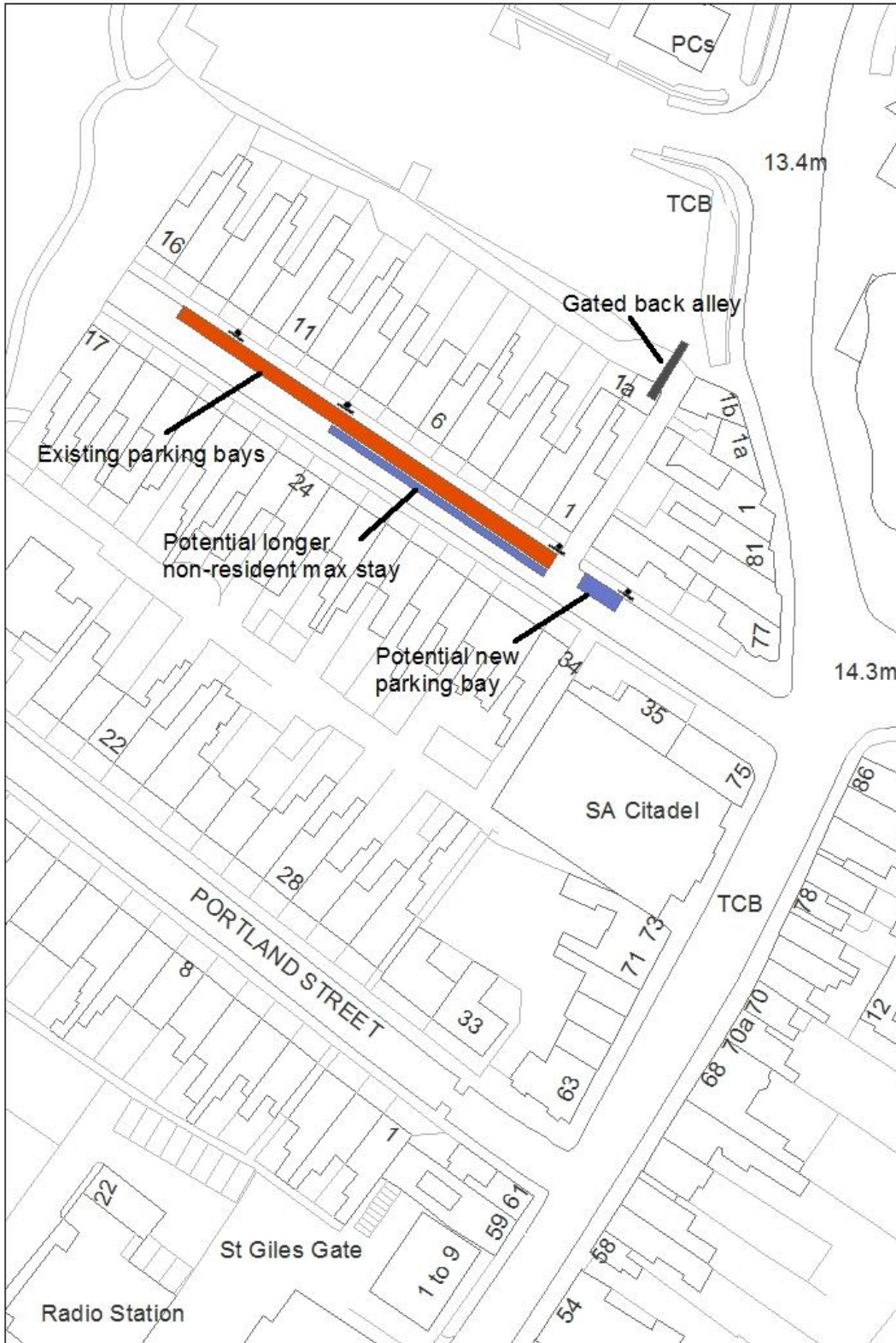
Annex C

	<p>Rear of commercial premises mid afternoon 24th March</p> <p><u>Note:</u> The red and black cars are on private land</p>
	<p>Potential for an additional 1 vehicle parking bay between the back lane and the vehicle footway cross over.</p>
	<p>Existing parking. 27th February PM</p>

This page is intentionally left blank

Annex D

Plan Showing Proposed 30 Minute Non-Resident Parking Bays



This page is intentionally left blank



**Decision Session – Executive Member for
Transport and Planning**

13 April 2017

Report of the Corporate Director of Economy and Place

**2016/17 Speed Management Programme – Relocation of speed
limits – Experimental Traffic Regulation Orders (TRO's)**

Summary

1. This report seeks approval to implement experimental Traffic Regulation Orders at up to four sites on the 2016/17 speed management programme. This is to determine whether relocating 30mph speed limit start points closer to built-up environments can produce lower speeds and greater compliance within residential areas where safety concerns have been raised. The outcome of this trial would provide evidence for future decisions regarding speed complaints in other similar areas.

Recommendations

2. The Executive Member is asked to approve:
 - i. Implementation of experimental traffic regulation orders to relocate the start of the 30mph speed limit at three proposed locations:
 - Common Road, Dunnington,
 - Hopgrove Lane South, Hopgrove,
 - Tadcaster Road, Copmanthorpe

Reason: To trial the proposal to relocate the speed limit with the aim of achieving improved compliance with the 30mph speed limit within the built-up areas.

ii) That Officers report back the results of the three trials to a future meeting, with recommendation on either making the TROs permanent or returning to the existing arrangements.

Reason: The experimental order is limited to a maximum of eighteen months, and a decision will be required on making each speed limit change permanent.

iii) That changing the existing 30mph speed limit start point on Murton Way, Murton, be re-considered when the results from the initial trial sites are known.

Reason: Consultation has shown there is currently no support for including Murton Way as one of the initial trial sites.

Background

3. Common Road, Hopgrove Lane South, Murton Way, and Tadcaster Road are all locations where existing 30mph limits begin remote from the built-up environments. They all have similar characteristics, with traffic speeds in the built-up areas being higher than desired. They have been on the speed management programme for many years without a successful resolution.
4. All the sites have the existing 30mph limit starting at a point where there is no obvious change in the nature of the environment, such as the presence of houses. Also, they only have a footway on one side and have few, if any, pedestrian crossing movements. The speed of traffic reflects the nature of the road and in all these locations tends to be nearer 40mph than 30mph. These high speeds are then carried into the built-up residential area, where they pose more risk linked to people crossing the road and vehicles being manoeuvred in or out of driveways. With the speed limit signs remote from the start of the housing, drivers do not get a prompt to reduce their speed as they enter the more sensitive build-up residential areas.
5. Previous suggestions to relocate the speed limits have been rejected, mainly because of scepticism about it having the desired effect in the residential areas, and concerns about speeds increasing on the approaches.

However, this is the first time that experimental orders have been proposed to trial the proposal, which would enable the change to be closely monitored and the existing situation to be easily restored if it proved unsuccessful.

6. The proposed speed limit changes have been developed in line with current national guidance, particularly the **DfT Circular 01/2013 SETTING LOCAL SPEED LIMITS** on which the **Association of Chief Police Officers Speed Enforcement Policy Guidelines** are based. Speed limits should be evidence-led and self-explaining, and seek to reinforce people's assessment of what is a safe speed to travel and encourage self-compliance.
7. In the case of the locations where we are advising that the boundary between the 30 and 40 limits should change this would be to a position where the road layout and characteristics change. Currently the 30 limits on the approaches to these villages start where there is no perceptible change.
8. None of these locations has a record of injury collisions in the vicinity of the proposed speed limit change.

Proposals

9. Officers are proposing to use an experimental traffic regulation order to trial this speed limit change. An advantage of this is that it allows the Council to make minor changes within the first six months. Objections can be made within six months of the start of the experiment or up to six months following any change. The maximum duration of the experimental order is eighteen months after which it would either be made permanent or revert to the existing arrangement. Speeds will be monitored before and after the change - both in the section where the posted speed limit has increased and within the village close to the new location of the 30 limit. This will allow a decision to be made based on speed data and on any objections that are received.

10. The proposed location of the experimental speed restrictions are illustrated on the four plans in Annex A (A1, A2, A3 and A4).
Common Road, Dunnington (Plan A1)
11. It is proposed that the 30mph limit is relocated to a position where the nature of the road clearly changes. Although houses are not visible at this point they are seen on the left across the field approaching this location within sight of the signs and the road narrows on the approach to the left hand bend. The village sign will be seen just in advance of the new limit. Leaving the village drivers will see that the limit increases once they have passed the Intake Lane junction and will realise that they are still within the 30mph limit.
12. It should be noted that Common Road is subject to a 40mph limit from the junction with the A1079 Hull Road, compliance with this limit is good and the nature of the route is consistent up to the proposed new location for the 30mph limit. It is considered unlikely that traffic speeds would increase significantly in the section between the existing limit change and the proposed location.

Hopgrove Lane South (Plan A2)

13. It is proposed to relocate the 30mph limit to a location where the housing is visible and this will position the offside sign on this approach to a location where it will be unlikely to become masked by overgrown vegetation, a problem with both nearside and offside signs currently.
14. This location will reinforce the reason to slow down rather than the current situation where there are no visible properties and no change in the nature of the road environment at the start of the current limit. Leaving Hopgrove towards Stockton Lane drivers will be reminded by the presence of the speed limit sign that the limit applies through the village to the end of the built-up area.

15. The approach to Hopgrove from Stockton Lane is on a sharp bend and speed on the approach is limited by the alignment of the road therefore a 40mph buffer would have no affect at this location.

Murton Way, Murton (Plan A3)

16. The existing 30mph limit is located at a point where the road is widest but approaching the village no houses are visible. Leaving the village drivers will inevitably increase their speed as the road becomes wider having passed the houses on the offside. A vehicle activated sign has been in place for many years but has clearly had little effect given the speed data collected since its installation.
17. It is proposed to relocate the 30mph limit to a point where properties are located on both sides of the road, in advance of the bus stop – where pedestrians may cross – and in advance of the junction with Murton Garth. A 40mph buffer is proposed between the A64 bridge, at the existing limit change, and the new 30mph location.

Tadcaster Road, Copmanthorpe (Plan A4)

18. The existing speed limit changes at the point where the shared footway/cycleway crosses from one side of the road to the other. Therefore drivers are legitimately approaching the crossing point at up to 40mph from one direction. The housing then begins on one side of the road only and these properties are only apparent due to the boundary walls/hedges and gates, drivers exiting these houses do so across a verge and a wide, well used footway. It is proposed to relocate the 30mph limit to a point where houses are visible ahead on both sides of the road which is in advance of the first pedestrian crossing point that is associated with the bus stop and in advance of the first junction (Top Lane/Tadcaster Road).
19. By relocating the limit drivers should better respect the limit within the built-up area where people are crossing and where the footways become narrower. In the opposite direction drivers currently speed up having got to this point as there are no properties on the nearside.

The proposed limit location will better reflect the change in the nature of the road and this should improve compliance.

Consultation

20. Consultation with North Yorkshire Police, the ward members and parish councils has been undertaken with the following responses.

North Yorkshire Police

21. 'North Yorkshire Police supports the use of the experimental orders to try to reduce vehicle speeds in the built up areas'.

Common Road, Dunnington:

22. Dunnington Parish Council 'will not support this proposal unless it can be satisfied that it is to the overall benefit of the village, will solve the speeding problem (which we recognise as an issue) and does not endanger those many residents who regularly use the Sports Club or the Activity Park.'
23. Cllr J Brooks responded: 'Whilst I can understand Dunnington Parish Council's concerns, it is quite clear that the current situation isn't working. I wondered if a gateway could be made at the bridge by Hassacarr Lane which is about halfway between the existing and proposed sites for the 30mph limit. I agree that the current limit starts too far out.'

Hopgrove Lane South:

24. Parish Councillor C Small responded on behalf of Stockton-on-the-Forest Parish Council 'I am comfortable with your proposals as we will have quantifiable data before and after the relocation of the speed signs'.
25. Cllr K Orrell responded 'I have no objection to the experimental change to the positioning of the 30mph signs'.

Murton Way, Murton: (Proposal explained and discussed at the parish council meeting.)

26. Murton Parish Council feels that 'a more fundamental rethink about the speeding is needed.' A warning sign for ridden horses was requested at the Parish Council meeting.

Their response mentions '20 years of correspondence, meetings and false dawns' and requested that the data gathered from other villages from the trials be shared.

27. *Officer comment - Speed on Murton Way has decreased recently; this was discussed at the meeting and reinforced their decision not to support the trial despite their view regarding the need for a 'fundamental rethink'. All alternative traffic calming methods were discussed but are not considered to be safe or appropriate in this rural location.*
28. Cllr M Warters responded 'I do not support the proposals for Murton.' This 'will achieve absolutely nothing other than including more properties in a 40mph zone when currently they are in a 30mph zone and involve the wholly unwelcome erection of ugly signs in a rural area that will be as ignored as the current signs are.'

Tadcaster Road, Copmanthorpe: (Proposal explained and discussed at the parish council meeting.)

29. Copmanthorpe Parish Council responded: 'a majority of Councillors present were not convinced that the proposal is one they would wish to support.'
30. Cllr D Carr responded that he 'is fairly neutral about the proposals' but the 'overriding concern is to reduce the speed in Copmanthorpe and especially on Tadcaster Road / Top Lane.'

Options

31. The options are:
- 1) To use experimental traffic regulation orders to relocate the 30mph speed limit at some, or all, of the four locations as indicated on the plans in Annex A. The effectiveness of the change would then be assessed at each of the locations.
 - 2) Not to introduce any of the proposed experimental TROs

Analysis

32. These four sites are speed concern locations which have remained unresolved for many years.

By trialling the proposed speed limit change and monitoring the before and after speeds, both within the village built-up areas and on the approach to each location, the decision can be made on whether this approach can achieve better compliance with the speed limits. This data will also be useful in considering other similar locations identified in the future through the speed management partnership. Therefore officers recommend that a trial is progressed.

33. If the proposed experimental order is not implemented at any of these sites, Officers have no alternative recommendation. Therefore the site in question would effectively be removed from the speed management programme, and would not be considered again unless there are significant physical changes to the local road environment or injury collisions are recorded in the area.
34. In considering which of the four sites should be included in the trial, local support will be important - the consultation response is reviewed below:
35. Overall, the consultation produced a mixed response.
 - There is support for an experimental TRO at **Hopgrove Lane South** from one of the ward members and from the parish council.
 - At **Copmanthorpe** the ward member was neutral on this proposal but keen to see speeds reduced, and the parish council were not convinced about the trial.
 - At **Dunnington** the local ward member recognised that the current situation is not working and that the current 30mph limit starts too far from the village. The parish council are concerned about speeds increasing on the route between the sports club and the village.

- The situation at **Murton** is that there is no support, and as speeds have reduced recently the parish council is keen to understand the results from the trials elsewhere.

36. Having considered the consultation feedback, and the merits of trialling the proposals, it is recommended that the experimental TROs are introduced at **Hopgrove Lane South, Copmanthorpe, and Dunnington**. Given the current lack of support, it is recommended that Murton Way is not included at this time, but is considered again when the results of the other trials are known.

Council Plan

A Council That Listens To Residents

37. The speed management programme is determined through a partnership approach between North Yorkshire Police, North Yorkshire Fire and Rescue and the Council. This partnership responds to speed complaints from the public.

38. Implications

- **Financial** Traffic Signing and TRO costs covered by Speed Management allocation in the Transport Capital Programme
- **Human Resources (HR)** No implications
- **Equalities** No implications
- **Legal** TROs are required to legally change the speed limits
- **Crime and Disorder** Positive impact as fewer drivers will be breaking the speed limit
- **Information Technology (IT)** No implications
- **Property** No implications

Risk Management

39. In compliance with the Council's risk management strategy, the following risks associated with the recommendations in this report have been identified and described in the following points, and set out in the table below:
40. Authority reputation – this risk is in connection with public perception of the Council if work is not undertaken following the review of a site passed through the Road Safety Partnership and is assessed at 10.

Risk Category	Impact	Likelihood	Score
Organisation/ Reputation	Minor	Probable	10

41. This risk score, falls into the 6-10 category and means the risk has been assessed as being "Low". This level of risk requires regular monitoring. This is already undertaken by the Partnership and reported to the Executive Member as part of the regular review report.

Author:

Catherine Higgins
Engineer
Transport
 Tel No. 553469

Chief Officer Responsible for the report:

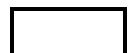
Neil Ferris
Corporate Director Economy and Place

**Report
 Approved**



Date 4 April 2017

Wards Affected: Osbaldwick and Derwent; Strensall;
 Huntington and New Earswick; Copmanthorpe



For further information please contact the author of the report

Annexes

Annex A: Plans

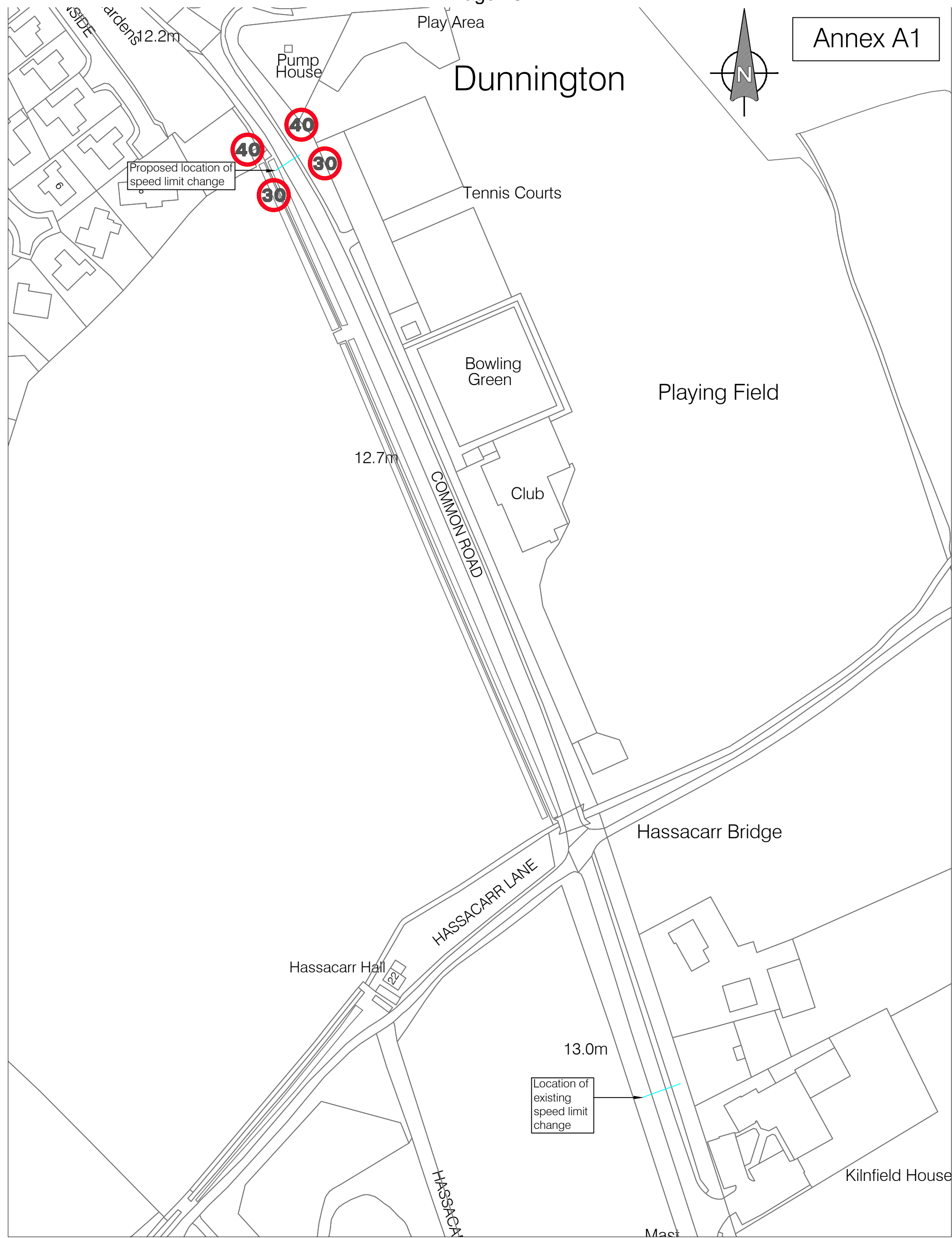
A1 Common Road, Dunnington

A2 Hopgrove Lane South, Hopgrove

A3 Murton Way, Murton

A4 Tadcaster Road, Copmanthorpe

This page is intentionally left blank



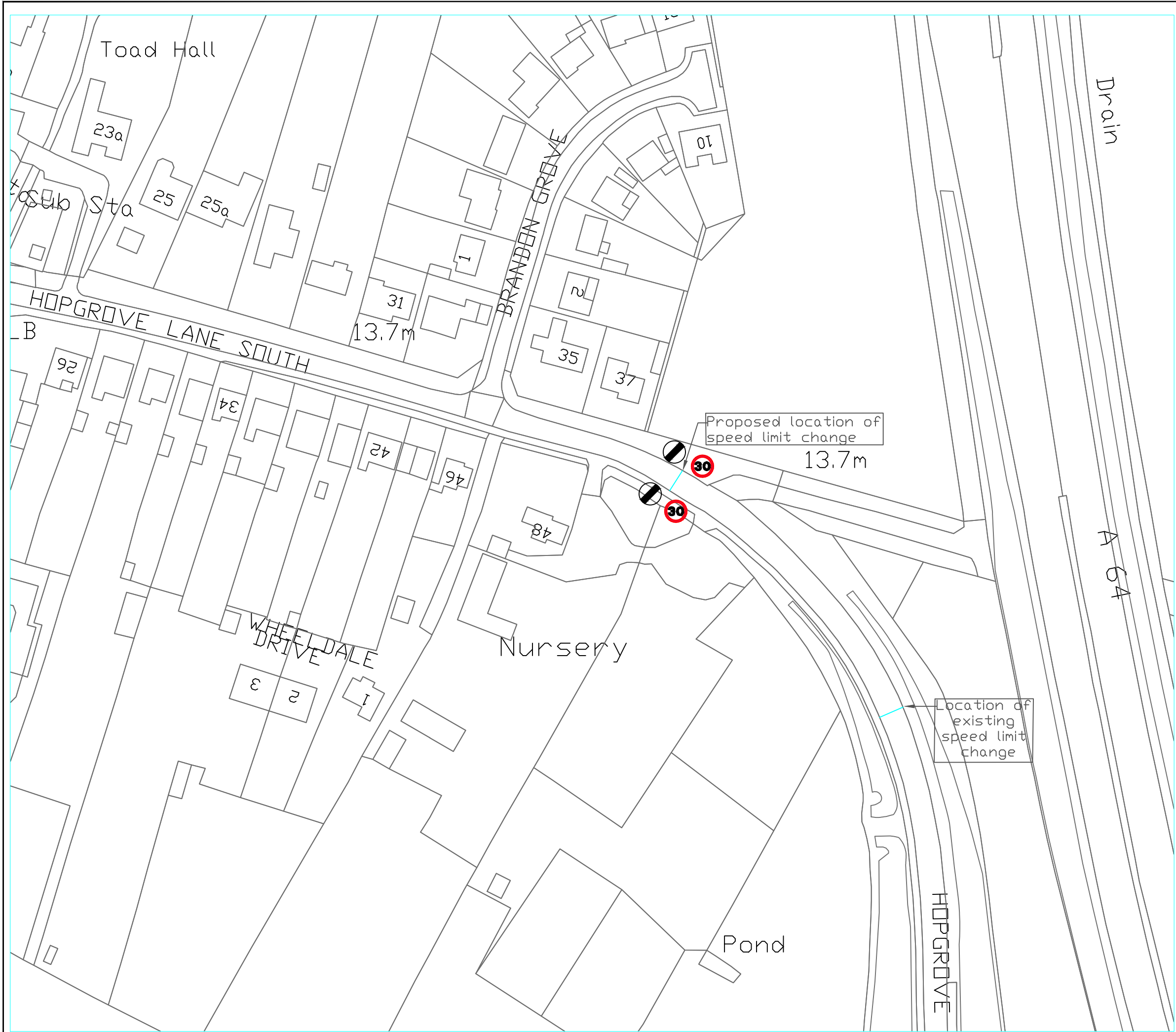
Transport Projects
Eco Depot, Hazel Court, James Street, York, YO10 3DS
www.york.gov.uk

Speed Management 16-17, Common Road - Dunnington Proposed Speed Limit Change, Experimental TRO

BASED UPON THE ORDNANCE SURVEY MAPPING WITH THE PERMISSION OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS.
City of York Council OS Licence No. 1000 20818

REV	AMENDMENTS	DATE	SCALE	1:1250	A3
		160013/Dun/TRO/001			
		Drawn CH/AW	Checked MD	DATE	Jan 2017

This page is intentionally left blank



NOTES:

Annex A2

© CROWN COPYRIGHT. City of York Council OS Licence No. 1000 2081

Preliminary

Revision	By	Checked	Approved	Date	Description



Transport Projects
Eco Depot, Hazel Court, James Street, York, YO11 3DS
www.york.gov.uk

Project
Speed Management 16-17
Hopgrove Lane South
1510320

Drawing
Proposed Speed Limit Location
Experimental TR0

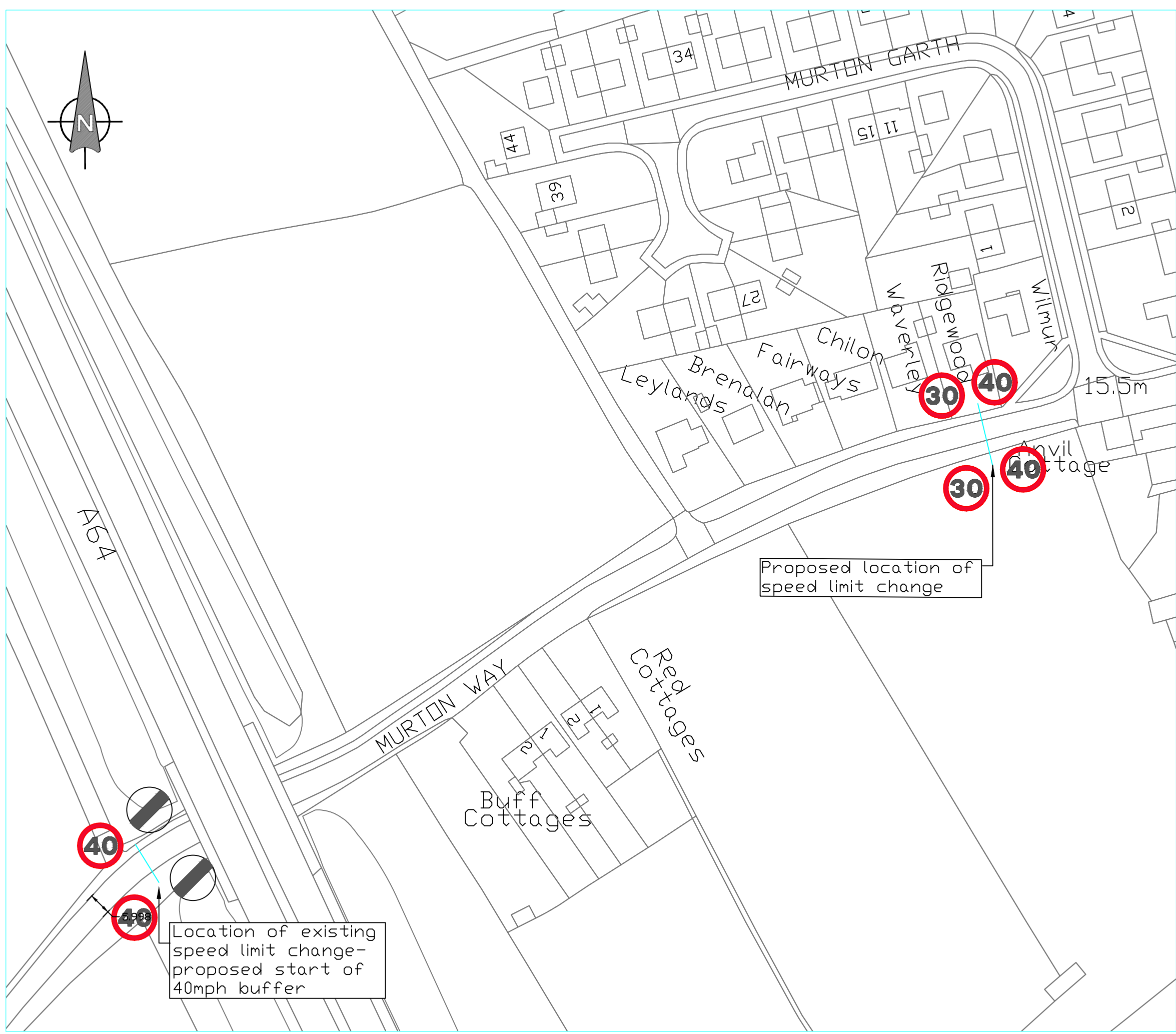
Drawn by CH/AW Date: Jan 2017
Checked by MD Date: Jan 2017
Authorised by MD Date: Jan 2017

Drawing No. 160013/TR0/001 Revision

Drawing Scale: 1:1000 A3

CAD Filename: Plot Scale:

This page is intentionally left blank



NOTES:

Annex A3

© CROWN COPYRIGHT. City of York Council OS Licence No. 1000 2081

Preliminary

Revision	By	Checked	Approved	Date	Description



Transport Projects
Eco Depot, Hazel Court, James Street, York, YO11 3DS
www.york.gov.uk

Project
Speed Management 16-17
Murton Way, Murton

Drawing
Proposed Speed Limit Location
Experimental TR0

Drawn by CH/AW Date: Jan 2017
Checked by MD Date: Jan 2017
Authorised by MD Date: Jan 2017

Drawing No. 160013/Mur/TR0/001 Revision

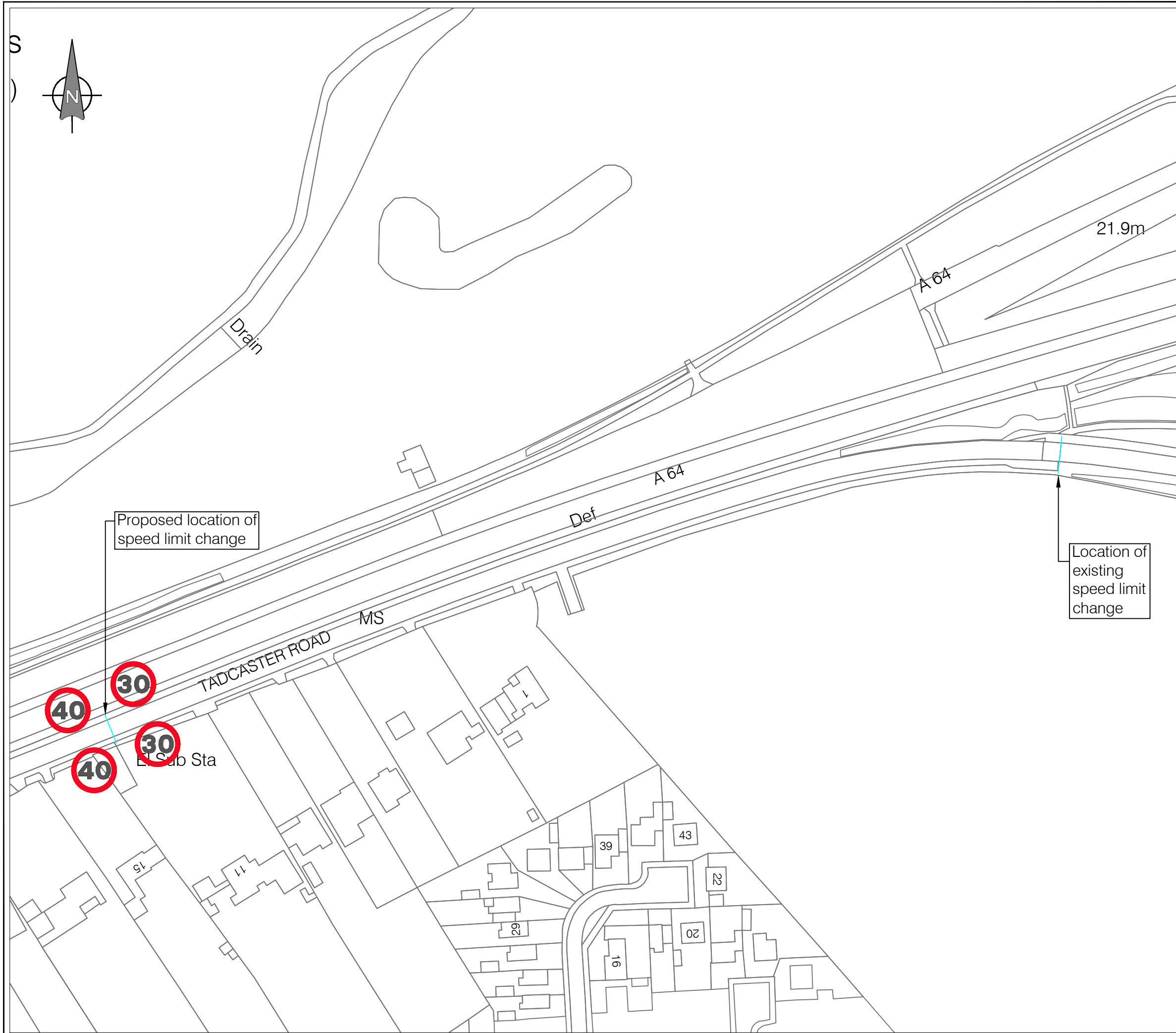
Drawing Scale: 1:1000 A3

CAD Filename: Plot Scale:

Location of existing speed limit change - proposed start of 40mph buffer

Proposed location of speed limit change

This page is intentionally left blank



NOTES:

Annex A4

© CROWN COPYRIGHT. City of York Council OS Licence No. 1000 2081

Preliminary

Revision	By	Checked	Approved	Date	Description

Page 49



Transport Projects
Eco Depot, Hazel Court, James Street, York, YO11 3DS
www.york.gov.uk

Project
Speed Management 16-17
Tadcaster Road, Copmanthorpe

Drawing
Proposed Speed Limit Location
Experimental TRO

Drawn by CH/AW Date: Jan 2017
Checked by MD Date: Jan 2017
Authorised by MD Date: Jan 2017

Drawing No. 160013/Cop/TRO/001 Revision

Drawing Scale: 1:1250 A3

CAD Filename: Plot Scale:

This page is intentionally left blank



**Decision Session-Executive Member for
Planning and Transport****13 April 2017**

Report of the Corporate Director of Economy and Place

Increase in National Planning Fees**Summary**

- 1 This report seeks formal approval to confirm to the Department of Communities and Local Government (CLG) that the Authority will invest the proposed increase the National Planning Application Fee rates in the City of York, by 20% from July 2017 into the planning service.

Recommendation

- 2 The Executive Member is asked to confirm acceptance of the CLG offer to the 20% increase in planning fees to take effect from 1st July 2017, with any additional income reinvested in the Development Management function, and to approve the principles of reinvesting £128k into the planning service as set out in paragraph 10.

Reason: The increase in planning fees relates to the Council's corporate priorities by enhancing frontline services to help to ensure acceptable planning proposals are delivered on site more expediently.

Background

- 3 On 7 February 2017 the Government published a White Paper entitled "Fixing our broken housing market". The Paper sets out the government's plans to reform the housing market with the aim of boosting the supply of new homes in England. The Paper states that developers consistently tell CLG that the lack of capacity and capability in planning departments is restricting their ability to get on site and build. It says that alongside funding, local authorities also report difficulties in recruiting and retaining planners and others with specialist skills, and that here may also be wider capacity and skills issues for local authorities.

One measure in the White Paper is a proposal to allow local planning authorities to increase resources for planning services to deal with applications, through additional income being secured by an increase in application fees by 20%.

- 4 There is a further proposal in the White Paper that Planning Authorities may be able to further increase planning service resources, through an increase in fees by a further 20% if targets relating to housing delivery are met. This, however, is subject to further national consultation.
- 5 On the 22nd February 2017, CLG wrote to the Chief Executives of all Planning Authorities seeking confirmation of inclusion of each individual authority in a regulation which would have the effect of introducing an increase of 20% to the current planning application fees (letter attached at Annex A)
- 6 The CLG letter required the Council's Finance Officer (s151 Officer) to confirm agreement to the increase on behalf of the Authority and to provide information relating to the current level of expenditure and application fee income on the Development Management (DM) Service, to act as a baseline for ensuring that the additional income is utilised to support the DM Function. The letter mentioned specialist services and subsequent enquires have suggested that all supportive functions that are essential to planning decision making (i.e. Development Management) can be included.
- 7 The letter required a formal response on the Authority's determination of the matter before 13th March 2017 and as a result of the short timescale this did not allow for formal discussion and decision of the matter by the Executive prior to a response. The Council has since been advised that a formal decision must be made prior to 18th April 2017.

Current Performance and Workload

- 8 Historically and for many years government has measured Local Planning Authority (LPA) Development Management performance against the speed of determination of applications (with 8 and 13 week target times for determination see table 1). However, most recently, Government has allowed for LPAs to take longer to determine applications where this is agreed with the applicant. The agreed timescale can be significantly longer than the targets of 8 weeks (or 13 week for major applications) and can mask the time taken for consultees to respond to applications, or for officers to negotiate on schemes.

Subsequently the overall caseload of Development Management officers has increased; as more time is spent trying to resolve cases that would otherwise have been refused within the statutory timescales. It is estimated that in York presently between 25% and 30% of applications have an agreed extension of time beyond the 8 or 13 week target although the % of applications which are refused has been reduced with amendments and revisions being sought during the extended period for determination.

Table 1: CYC Application Decision Performance 2016

App type	CYC Performance	Statutory Target
Major	45/51 = 88.24%	60% within 13 weeks or agreed timescale
Minor	308/396 = 77.78 %	65% within 8 weeks or agreed timescale
Other	1100/1237 = 88.92%	80% within 8 weeks or agreed timescale

- 9 The delays in progression of cases are often due to capacity in terms of Support staff logging and validating applications, Development Management case officers and of key consultees (e.g. Landscape, Conservation, Highways to be able to respond quickly). As a result, whilst the positive approach of seeking to negotiate amendments is generally welcomed, the main source of complaints as expressed in applicant feedback surveys relates to delays in making decisions and in a lack of communication (getting back to applicants). Similarly whilst there is generally positive feedback in terms of the quality of pre-application advice provided, the time taken to provide that advice often exceeds the target time frames, and so the overall period between first enquiry and development commencing on site can be extended in part by the time taken to the navigate through the planning process.

Future workload and proposed use of additional fee income

- 10 Additional resource from the proposed 20% fee increase would therefore be invested to support the Development Management function including:
- Investment in back office functions to speed up both validation of new applications and dispatch of decisions
 - Investment in additional Development Manager assistant and officer capacity to improve both pre-application service and application consideration and determination, particularly aiming to reduce the time taken to obtain a decision.
 - Further review of processes and the use of technology to ensure new ways of working are incorporated into the service, specifically to improve communications, responsiveness and timeliness in dealing with applications and pre-application enquiries.

- Investment in additional capacity in relation to supporting specialist services such as highways network management, conservation/ heritage advice. Delays in making a decision can be as a result of limited capacity of specialist officers to respond in the required consultation period.

- 11 It should also be noted that an imminent increase in the Development Management and Planning Service's workload, both in terms of pre-application discussions and formal submissions, is expected. This ranges from large-scale sites (York Central, British Sugar and CYC development programmes e.g. adult social care) as well as from Local Plan proposed allocations as the Plan progresses during 2017. This additional demand on the service is expected to be both significant and also intense, as the Council seeks to ensure delivery of key housing sites, which is a key objective of the White paper. It is expected that the pre-application enquiries and planning applications arising from these developments will help to further fund the additional resources required to deal with them.
- 12 These measures would help the Local Planning Authority to meet the current and future demands on the service, helping to expedite decision making and facilitate new development.

Current Costs

- 13 The National Planning Application fees were last increased in 2012 based on inflation between 2008 and 2012. The total cost of Development Management function is however not fully recovered by the level of fees received from applications alone. Table 2 below sets out the overall costs of the DM function.

Table 2: Development Management Expenditure and Income

	2016/17	2017/18
	£'000	£'000
Estimated expenditure on DM	1,872	2,016
Estimated income before and after increase	850	978
Estimated additional income generated from 20% higher planning fees	N/A	128 (from 1.7.17)

- 14 The estimated expenditure figure includes the core Development Management Team staff and its associated costs e.g. travel costs, storage costs, as well as proportions of Business Support, specialist consultee, HR, Finance, Legal and other contributory functions of the Council.

Consultation

- 15 In view of the short timescales and the extent of Government consultation that was undertaken in formulation of the White paper, no specific consultation has been undertaken.

Options

- 16 The options available to the Executive Member are:
- a) Not to confirm the fee increase, such that the standard planning application fees will indefinitely remain the same as those set nationally in 2012.
 - b) Confirm acceptance of the CLG offer of a 20% increase in planning application fees provided the additional income is reinvested in the Development Management function.

Analysis of Options

- 17 Option (a): As described at paragraphs 10 and 11, the current level of capacity within the planning service affects the overall time to reach positive decisions and so as a consequence the time for schemes to be implemented. Given the significant increase in workload anticipated in the coming months, there is a clear need to maintain and where possible increase the resource available to undertake the Development Management function, to allow the Authority to rise to the challenge of expediting the service. Failure to accept the CLG offer to increase fees and so increase potential income would hinder efforts to expedite the planning process, and with an increased workload would see a reduction in performance, contrary to the Government and the Council's aim.
- 18 Option (b): Such an increase would contribute towards improving existing performance and the customer experience, ensuring the service is able to better respond to the challenges that the forthcoming large-scale major development proposals and programmes will create. There would be an additional cost for applicants; however the planning fee would remain a very small proportion of the overall development

costs, both in terms of say householder applications through to major housing developments.

Council Plan

- 19 The Plan is built around 3 key priorities:
- A Prosperous City for All
 - A Focus on Frontline Services
 - A Council that Listens to Residents
- 20 The increase in planning fees relates to the Council's corporate priorities by enhancing frontline services to help to ensure acceptable planning proposals are delivered on site more expediently. In turn this will assist in economic growth and prosperity for the city, and listening in to residents in facilitating the provision of acceptable new housing

Implications

Financial

- 21 The financial implications are described in the report.

Human Resources

- 22 There should be no Human Resources implications.

Equalities

- 23 A Community Impact Assessment (CIA) has been carried out. It is considered that there are no negative impacts associated with this proposal. Positive impacts are identified in that increased fees potentially allows a better more responsive service to be provided or applicants and other interested parties, with community facilities and accessibility issues highlighted early in the development process. Any negative impact of increased fees for vulnerable groups would be mitigated by the continuing exemptions for Parishes and community groups, registered disabled.

Legal

- 24 No legal implications arising from this report

Crime and Disorder

- 25 There are no direct crime and disorder implications arising from this report

Information Technology

- 26 There are no known implications.

Property

- 27 There are no known implications.

Other

- 28 None.

Risk Management

- 29 CLG requires the Council to formally confirm by 18th April whether or not it wishes to be included amongst the councils that accept the offer to increase applications fees by 20%. Failure to make a decision would mean that the increase could not be implemented and fees would remain at the current level for the foreseeable future.
- 30 If the offer of the fee increase is not accepted and the fees remain the same, there is a risk of deterioration in the planning performance and customer service as increased pressure from major developments further stretches existing resources. Acceptance of the offer would mitigate against this risk.

Annexes

Author :

Chief Officer Responsible for Report:

Jonathan Carr
Head of Development Services

Mike Slater
Assistant Director (Planning and Public Protection)

Directorate of Economy and Place

Directorate of Economy and Place

01904 551303

01904 551300

Wards Affected: All

Report Approved



Date 3 April
2017

For further information please contact the author of the report.

A Letter from CLG 7th February 2017

B Community Impact Assessment



Department for
Communities and
Local Government

Simon Gallagher
Director of Planning

Department for Communities and Local
Government

Third Floor, Fry Building
2 Marsham Street
London, SW1P 4DF

www.communities.gov.uk

Chief Executives of Local Planning
Authorities in England
[Via Email]

21 February 2017

Dear Chief Executive,

Planning application fees: the Government's offer

'*Fixing our broken housing market*' was published on 7 February 2017. It includes proposals for boosting local authority capacity and capability to deliver, improving the speed and quality with which planning cases are handled, while deterring unnecessary appeals.

As set out paragraph 2.13 of the White Paper, developers consistently tell us that the lack of capacity and capability in planning departments is restricting their ability to get on site and build. Alongside funding, local authorities also report difficulties in recruiting and retaining planners and others with specialist skills. There may also be wider capacity and skills issues for local authorities. To boost local authority capacity and capability to deliver, paragraph 2.15 explained that the Government will **increase nationally set planning fees**. Local authorities will be able to increase fees from 20% from July 2017 if they commit to invest the additional fee income in their planning department.

This letter invites you confirm your intention in relation to the fee increase. It is intended that the additional revenue should be retained by planning departments and that existing baseline and income assumptions will not be adjusted down as a result during this Parliament. This is an opportunity for all authorities to make improvements to their resourcing, leading to better services, improved performance, and greater capacity to deliver growth as set out in '*Fixing our broken housing market*'.

'*Fixing our broken housing market*' proposes a further increase of 20% for those authorities who are delivering the homes their communities need. This would also be on the understanding that the additional fee income generated will be invested exclusively in planning services. We will consult further on the detail of this proposal and the timing on it being brought forward.

For your authority to benefit from the higher planning application fees, we require your section 151 officers, under s230 of the Local Government Act 1972, to provide a commitment and submit information of the 2017/18 budget that demonstrates the additional fee income being spent on planning services. Annex A sets out details the information required.

Should your authority not wish to charge the increased fee, the existing fee structure will remain in place. Where authorities do accept, but do not comply with the assurances it has

provided, the Secretary of State will consider reducing the fee level for that authority back to the original fee level through a change in regulations.

Annex B includes a template for section 151 officers to sign and return. Replies should be sent to planningresources2@communities.gsi.gov.uk by Monday 13th March. It is important that a response is received from all local authorities; indicating whether or not the increased fee offer is to be accepted. You are also asked to confirm the correct legal name of your authority at Annex C, and return this with the template in Annex B. This will be used in the statutory instrument bringing forward the fee increase.

I would be grateful if you could forward a copy of this letter to s151 officers and the officer with lead responsibility for planning services within your authority.

Yours Sincerely,

A handwritten signature in black ink, appearing to read 'S. Gallagher', written in a cursive style.

Simon Gallagher

Annex A: Information section 151 officers should commit to providing

Alongside the condition to spend the additional income generated on planning, we are asking section 151 officers to provide DCLG with certain information to demonstrate that the additional funding is being spent on development management.

We therefore ask that authorities submit the following information, on the basis that your budget has been set, and on the assumption that regulations are in place by July 2017.

- Estimate of final income from planning application fees in 2016/17.
 - Estimate of final expenditure on planning/development management in 2016/17.
 - Estimated income from planning application fees in 2017/18.
 - Estimated additional income generated from higher fees.
 - Estimated expenditure on planning/development management in 2017/18.

The letter in Annex B includes a table in which to provide this information.

Annex B: Template letter for s151 officers to sign

Dear Simon Gallagher,

In reply to your letter of 21st February 2017 I am writing to certify that **[Insert name of authority]** has determined to:

Accept the proposed 20% increase in planning application fees.....

Reject the proposed 20% increase in planning application fees.....

If accepting:

I confirm that the amount raised through these higher fees will be spent entirely on planning functions.

I can also confirm that the full legal name for this authority to be used in regulations is

.....

Please also confirm this legal name in the table in Annex C, and return to planningresources2@communities.gsi.gov.uk with this letter.

I submit the following information, as requested.

	2016/17	2017/18
Estimated expenditure on development management		
Estimated income generated from planning application fees		
Estimated additional income generated from higher planning fees	N/A	

Yours sincerely

[S151 officer]

Annex C: Correct Legal Name of Authority

Please check the table below and confirm, in writing, the legal name for your authority. Please return this with the letter in Annex B to planningresources2@communities.gsi.gov.uk.

Name	Official Name	Please confirm correct Legal Name of authority
Greater London	Greater London Authority	
City of London	City of London Corporation	
Worthing	Worthing Borough Council	
Mid Sussex	Mid Sussex District Council	
Horsham	Horsham District Council	
Crawley	Crawley Borough Council	
Chichester	Chichester District Council	
Arun	Arun District Council	
Adur	Adur District Council	
West Sussex	West Sussex County Council	
Wyre Forest	Wyre Forest District Council	
Wychavon	Wychavon District Council	
Worcester	Worcester City Council	
Redditch	Redditch Borough Council	
Malvern Hills	Malvern Hills District Council	
Bromsgrove	Bromsgrove District Council	
Worcestershire	Worcestershire County Council	
Warwick	Warwick District Council	
Stratford-on-Avon	Stratford-on-Avon District Council	
Rugby	Rugby Borough Council	
Nuneaton and Bedworth	Nuneaton and Bedworth Borough Council	
North Warwickshire	North Warwickshire Borough Council	
Warwickshire	Warwickshire County Council	

Name	Official Name	Please confirm correct Legal Name of authority
Tamworth	Tamworth Borough Council	
Staffordshire Moorlands	Staffordshire Moorlands District Council	
Stafford	Stafford Borough Council	
South Staffordshire	South Staffordshire Council	
Newcastle-under-Lyme	Newcastle-under-Lyme Borough Council	
Lichfield	Lichfield District Council	
East Staffordshire	East Staffordshire Borough Council	
Cannock Chase	Cannock Chase District Council	
Staffordshire	Staffordshire County Council	
Woking	Woking Borough Council	
Waverley	Waverley Borough Council	
Tandridge	Tandridge District Council	
Surrey Heath	Surrey Heath Borough Council	
Spelthorne	Spelthorne Borough Council	
Runnymede	Runnymede Borough Council	
Reigate and Banstead	Reigate and Banstead Borough Council	
Mole Valley	Mole Valley District Council	
Guildford	Guildford Borough Council	
Epsom and Ewell	Epsom and Ewell Borough Council	
Elmbridge	Elmbridge Borough Council	
Surrey	Surrey County Council	
West Somerset	West Somerset District Council	
Taunton Deane	Taunton Deane Borough Council	
South Somerset	South Somerset District Council	
Sedgemoor	Sedgemoor District Council	
Mendip	Mendip District Council	
Somerset	Somerset County Council	
Waveney	Waveney District Council	

Name	Official Name	Please confirm correct Legal Name of authority
Suffolk Coastal	Suffolk Coastal District Council	
St Edmundsbury	St Edmundsbury Borough Council	
Mid Suffolk	Mid Suffolk District Council	
Ipswich	Ipswich Borough Council	
Forest Heath	Forest Heath District Council	
Babergh	Babergh District Council	
Suffolk	Suffolk County Council	
West Oxfordshire	West Oxfordshire District Council	
Vale of White Horse	Vale of White Horse District Council	
South Oxfordshire	South Oxfordshire District Council	
Oxford	Oxford City Council	
Cherwell	Cherwell District Council	
Oxfordshire	Oxfordshire County Council	
Selby	Selby District Council	
Scarborough	Scarborough Borough Council	
Ryedale	Ryedale District Council	
Richmondshire	Richmondshire District Council	
Harrogate	Harrogate Borough Council	
Hambleton	Hambleton District Council	
Craven	Craven District Council	
North Yorkshire	North Yorkshire County Council	
Rushcliffe	Rushcliffe Borough Council	
Newark and Sherwood	Newark and Sherwood District Council	
Mansfield	Mansfield District Council	
Gedling	Gedling Borough Council	
Broxtowe	Broxtowe Borough Council	
Bassetlaw	Bassetlaw District Council	
Ashfield	Ashfield District Council	

Name	Official Name	Please confirm correct Legal Name of authority
Nottinghamshire	Nottinghamshire County Council	
Wellingborough	Wellingborough Borough Council	
South Northamptonshire	South Northamptonshire Council	
Northampton	Northampton Borough Council	
Kettering	Kettering Borough Council	
East Northamptonshire	East Northamptonshire Council	
Daventry	Daventry District Council	
Corby	Corby Borough Council	
Northamptonshire	Northamptonshire County Council	
South Norfolk	South Norfolk District Council	
Norwich	Norwich City Council	
North Norfolk	North Norfolk District Council	
Kings Lynn and West Norfolk	Borough Council of Kings Lynn and West Norfolk	
Great Yarmouth	Great Yarmouth Borough Council	
Broadland	Broadland District Council	
Breckland	Breckland District Council	
Norfolk	Norfolk County Council	
West Lindsey	West Lindsey District Council	
South Kesteven	South Kesteven District Council	
South Holland	South Holland District Council	
North Kesteven	North Kesteven District Council	
City of Lincoln	City of Lincoln Council	
East Lindsey	East Lindsey District Council	
Boston	Boston Borough Council	
Lincolnshire	Lincolnshire County Council	
Oadby and Wigston	Oadby and Wigston Borough Council	

Name	Official Name	Please confirm correct Legal Name of authority
North West Leicestershire	North West Leicestershire District Council	
Melton	Melton Borough Council	
Hinckley and Bosworth	Hinckley and Bosworth Borough Council	
Harborough	Harborough District Council	
Charnwood	Charnwood Borough Council	
Blaby	Blaby District Council	
Leicestershire	Leicestershire County Council	
Wyre	Wyre Borough Council	
West Lancashire	West Lancashire Borough Council	
South Ribble	South Ribble Borough Council	
Rossendale	Rossendale Borough Council	
Ribble Valley	Ribble Valley Borough Council	
Preston	Preston City Council	
Pendle	Pendle Borough Council	
Lancaster	Lancaster City Council	
Hyndburn	Hyndburn Borough Council	
Fylde	Fylde Borough Council	
Chorley	Chorley Borough Council	
Burnley	Burnley Borough Council	
Lancashire	Lancashire County Council	
Tunbridge Wells	Tunbridge Wells Borough Council	
Tonbridge and Malling	Tonbridge and Malling Borough Council	
Thanet	Thanet District Council	
Swale	Swale Borough Council	
Shepway	Shepway District Council	
Sevenoaks	Sevenoaks District Council	
Maidstone	Maidstone Borough Council	

Name	Official Name	Please confirm correct Legal Name of authority
Gravesham	Gravesham Borough Council	
Dover	Dover District Council	
Dartford	Dartford Borough Council	
Canterbury	Canterbury City Council	
Ashford	Ashford Borough Council	
Kent	Kent County Council	
Welwyn Hatfield	Welwyn Hatfield Borough Council	
Watford	Watford Borough Council	
Three Rivers	Three Rivers District Council	
Stevenage	Stevenage Borough Council	
St Albans	St Albans City and District Council	
North Hertfordshire	North Hertfordshire District Council	
Hertsmere	Hertsmere Borough Council	
East Hertfordshire	East Hertfordshire District Council	
Dacorum	Dacorum Borough Council	
Broxbourne	Broxbourne Borough Council	
Hertfordshire	Hertfordshire County Council	
Winchester	Winchester City Council	
Test Valley	Test Valley Borough Council	
Rushmoor	Rushmoor Borough Council	
New Forest	New Forest District Council	
Havant	Havant Borough Council	
Hart	Hart District Council	
Gosport	Gosport Borough Council	
Fareham	Fareham Borough Council	
Eastleigh	Eastleigh Borough Council	
East Hampshire	East Hampshire District Council	
Basingstoke and Deane	Basingstoke and Deane Borough Council	

Name	Official Name	Please confirm correct Legal Name of authority
Hampshire	Hampshire County Council	
Tewkesbury	Tewkesbury Borough Council	
Stroud	Stroud District Council	
Gloucester	Gloucester City Council	
Forest of Dean	Forest of Dean District Council	
Cotswold	Cotswold District Council	
Cheltenham	Cheltenham Borough Council	
Gloucestershire	Gloucestershire County Council	
Westminster	City of Westminster	
Wandsworth	London Borough of Wandsworth	
Waltham Forest	London Borough of Waltham Forest	
Tower Hamlets	London Borough of Tower Hamlets	
Southwark	London Borough of Southwark	
Sutton	London Borough of Sutton	
Richmond upon Thames	London Borough of Richmond upon Thames	
Redbridge	London Borough of Redbridge	
Newham	London Borough of Newham	
Merton	London Borough of Merton	
Lewisham	London Borough of Lewisham	
Lambeth	London Borough of Lambeth	
Kingston upon Thames	Royal Borough of Kingston upon Thames	
Kensington and Chelsea	Royal Borough of Kensington and Chelsea	
Islington	London Borough of Islington	
Haringey	London Borough of Haringey	
Harrow	London Borough of Harrow	
Hounslow	London Borough of Hounslow	

Name	Official Name	Please confirm correct Legal Name of authority
Hammersmith and Fulham	London Borough of Hammersmith & Fulham	
Hillingdon	London Borough of Hillingdon	
Hackney	London Borough of Hackney	
Havering	London Borough of Havering	
Greenwich	Royal Borough of Greenwich	
Enfield	London Borough of Enfield	
Ealing	London Borough of Ealing	
Croydon	London Borough of Croydon	
Camden	London Borough of Camden	
Bromley	London Borough of Bromley	
Barnet	London Borough of Barnet	
Bexley	London Borough of Bexley	
Brent	London Borough of Brent	
Barking and Dagenham	London Borough of Barking and Dagenham	
Wealden	Wealden District Council	
Rother	Rother District Council	
Lewes	Lewes District Council	
Hastings	Hastings Borough Council	
Eastbourne	Eastbourne Borough Council	
East Sussex	East Sussex County Council	
Uttlesford	Uttlesford District Council	
Tendring	Tendring District Council	
Rochford	Rochford District Council	
Maldon	Maldon District Council	
Harlow	Harlow District Council	
Epping Forest	Epping Forest District Council	

Name	Official Name	Please confirm correct Legal Name of authority
Colchester	Colchester Borough Council	
Chelmsford	Chelmsford City Council	
Castle Point	Castle Point Borough Council	
Brentwood	Brentwood Borough Council	
Braintree	Braintree District Council	
Basildon	Basildon Borough Council	
Essex	Essex County Council	
Weymouth and Portland	Weymouth and Portland Borough Council	
West Dorset	West Dorset District Council	
Purbeck	Purbeck District Council	
North Dorset	North Dorset District Council	
East Dorset	East Dorset District Council	
Christchurch	Christchurch Borough Council	
Dorset	Dorset County Council	
West Devon	West Devon Borough Council	
Torridge	Torridge District Council	
Teignbridge	Teignbridge District Council	
South Hams	South Hams District Council	
North Devon	North Devon District Council	
Mid Devon	Mid Devon District Council	
Exeter	Exeter City Council	
East Devon	East Devon District Council	
Devon	Devon County Council	
South Derbyshire	South Derbyshire District Council	
North East Derbyshire	North East Derbyshire District Council	
High Peak	High Peak Borough Council	
Erewash	Erewash Borough Council	
Derbyshire Dales	Derbyshire Dales District Council	

Name	Official Name	Please confirm correct Legal Name of authority
Chesterfield	Chesterfield Borough Council	
Bolsover	Bolsover District Council	
Amber Valley	Amber Valley Borough Council	
Derbyshire	Derbyshire County Council	
Derby	Derby City Council	
South Lakeland	South Lakeland District Council	
Eden	Eden District Council	
Copeland	Copeland Borough Council	
Carlisle	Carlisle City Council	
Barrow-in-Furness	Barrow-in-Furness Borough Council	
Allerdale	Allerdale Borough Council	
Cumbria	Cumbria County Council	
South Cambridgeshire	South Cambridgeshire District Council	
Huntingdonshire	Huntingdonshire District Council	
Fenland	Fenland District Council	
East Cambridgeshire	East Cambridgeshire District Council	
Cambridge	Cambridge City Council	
Cambridgeshire	Cambridgeshire County Council	
Wycombe	Wycombe District Council	
South Bucks	South Bucks District Council	
Chiltern	Chiltern District Council	
Aylesbury Vale	Aylesbury Vale District Council	
Buckinghamshire	Buckinghamshire County Council	
York	City of York Council	
Warrington	Warrington Borough Council	
Wirral	Wirral Borough Council	
Wokingham	Wokingham Borough Council	

Name	Official Name	Please confirm correct Legal Name of authority
Windsor and Maidenhead	Royal Borough of Windsor and Maidenhead	
Wolverhampton	City of Wolverhampton Council	
Walsall	Walsall Metropolitan Borough Council	
Wakefield	Wakefield Metropolitan District Council	
Wiltshire	Wiltshire Council	
Wigan	Wigan Metropolitan Borough Council	
West Berkshire	West Berkshire Council	
Trafford	Trafford Metropolitan Borough Council	
Torbay	Torbay Council	
Thurrock	Thurrock Council	
Telford and Wrekin	Telford & Wrekin Council	
Tameside	Tameside Metropolitan Borough Council	
Swindon	Swindon Borough Council	
South Tyneside	South Tyneside Council	
Stockton-on-Tees	Stockton-on-Tees Borough Council	
Southampton	Southampton City Council	
Stoke-on-Trent	Stoke-on-Trent City Council	
Southend-on-Sea	Southend-on-Sea Borough Council	
Solihull	Solihull Metropolitan Borough Council	
Sunderland	Sunderland City Council	
Slough	Slough Borough Council	
Salford	Salford City Council	
Stockport	Stockport Metropolitan Borough Council	
Shropshire	Shropshire Council	
St. Helens	St Helens Council	
Sheffield	Sheffield City Council	
South Gloucestershire	South Gloucestershire Council	

Name	Official Name	Please confirm correct Legal Name of authority
Sefton	Sefton Metropolitan Borough Council	
Sandwell	Sandwell Metropolitan Borough Council	
Rutland	Rutland County Council	
Rotherham	Rotherham Metropolitan Borough Council	
Reading	Reading Borough Council	
Rochdale	Rochdale Metropolitan Borough Council	
Redcar and Cleveland	Redcar and Cleveland Borough Council	
Peterborough	Peterborough City Council	
Portsmouth	Portsmouth City Council	
Poole	Borough of Poole	
Plymouth	Plymouth City Council	
Oldham	Oldham Metropolitan Borough Council	
North Tyneside	North Tyneside Council	
North Somerset	North Somerset Council	
North Lincolnshire	North Lincolnshire Council	
Nottingham	Nottingham City Council	
Newcastle upon Tyne	Newcastle City Council	
North East Lincolnshire	North East Lincolnshire Council	
Northumberland	Northumberland County Council	
Milton Keynes	Milton Keynes Council	
Medway	Medway Council	
Middlesbrough	Middlesbrough Borough Council	
Manchester	Manchester City Council	
Luton	Luton Borough Council	
Liverpool	Liverpool City Council	
Leeds	Leeds City Council	
Leicester	Leicester City Council	
Knowsley	Knowsley Metropolitan Borough Council	

Name	Official Name	Please confirm correct Legal Name of authority
Kirklees	Kirklees Council	
Kingston upon Hull	Hull City Council	
Isle of Wight	Isle of Wight Council	
Isles of Scilly	Council of the Isles of Scilly	
Hartlepool	Hartlepool Borough Council	
Herefordshire	Herefordshire Council	
Halton	Halton Borough Council	
Gateshead	Gateshead Metropolitan Borough Council	
East Riding of Yorkshire	East Riding of Yorkshire Council	
County Durham	Durham County Council	
Dudley	Dudley Metropolitan Borough Council	
Doncaster	Doncaster Metropolitan Borough Council	
Darlington	Darlington Borough Council	
Coventry	Coventry City Council	
Cornwall	Cornwall Council	
Calderdale	Calderdale Metropolitan Borough Council	
Cheshire West and Chester	Cheshire West and Chester Council	
Cheshire East	Cheshire East Council	
Central Bedfordshire	Central Bedfordshire Council	
Bury	Bury Metropolitan Borough Council	
City of Bristol	Bristol City Council	
Bradford	City of Bradford Metropolitan District Council	
Bracknell Forest	Bracknell Forest Council	
Blackpool	Blackpool Borough Council	
Bolton	Bolton Metropolitan Borough Council	
Barnsley	Barnsley Metropolitan Borough Council	

Name	Official Name	Please confirm correct Legal Name of authority
Brighton and Hove	Brighton and Hove City Council	
Bournemouth	Bournemouth Borough Council	
Birmingham	Birmingham City Council	
Bedford	Bedford Borough Council	
Blackburn with Darwen	Blackburn with Darwen Borough Council	
Bath and North East Somerset	Bath and North East Somerset Council	
The Broads	Broads Authority	
Dartmoor National Park	Dartmoor National Park Authority	
Exmoor National Park	Exmoor National Park Authority	
Lake District National Park	Lake District National Park Authority	
New Forest National Park	New Forest National Park Authority	
North York Moors National Park	North York Moors National Park Authority	
Northumberland National Park	Northumberland National Park Authority	
Peak District National Park	Peak District National Park Authority	
South Downs National Park	South Downs National Park Authority	
Yorkshire Dales National Park	Yorkshire Dales National Park Authority	
Ebbsfleet Development Corporation	Ebbsfleet Development Corporation	
London Legacy Development Corporation	London Legacy Development Corporation	

Name	Official Name	Please confirm correct Legal Name of authority
Old Oak and Park Royal Development Corporation	Old Oak and Park Royal Development Corporation	

This page is intentionally left blank

Community Impact Assessment: Summary

1. Name of service, policy, function or criteria being assessed:

Development Management; Increase in Planning Application Fees

2. What are the main objectives or aims of the service/policy/function/criteria?

The Development Management Service is a statutory function that deals with planning applications and related submissions to the Council, as well as informal enquiries and the enforcement of planning control. The Service relies on other services across the Council to provide advice as consultees on a range of aspects of planning proposals (e.g. impact on Highways, landscape, conservation, noise issues etc) as well as support functions such as legal services, business support.

The service helps to shape the City's urban and rural environment. It acts in the public interest seeks to protect the inherent quality of the area and the amenity of residents and communities affected by proposed development. It also helps to facilitate economic growth of the City. The performance of the service affects the delivery of development and the economic wellbeing of the city. It also affects the reputation of the Council and the perception of the city as a place to do business.

Applicants for planning permission currently pay the statutory nationally-set fee relevant to their proposal. An application cannot be made valid and considered by the Council until this fee is paid. The Government is asking whether Councils wish to opt in to a 20% increase in Planning fees, with the aim of increasing resources to enable faster decision making, to help boost the supply of housing (White Paper: Fixing the Broken Housing Market, February 2017). Any increase in income arising from the higher fees must be used by the Council to deliver the Development Management function.

3. Name and Job Title of person completing assessment:

Jonathan Carr Head of Development Services

4. Have any impacts been Identified? (Yes)

Yes

Community of Identity affected:

Age

Summary of impact:

The discretionary service largely relates to proposals put forward by applicants which can range from major housebuilders to individual homeowners wishing to extend their properties. The statutory fee does not make any provision for age.

ANNEX B

7. I am satisfied that this service/policy/function has been successfully impact assessed.

Name:

Position:

Date:

8. Decision-making body:
Corporate Director of Economy
and Place

Date:
29/03/2017

Decision Details:

Send the completed signed off document to equalities@york.gov.uk. It will be published on the intranet, as well as on the council website.

Actions arising from the Assessments will be logged on Verto and progress updates will be required

Community Impact Assessment (CIA)

Community Impact Assessment Title:

What evidence is available **to suggest that the proposed service, policy, function or criteria could have a negative (N), positive (P) or no (None) effect** on quality of life outcomes? (Refer to guidance for further details)

Can negative impacts be justified? **For example: improving community cohesion; complying with other legislation or enforcement duties; taking positive action to address imbalances or under-representation; needing to target a particular community or group e.g. older people.** NB. Lack of financial resources alone is NOT justification!

ANNEX B

Community of Identity: Age

Community of Identity: Age					
Evidence		Quality of Life Indicators		Customer Impact (N/P/None)	Staff Impact (N/P/None)
Pre-Application Planning Advice, May 2014 Planning Performance Agreements Charter, May 2014		Standard of Living		P	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date	
<p>The document under consideration will have a positive impact on housing for older people and open space/play space for all age ranges through promoting to applicants pre-planning application engagement in constructive dialogue with the Council with the aim of progressing high quality development to planning permission.</p> <p>The pre-application and Planning Performance Agreement processes will aim to achieve better standards of development, in compliance with planning policy, with input from all relevant Officers and external agencies, and will accelerate</p>	N/a	N/a	N/a	N/a	

ANNEX B

<p>the delivery of that development through streamlining the planning process.</p> <p>New residential developments in York will be required to be built to the Lifetime Homes Standard and take into account Building for Life Recommendations. They will also be required to provide open space and play space to policy standards.</p>				
--	--	--	--	--

Community of Identity: Carers of Older or Disabled People

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
N/A	N/A	N/A	N/A	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
N/A	N/A	N/A	N/A	N/A

ANNEX B

Community of Identity: Disability

Community of Identity: Disability					
Evidence		Quality of Life Indicators		Customer Impact (N/P/None)	Staff Impact (N/P/None)
Pre-Application Planning Advice, May 2014 Planning Performance Agreements Charter, May 2014		Standard of Living		P	None
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date	
<p>The document under consideration will have a positive impact on people with disabilities through promoting to applicants pre-planning application engagement in constructive dialogue with the Council with the aim of progressing high quality development to planning permission.</p> <p>The pre-application and Planning Performance Agreement processes will aim to achieve better standards of development, taking into account the needs of people with disabilities, in compliance with planning policy, with input from all relevant Officers and</p>	N/a	N/a	N/A	N/A	

ANNEX B

<p>external agencies, and will accelerate the delivery of that development through streamlining the planning process.</p> <p>All strategic housing sites (over 5 hectares) will be expected to undertake an assessment of need for appropriate accommodation for those with severe learning disabilities, physical disabilities and dementia and integrate this provision within the development.</p>				
---	--	--	--	--

Community of Identity: Gender

Evidence	Quality of Life Indicators	Customer Impact (N/P/None)	Staff Impact (N/P/None)	
N/A	N/A	N/A	N/A	
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action	Lead Officer	Completion Date
N/A	N/A	N/A	N/A	N/A

ANNEX B

Community of Identity: Gender Reassignment

Community of Identity: Gender Reassignment					
Evidence		Quality of Life Indicators		Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A		N/A	N/A
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action		Lead Officer	Completion Date
N/A	N/A	N/A		N/A	N/A

Community of Identity: Marriage & Civil Partnership

Community of Identity: Marriage & Civil Partnership					
Evidence		Quality of Life Indicators		Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A		N/A	N/A
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action		Lead Officer	Completion Date
N/A	N/A	N/A		N/A	N/A

ANNEX B

Community of Identity: Pregnancy / Maternity

Evidence		Quality of Life Indicators		Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A		N/A	N/A
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action		Lead Officer	Completion Date
N/A	N/A	N/A		N/A	N/A

Community of Identity: Race

Evidence		Quality of Life Indicators		Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A		N/A	N/A
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action		Lead Officer	Completion Date
N/A	N/A	N/A		N/A	N/A

ANNEX B

Community of Identity: Religion / Spirituality / Belief					
Evidence		Quality of Life Indicators		Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A		N/A	N/A
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action		Lead Officer	Completion Date
N/A	N/A	N/A		N/A	N/A

Community of Identity: Sexual Orientation					
Evidence		Quality of Life Indicators		Customer Impact (N/P/None)	Staff Impact (N/P/None)
N/A		N/A		N/A	N/A
Details of Impact	<i>Can negative impacts be justified?</i>	Reason/Action		Lead Officer	Completion Date
N/A	N/A	N/A		N/A	N/A

This page is intentionally left blank

Executive Member Decision Session: Transport and Planning 13 April 2017

Written Comments Annex

Agenda item	Received from	Comments
4. Strensall Road Petition for Speed Limit Reduction	Councillor Paul Doughty	<p>I am pleased that the Traffic Team Leader is not recommending option 1 which was to take no action but am concerned that referring the proposal to consideration as part of a wider periodic ‘accident reduction process’ (option 3) could mean the issue being lost amongst other schemes and for want of a better description, ‘being kicked into the long grass.’ I am therefore asking that serious consideration is given to approving option 2, to approve the advertising of a 40mph speed limit on this section of road.</p> <p>Option 2 is the wish of the residents who signed the petition, including residents who live on Strensall Road and was a direct request in the interest of safety. Not one single person throughout the process thus far has shown any indication other than this.</p>

		<p>It is also the will of Earswick Parish Council, through which the road passes and also of neighbouring Strensall with Towthorpe Parish Council, the residents of which would also be protected by a speed reduction.</p> <p>The report indicates that “there may be a justification for considering a reduction in the speed limit to 50mph” and later states further investigation would also consider the potential for the implementation of a 40mph speed limit 'if appropriate'. While a reduction of 10mph would be better than nothing, I do not believe it would provide the required benefit and could muddy the waters in adding yet another speed limit level to the current 30, 40 and 60 sections that currently exist between Earswick and Strensall settlements. Far better in my opinion to have the 60 section reduced to 40mph and the fully built up part of each village at 30mph which is the norm and much less complicated for motorists to understand and adhere to.</p>
--	--	---

		<p>Coupled with this, suggestions of further investigating a scheme after an initial alteration to possibly change again would not appear to make financial sense?</p> <p>Particularly as the report suggests cost as a factor in decision making. Cost over safety as a reason for decision would concern me in any event. In this respect, I would be interested to receive a cost estimate of the scheme as replacement of speed roundels on signage posts that already exist, could surely not be excessive? While I accept there will always be a small and irresponsible minority who flout limits regardless of limits set, the majority of road users do follow guidelines and this would see a safer Strensall Road in my opinion.</p> <p>The Officer has provided a map with indication of the 6 most recent recorded accidents, 3 each in 2013 and 2016. One of these falls within the current 60mph section, one very near to the boundary of the 60 into 30 at the Earswick end and 4 at the Towthorpe crossroads.</p>
--	--	--

		<p>I believe this strengthens an argument that large drops from 60 to 40 at Towthorpe and 60 to 30 at Earswick results in some drivers continuing at speeds above the lower levels well beyond and likewise act as an encouragement to step up the gas long before entering the higher limits.</p> <p>I would also somewhat question the report description of this being a rural road and residents being familiar with surroundings and dangers. Strensall has the population of a small town comparable with Malton or Pocklington, it is a really busy road and while many residents will know the road, not all do. There are several guest houses and a small caravan site behind one of the properties all within the 60mph section, with caravans, motorhomes and agricultural vehicles all requiring to emerge into the highway. Not to mention the residents who find it difficult at times for an appropriate gap in traffic. The map does not in my opinion best reflect that for a large part of the 60mph section, there is a row of properties along one side with some more widely spaced properties on the opposite side of the carriageway.</p>
--	--	--

		<p>I reiterate the reasons why there has been support for the petition and a call for a safer speed limit on Strensall Road:-</p> <ol style="list-style-type: none">1. Traffic has increased considerably in recent years.2. It is difficult and dangerous for those living in properties to get out of driveways as well as for visitors staying at the Guest houses and caravan site.3. Crossing the road is difficult and dangerous for pedestrians and those using the bus service.4. The route is extremely dangerous for cyclists and we are particularly concerned for schoolchildren. Ward Councillors (and both Parishes) have previously pressed for a safe cycle route linking Strensall with Huntington through Earswick but this has not yet been possible due to the significant finance required.5. The 60mph national speed limit is giving a false sense of security about the potential hazards along this route. Some drivers and motorcyclists are prone to
--	--	---

		<p>exceeding the current high limit and thought to cause danger by accelerating and braking when leaving or entering the 30mph and 40mph zones at either end.</p> <p>6. ** The reduction in the speed limit is supported by Earswick Parish Council and Strensall with Towthorpe Parish Council **</p> <p>The CYC Chief Executive refreshed the 'Council Values' last week and as a listening Council that purports to "support and enable our communities" and suggests our communities and residents "guide us in day to day situations as well as our decision-making processes", I ask, as a ward representative, that the Council 'listens'.</p> <p>Please give serious consideration to option 2 and the reduction to 40mph.</p>
--	--	--

<p>6. Speed Management 16-17 Experimental Traffic Orders, Speed Limits Copmanthorpe, Dunnington, Hopgrove and Murton</p>	<p>John Sanderson</p>	<p>I am, therefore, writing to you to comment on the proposal to move the 30 mph speed restriction in Common Road to a new position on the village side of the Sports Club and thus INCREASE the speed limit to 40 mph for an even longer part of Common Road.</p> <p>As a way of controlling speeding vehicles and improving the safety of residents this proposal is flawed and its principal effect will be to increase the speed at which vehicles approach the village green area from the Hull Road thus endangering the lives of those who live in that area of Dunnington and the children who use the highly popular play-park.</p> <p>The existing 40 mph speed restriction from the junction of Common Road with the A1079 (York to Hull Road) is largely ignored, in both directions, by traffic using that road, especially between 7.30 am and 9.30 am and again in the late afternoon and early evening.</p>

		<p>To increase the speed at which vehicles pass the entrance to the (busy) Dunnington Sports Club and the lane leading to the Hassacar nature reserve is bordering on the irresponsible.</p> <p>The North Yorkshire Police appear to make no effort to deter speeding motorists on Common Road with random speed checks which could be of some deterrent and, if the York City Council wishes to do something positive towards controlling the speed of vehicles on Common Road, the installation of a solar-powered speed display units in each direction may have some effect.</p>
6.	Karen Jackson	<p>This proposal should be reconsidered. Moving the speed signs will make little difference to the volume of traffic that speed</p> <p>The problems that need to be addressed are</p> <p>A. volume of traffic that use the road as a "rat run" from the Stamford bridge road to the A1079 trying to avoid queues from poor traffic management at Grimston Bar roundabout.</p>

		<p>B. drive through the village when leaving the industrial estate as its both impossible and highly dangerous to turn right onto the A1079 and far easier to drive through the village and use the traffic lights on York Street.</p> <p>The speed limit should be reduced and traffic lights considered at the junction of the industrial estate onto the A1079.</p>
6.	Susan Sharman	<p>I wish to object to the proposal to relocate the 30mph speed limit along Common Road in Dunnington.</p> <p>The reason cited for the move is because the current limit is not being adhered to. This is plainly ridiculous, as moving the limit sign will only move this problem closer to the developed part of the village, but more critically closer to the junction with Water Lane and the access to the tennis courts and childrens' park, and the pick up point for the school bus to Fulford.</p> <p>We are very lucky in Dunnington to have such great facilities, and live in such a safe environment.</p>

		<p>A consequence of this is that the children have a degree of freedom that is quite unusual and they are allowed out and about in the village with their friends. Therefore there are often groups of unaccompanied and unsupervised children on bikes, scooters and skateboards in and around the park. At the moment the speed limit around this whole area is 30mph. It will not be safe for the children if the sign is moved closer to the green as this will reduce the time the vehicles have to reduce their speed to 30mph. Most traffic does not slow down in anticipation of the speed changing, but only once they are close to or past the limit sign. In effect this will mean all the traffic passing the tennis courts etc will be travelling at a minimum of 40mph. In busy periods or when the A1079 is busy Common Road is used as a cut through and large lorries and other vehicles travel along there. It is not reasonable for them to be passing a play area at 40mph.</p> <p>If the 30mph limit is not being adhered to do then please do something about it, e.g. introduce a flashing speed sign, rumble strips, or large numbers painted on the road. Or enforce it by installing a speed camera.</p>
--	--	--

		<p>Do not put childrens' lives at risk by increasing the limit, as this will only be ignored and the problem will be increased by even faster moving traffic approaching the village green and park areas.</p> <p>Something similar was suggested a few years at the York Road entrance to the village, and in that case common sense prevailed and the 30mph limit was retained. Please reconsider this nonsensical proposal, and retain the limit that is currently in place.</p>
6.	Mrs Josette Farmer-Chair, Dunnington Playing Fields Association	<p>It has come to my attention as Chair of the Dunnington Playing Fields Association that the York Council plan to move the 30mph speed control sign to a position that is after the entrances to our facility on Common Lane.</p> <p>This was discussed at the Playing Fields Meeting last night and I have been asked to write to you to object strongly to this change.</p> <p>We were all amazed and find the proposal totally unacceptable. We have a lot of children use our facilities plus cars and bicycles using the two parking lots with separate entrances.</p>

		<p>We do our best to encourage children to come and play sport in a safe environment and you are not contributing to this.</p> <p>Cars currently travel too fast through the village in general and past our sports club in particular. It is an accident waiting to happen and if there is no sign to slow down cars it will happen and I hope the Council are ready to accept responsibility when a child is killed or injured.</p> <p>If you feel obliged to spend some money on this the Playing Fields Committee think consideration should be given to the sign being moved to the end of Common Lane by the Costcutter building because there is a football field down there used by a lot of children. Some sort of traffic calming measure should also be considered. In most places-Pocklington was quoted, where there is an Industrial Estate (which is Common Lane, Dunnington) there is a 30mph speed limit and that is without the risk to children.</p>
--	--	---

6.	Janice Kay, President Dunnington WI	<p>I am writing on behalf of the Dunnington W.I. to say we do not agree with increasing the speed limit on Common road.</p> <p>There are people of all ages especially children and grandparents crossing the road to get to the play park and sports facilities and further away from the village centre crossing to the Nature reserve. To increase the speed traffic can travel will be detrimental to the safety of crossing the road. At the weekends especially cars park on the grass verges driving on and off all causing hazards and if the traffic is going past at 40mph it is an accident waiting to happen.</p> <p>The Dunnington W.I. ask you to please reconsider the proposal in the interests of our children and older residents safety.</p>
6.	Judith Sanderson	<p>I live at 31 Common Road, Dunnington and I would like to register my very strong opposition to a change in the 30 mph limit, bringing it closer to the village. Cars have always come down Common Road at high speed and I think the only way to slow them is to instal speed bumps before the junction with Intake Lane/ The Green.</p>

		<p>Even repeating the 30 mph signs at intervals might help, but most of the traffic approaches the village far too quickly.</p> <p>There is not only a constant danger to children, dog walkers, cyclists, Sports Club visitors and pedestrian workers at the industrial site by high speeding cars, buses, vans and lorries, but also the aggravation of being soaked by spray on wet days when walking along the footpath.</p> <p>I hope you will agree to leave the signage as it is and employ some other traffic calming methods. It is only a question of time before a child is injured at this junction or outside the tennis courts. The bumps outside the play area appear to be successful - could this method not be repeated around the corner near to the other entrance to the courts and playing field?</p>
6.	Julian Sturdy MP	<p>I am writing with regard to the above decision session which will consider relocating the start of the 30mph speed limit at locations on Common Road, Hopgrove Lane South and Tadcaster Road.</p>

		<p>I am aware of the historic issues of traffic speed and safety concerns in the above areas and commend the council for looking at new ways of addressing this problem. However I think the decision making process should consider potential unintended consequences.</p> <p>I have concerns about the proposed relocation of speed limits in Dunnington. These changes would likely mean that vehicles leaving the village near the sports club on Common Road would speed up, creating new safety concerns in this area. While reducing the speed limit is generally welcome, the likelihood of increased speed in areas exiting the village creates a whole new problem.</p> <p>I would therefore not be able to support proposals to relocate speed limits in Dunnington, as I am not convinced the changes would resolve the wider issue of traffic speed and safety, and could result in adverse effects towards the edge of the village.</p>
--	--	---

		<p>If you could keep my correspondence in mind as part of the decision making process, I would be grateful.</p>
6.	John Maggs, Dunnington Parish Council	<p>I am a Parish Councillor for Dunnington and I am also the organiser of the operations team for Dunnington Play Park</p> <p>I wish to strongly object to the above proposals on the following grounds:</p> <p>The safety requirement to retain a 30 mph speed limit on the section of Common Road which runs past the Sports Club and the Play Park has been totally overlooked:</p> <ol style="list-style-type: none"> 1) There has been no attempt to carry out a proper risk assessment relating to the presence of pedestrians and cyclists. This includes a significant number of dog walkers in addition to the many users of the Sports Club and Play Park users, the Station House Nursery plus the “In Bloom “ team and litter pickers.

		<p>The presence of children can be considerable when the Nature Reserve is holding special events, plus the usual busy weekend sports activities (football, cricket etc.) at the Sports Club</p> <p>2) There is no reference to the fact that there are 6 unmarked entrances onto this section of road (from the Hassacarr Nature Reserve, a private lane plus the Sports Club and the Play Park)</p> <p>3) The road surface dips quite considerably along this section, obscuring driver's vision towards the busy Intake Lane Junction. This is also the main footpath crossover point for everyone walking from the village down to the Sports Club</p>
--	--	--

		<p>4) The road bends considerably to the left at the Intake Lane junction, obscuring the main school bus pick up point for the many children who have to cross the road from the East side of the village</p> <p>5) This section of road is bounded by a grass verge beyond which there is an unguarded 2 metre deep ditch – a serious accident risk in icy weather</p> <p>6) The current arrangement is not perfect but works reasonably well – traffic entering the 30 mph limit then encounters the flashing vehicle speed activated sign and begins to slow down prior to the Intake Lane junction. Without this safety feature traffic will still be travelling at 40mph or more at this point</p>
--	--	---

		<p>7) The site visit which took place was sadly neither a discussion nor a meaningful exchange of ideas to achieve a solution. What potentially could be a simple low cost improvement is a repeater 30 mph sign at the proposed new location but leaving all existing limits and signage in situ</p> <p>In summary, we should adopt the first principle of road safety</p> <p>STOP, LOOK, AND (ABOVE ALL) LISTEN</p>
6.	Zoe Rees Gay	<p>I write to you regarding the proposal to extend the speed limit on Common Rd from the sports club, down towards the children's play park. I am baffled as to why this seems to be 'the solution' to reducing speed – surely putting a speed retardant / camera on the road would be far more effective and much safer?</p>

		<p>Why are York Council not doing more to reduce the speed limit further throughout the whole village? Are you going to install a speed detection system throughout the village to ascertain what speed drivers are doing through the village (evidence that moving the 40MPH zone works or not)?</p> <p>On a daily basis there are reckless drivers speeding through the village in order to access the A64 and cut out the congestion on the 1079. Dunnington has become a rat run for impatient drivers trying to save an additional 20 seconds on their journey time – the decision to extent the 40MPH limit will only encourage this. I live on York Street – they speed past my house and cause me great concern when I attempt to cross the street to take my small children to work. Last year I complained about the speeding on Common Rd and York St – the council fitted a speeding device outside my house – the same week that the neighbours across the road had a van parked opposite – which acted as a chicane to slow the traffic down – no wonder the results after 1 weeks showed that there was no one speeding.</p>
--	--	---

		<p>I would like to point out some issues that you may not be aware of:</p> <ul style="list-style-type: none">• Station House Nursery (at the end of Common Rd) often walk the after school club back from School – they also take NURSERY aged children to Hagg Wood in prams and already have to endure the hazardous and selfish F1 drivers on Common Rd.• The sports club has large numbers of Cricket, Football, Squash and Tennis members who currently WALK to the club – increasing the speed limit will only force these people to DRIVE top the club, thus increasing the cars on the road.• There are often cars double parked on either side of the road outside the sports club as the car park is small – legally allowing cars to drive at 40MPH is a death trap waiting to happen.• The sports club hosts junior cricket trials and matches for North Yorkshire schools.
--	--	--

		<ul style="list-style-type: none"> • The Sports club hosts a summer sports camp for 60-70 special needs children – and has done for the last 7 years. • The Sports club has weekly and monthly OAP events. • Given the volume of people who use the sports club – it would seem extremely irresponsible, reckless and frankly barking mad if the 40MPH was to move to the area opposite the park. <p>I work in the public sector – I understand that budgets are being cut everywhere – it appears that a ‘non solution’ is being sought instead of installing a speed camera and fining those who break the law.</p>
6.	Peter Whitfield	<p>It is reported in tonight’s Press that you are to be asked to approve the removal of the start of the 30mph speed limit on Tadcaster Road (Link) in Copmanthorpe from its current location by the balance pond to a new position much further into the village near to the</p>

		<p>McCarthy & Stone development.</p> <p>It is also reported that the Parish Council were 'unconvinced' by the proposals put to them by the City of York Council Officer who attended a PC meeting.</p> <p>I believe that this very much understates the feelings expressed during the meeting. In fact the Council was strongly opposed to the proposal for a number of safety reasons:</p> <ul style="list-style-type: none">• The limit currently starts at the point where the footpath crosses the road• There is no possibility of not crossing as the road verge on either side is not available so <u>all pedestrians have to cross at this point</u>. The footpath is much used as the only way to and from Askham Bog, the Park & Ride,
--	--	---

		<p>York College and York City centre</p> <ul style="list-style-type: none">• At the same point the cycle path to and from York crosses the road.• Again, there is <u>no option but for cyclists to cross at this point</u>• The Highways Authority, when they built the new road, included a slightly raised area across both lanes with a different surface to provide a physical demarcation.• Moving the start of the speed limit would also require the removal of this raised section as not to do so would cause confusion. The cost of doing this would not be insignificant• Given that drivers already exceed the 40mph limit approaching Copmanthorpe from the direction of York, if the start of the 30mph limit is moved further into the village they will tend to continue at the same
--	--	--

		<p>speed (or even speed up as they exit the bend) making crossing for pedestrians and cyclists much more hazardous than it already is</p> <ul style="list-style-type: none">• Finally, both the proposed Neighbourhood Plan and the latest version of the CYC Local Plan include the field alongside this section of Tadcaster Road (Link) for housing development. It is highly likely that such development will proceed very quickly after approval of these plans as houses in this location will sell very quickly to commuters.• All this new housing is going to join Tadcaster Road around the point where the current limit starts and will dramatically increase the traffic on this section of the road. If anything, once this development begins, the limit will have to be moved further <u>out</u> of Copmanthorpe to give drivers a chance of getting in and out of the new development.• We were strongly of the opinion that what
--	--	---

		<p>was needed on Tadcaster Road (as well as on Manor Heath and Temple Lane) <u>was enforcement of the limit</u> or, at the very least, vehicle activated speed signs. So strongly are the PC of this opinion that they have repeatedly offered to part fund such technology.</p> <p>I believe I am stating the opinion, not just of the Parish Council, but also of those members of the public who were present for other reasons at the meeting and I ask you to take account of this.</p> <p>Please do not rely on the, apparently, somewhat one sided report from the Officer and refuse permission to move the start of the limit for the safety of the many pedestrians and cyclists who use the route and to save the costs of moving it.</p>
--	--	--