

## Report to Chief Officer Highways and Transportation

**Date:** 13 February 2018

**Subject:** – PROPOSED LEEDS BRADFORD AIRPORT RED ROUTE CLEARWAY

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Otley & Yeadon	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

### Summary of main issues

1. Leeds City Council has been approached by the operators of the regional Leeds Bradford Airport (LBA) with the support of West Yorkshire Police to assist in addressing an ongoing issue along several routes which service the airport.
2. The first concern is that passengers are being dropped off and picked up on the airport access road, Whitehouse Lane and the A658 Victoria Avenue , contributing to congestion and road safety concerns due to those roads being unsuitable for that function. Secondly LBA Aerodrome Emergency Plan details that Whitehouse Lane is the sole route for emergency vehicles accessing an incident on or off site. There is a requirement that such routes must be kept clear and unencumbered for emergency vehicles, so that they can attend an incident unimpeded. Finally there is also the risk of vehicles parked or stopped in these locations in relation to terror related activities and these proposals help manage and reduce the threat of such incidents.
3. As LBA has no direct jurisdiction over the management of these roads, which are all adopted public highways and they are concerned about the consequences for public safety and have requested the Council's support in reviewing the traffic management arrangement. This relates to users of the highway and those passengers who are caused to walk along unsuitable routes to the terminal building, congestion along these strategically important access routes to the airport and security.

### Recommendations

The Chief Officer (Highways and Transportation) is requested to:

3.
  - i) Approve the design and implementation of the Red Route on Whitehouse Lane, Victoria Avenue, Warren House Lane and Harrogate Road at an estimated cost of £20,000, fully funded by the Traffic Management Revenue budget. Details are shown on drawing number TMW/27/RR/a
  - ii) Request the City Solicitor to advertise a draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Order as advertised.

## **1 Purpose of this report**

- 1.1 To seek approval to advertise a draft Traffic Regulation Order to introduce a 'Red Route' restriction on Whitehouse Lane and Victoria Avenue (along with short sections of Harrogate Road and Warren House Lane that cover the signing requirements for the roundabout) as shown on drawing number TMW/27/RR/a and if no valid objections are received, to request that the City Solicitor make, seal and implement the order as advertised.

## **2 Background information**

- 2.1 Leeds Bradford Airport sits at the heart of the Leeds City Region and acts as a significant "gateway" to tourists and business visitors to Yorkshire. The Airport's role within the region is clear as it continues to support the growing business and leisure markets for short and medium haul flights within the UK and to mainland Europe, in addition to the charter holiday market. Some long haul services are also available.
- 2.2 The Airport plays a fundamental role in building the Leeds City Region's future economy, offering businesses and local residents alike the choice of destination required without needing to travel to Manchester or London, where long haul hubs have been identified in the Aviation White Paper. The Airport's contribution to the Leeds City Region economy is set to grow as the Airport expands in the coming years, from over 4 million passengers in 2017 to a forecast of over 7 million passengers and over 4,000 jobs by 2030.
- 2.3 The Airport has pivotal position in supporting the economic growth plans for the Leeds City Region and the wider economic plans for the North as articulated in the emerging Transport Strategy for the North. This is underpinned by the airport Strategic Development Plan which highlights its key position and the increasingly important role in supporting the region's aviation sector, growing business and providing access to international markets, which is fundamental to the future economic success of the Leeds City Region.

2.4

## **3 Main issues**

- 3.1 The ongoing drop off and collection of passengers along these key routes around the regional airport are creating traffic congestion, which could clearly hinder emergency service vehicles from accessing the site in the event of an emergency and which, therefore conflicts with the regulatory obligations. These observations are also supported West Yorkshire Police who have stated, 'that any vehicles stopping on these roads, on either side of the carriageway, has the potential to obstruct other vehicular traffic and impede emergency vehicle access. Furthermore the location, being so close to the Airport, is an identified risk area for individuals who may be intent on carrying out hostile reconnaissance activity with a view to some unlawful act – including the use of a vehicle as an improvised explosive device'
- 3.2 The A658 is the strategic signed route to LBA the regional airport, with Whitehouse Lane being the sole service road to the airport for access and egress. Ensuring these are kept free flowing is of paramount importance to LBA and their customer base and the Leeds City Region. Any inconsiderate/ obstructive parking can create congestion and frustration to other road users and which often can result in passengers being delayed and then also choosing to be dropped off at inappropriate locations, which all add to the increasing congestion concerns caused by obstructive parking. The airport provides a mixture of short and long stay parking, including a free 1 hour drop off and collection car park, but a significant ever minority of passengers persist in being dropped off and collected on the above named strategically important access routes.
- 3.3 At the present time these routes are governed by a 'No Waiting and No Loading at any time' restriction, but this has little impact in tackling the ongoing and persisting problem, for which the essential enforcement remains an inefficient and resource intensive approach to the management of essential restrictions.
- 3.4 The LBA have also brought to the Council attention the regulatory obligations set out in the Civil Aviation Protocol (CAP) 168, Licensing of Aerodromes which require LBA to have in place an Aerodrome Emergency Plan, which must include a suitable Rendezvous Point for emergency vehicles and access. Whitehouse Lane is LBA's sole route for emergency vehicles accessing an incident on or off site. Under the CAP 168 this route must be kept clear and unencumbered for emergency vehicles, so that they can attend an incident unimpeded.
- 3.5 After careful consideration by Leeds City Council, the Police and LBA that the most appropriate restriction for such a strategically important route would be the introduction of a 24 hour Red Route clearway restriction. It is felt that this approach would offer a very visual deterrent and to better advise motorists of the requirement not to park along these strategic approach routes. By making the best use of our existing transport network, it is therefore envisaged that the Red Route will help keep traffic moving for the people who travel on our roads to the regional airport, the businesses based beside the routes and people who live nearby.
- 3.6 The routes which Leeds City Council is seeking authorisation to introduce a 24hr red route clearway restriction are:-

- A658 Victoria Avenue (Between Glenmere Mount and Whitehouse Lane), to provide enhanced restrictions in the tunnels where the road passes under the live runway and to ensure the expeditious movement of vehicles.
- Whitehouse Lane (between A658 and Scotland Lane), to ensure the expeditious movement of vehicles And are shown on the attached plan (Ref No TMW/27/tr) ;

3.7 The benefits of the introduction of Red Routes to tackle an ongoing and increasingly inconsiderate parking problem are:-

- Reduce the risk of a terrorist attack from roads adjacent to the airport.
- By targeting inconsiderate parking, we aim to cut congestion by keeping vehicles on the move.
- Reduce the possibility of traffic accidents as a result of parents with small children and luggage being encouraged to use the safe free car park, rather than trying to cross these busy routes.
- Improve general traffic travel times and reduce congestion,
- Improve Bus journey time reliability
- Improve compliance and reduce the need for enforcement (this restriction can be enforced by static camera enforcement),
- Provide better conditions for people with disabilities,
- Provide better conditions for pedestrians and cyclists.

## **4 Corporate Considerations**

### **4.1 Consultation and Engagement**

4.1.1 The Executive Member for Regeneration, Transport and Planning has been consulted and supports the proposals.

4.1.2 Ward Members have been consulted and whilst they have not objected to the proposed measures to improve security and traffic management, they have made a number of comments that have been noted. A further update has been provided to members underlining the reasons for this initiative but also acknowledging the detailed comments they have made with a commitment to explore these further in dialogue with the airport company.

4.1.3 Leeds Bradford Airport Company and the West Yorkshire Police have been consulted and are fully supportive of the proposals as providing essential enhancement it will provide to the enhancement of traffic management on the main approach route to the airport and allied benefits to security.

4.1.4

## **4.2 Equality and Diversity / Cohesion and Integration**

4.2.1 An EIA has been completed and is attached as an appendix.

## **4.3 Council policies and City Priorities**

4.3.1 Ensuring access to the airport makes a contribution to the Best Council priorities for Good Growth and Transport and Infrastructure as part of ensuring the city region has an effective international transport gateway for inward investment and to the wider benefit of the city and region's resident and business.

4.3.2 Supporting an accessible and growing airport is also consistent with the West Yorkshire Transport Strategy and the emerging Strategic Transport Plan for the North.

## **4.4 Resources and value for money**

4.4.1 The estimated cost of implementing the proposed scheme is £20,000 subject to satisfactory completion of the advertising and making of the necessary Order. The scheme is to be funded from the Traffic Management Revenue Budget

## **4.5 Legal Implications, Access to Information and Call In**

4.5.1 An introduction of a Red Route involves the introduction of a relevant Traffic Regulation Order (TRO). Permanent TROs are subject to The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996.

4.5.2 Under Regulation 9 LATO (P) (EW) Regs 1996 there are circumstances where a public enquiry must take place if the effect of the order prohibited loading.

## **4.6 Risk Management**

4.6.1 If the Red Route is not implemented then there is a risk that the security of the Airport would be impaired, and there would be continued road safety/congestion concerns as a consequence of continued pedestrian drop offs.

4.6.2 The proposed restriction prevents vehicles from stopping and as such prevents loading and unloading. As a consequence of this, if any objections were received then the Council could need to consider holding a public inquiry with any attendant risk to the timeline for delivery and costs of the scheme. In this respect it should be noted that existing restrictions are in place to control waiting and loading.

4.6.3 There are considered to be no further risk issues over and above those expected when working within the public highway.

## **5 Conclusions**

5.1 The introduction of the proposed 'Red Route' restrictions will improve the free flow of traffic on the various stretches of highway and eliminate issues caused by

discriminate parking and address issues identified with respect to a security at the airport site.

## **6 Recommendations**

- 6.1
- i) Approve the design and implementation of the Red Route on Whitehouse Lane, Victoria Avenue, Warren House Lane and Harrogate Road at an estimated cost of £,20,000, fully funded by the Traffic Management Revenue budget. Details are shown on drawing numbers TMW/27/RR/a
  
  - ii) Request the City Solicitor to advertise a draft Traffic Regulation Order and if no valid objections are received, to make, seal and implement the Order as advertised.

## **7 Background documents<sup>1</sup>**

7.1 None

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<sup>1</sup> The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.