



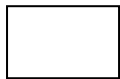
Report of the Director of City Development

Scrutiny Board (City Development)

Date: 8 February 2011

Subject: LEEDS BRADFORD INTERNATIONAL AIRPORT: TRANSPORT PLANNING OBLIGATIONS

Electoral Wards Affected: All



Ward Members consulted
(referred to in report)

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

Executive Summary

Leeds Bradford International Airport (LBIA) is a key transport gateway for the city and the wider region. The aims and objectives of LBIA related to surface transport are set out in the Surface Access Strategy which is a sub document of LBIA's Master Plan.

In December 2009 a planning application for an extended terminal building with improved internal facilities and associated landscaping works was granted permission. A Section 106 agreement included:

- Details of travel plan measures, targets and management.
- Highway triggers for payment of Section 106 monies.
- Setting up a steering group to make recommendations to the Chief Planning Officer in respect of expenditure of the Section 106 monies for transport measures.
- Review of Surface Access Strategy

1.0 Purpose Of This Report

1.1 This report provides a follow up to the 11 January 2011 Scrutiny Board report on the surface access strategy and other transport related planning issues and informs members on the airport's transport planning obligations related to the December 2009 planning consent for an extended terminal building.

2.0 Background Information

2.1 The report to the 11 January 2011 Scrutiny Board set out the headlines from the Airport's Master Plan and 2006 Surface Access Strategy. These were prepared in response to the Department for Transport's (DfT) White Paper - Future of Air

Transport, 2003. It is recognized that the 2003 White Paper is now outdated and the present government has signaled its intention to review aviation policy.

- 2.2 The 2003 White Paper and associated guidance also formed the basis for establishing surface access travel targets. Again as this report describes in the next section the approach adopted in the 2006 LBIA Surface Access Strategy is now being superseded by more recent developments and the strategy is expected to be reviewed during 2011.

3.0 Main Issues

- 3.1 In 2007 planning consent was granted for the laying out of an enlarged long stay car park with an additional 2,222 car parking spaces and associated traffic improvement works. This consent has now been implemented in full with the last of the associated highways works at the A658/A660 Dyneley Arms junction completed in 2010.
- 3.2 In December 2009 an application for the extension of the terminal building and landscaping works to the forecourt was granted consent . A S106 agreement contained a number of obligations related to measures intended to promote sustainable transport to the airport for passengers and staff. Details of the S106 obligations are set out in Appendix A. The terminal works have yet to be commenced, but a number of the obligations within the associated S106 planning agreement have specific dates which are now being reached.
- 3.3 As part of the S106 agreement LBIA have produced an updated travel plan which includes a public transport mode share target for passengers of 10% and provide an annual bus contribution of £228,000 to meet and maintain this target. During the last survey period in August 2010 the public transport mode share was 6.4%.
- 3.4 In addition to the financial contribution towards bus services there is a commitment for a further £1,050,000 in 3 phases triggered by increases in annual passenger numbers and peak hour vehicle trip rates. These contributions can be used for public transport or wider highway measures as determined by a steering group comprising representatives from Local Authorities, the Integrated Transport Authority and LBIA.
- 3.5 Also as part of the travel plan staff mode share targets are included with penalties for non-compliance. For LBIA staff the targets are, for means other than single occupancy vehicles, 10% by 2010, 20% by 2011 and 30% by 2012. For Non Airport Company staff the target is, for means other than single occupancy vehicles, 20% by the end of 2012. The penalties are £1,000 per LBIA employee and £250 per non-LBIA employee up to a maximum of £70,000 per annum.
- 3.6 An obligation to fund an annual traffic and mode share surveys, and travel plan monitoring are included in the S106.
- 3.7 The S106 includes a commitment to review and publish the LBIA Masterplan and Surface Access Strategy in 2011 in accordance with DfT guidance, this will set out the short and long term transport measures within the future airport planning context.
- 3.8 To ensure future growth of passengers at LBIA and any associated traffic impacts are mitigated an obligation within the S106 requires submission of a new planning application within 12 months of the passenger levels exceeding 4.5 million passengers per annum (mppa), including new transport assessment, travel plan and S106 obligation for any development which would facilitate passenger throughput in excess of 5 mppa.

4.0 Legal and Resource Implications

4.1 This report raises no specific legal and resource implications.

5.0 Conclusions

5.1 The planning application for the extension of the terminal building and landscaping works to the forecourt and associated S106 agreement included the following obligations to support sustainable travel to LBIA:

- i. Public transport revenue support.
- ii. Financial contributions for public transport or highway improvement measures to be determined by a steering group.
- iii. Monitored travel plan targets with penalties for non compliance.
- iv. Review of Masterplan and Surface Access Strategy.
- v. Requirement for new planning application for growth over 5 mppa.

6.0 Recommendations

6.1 Members of the Scrutiny Board are requested to note the content of this report.

7.0 Background information

7.1 Background documents relating to this report are as follows:

- i. Scrutiny Board Report 11 January 2011 - Leeds Bradford International Airport: Surface Access

APPENDIX A

The S106 for the terminal extension Application 08/06944/FU has the following obligations:

1. Payment of an annual bus contribution of £228,000 towards the operation of existing (or revised) public bus services from Leeds and Bradford to the airport, until the modal shift target of 10% of all passenger trips made to the Airport being made by the use of Public Bus Services.
2. Three Improvements Contributions, triggered as follows:
 - i) £125,000 prior to commencement of the terminal development
 - ii) £425,000 when passenger levels exceed 3.8mppa, agreed peak hour traffic levels have been triggered
 - iii) £500k when the 2nd improvement contribution has been committed or spent, and subject to higher peak hour traffic levels if previous monies have been spent on highway capacity improvements.
3. Travel Plan Requirements:
Staff targets of:
 - i) Airport Company Staff Mode share of staff travelling to work by means other than single occupancy vehicles of 10% by 2010, 20% by 2011 and 30% by 2012
 - ii) Non Airport Company Staff Mode share of staff travelling to work by means other than single occupancy vehicles of 20% by end of 2012 with penalties if targets are missed of £1,000 per LBIA employee and £250 per non-LBIA employee up to a maximum of £70,000 per annum.Passenger target of 10% of all passenger trips by public bus service
Travel Plan monitoring fee of £3000 per annum for 5 years
4. Annual Forecourt Survey Payment to the Council of £3750 + VAT (5 years)
5. Payments to Leeds City Council to provide highway traffic monitoring around the airport to assess traffic levels throughout the year
6. Review of Masterplan and Surface Access Strategy in 2011
7. Submission of a new planning application within 12 months of the passenger levels exceeding 4.5mppa, including new transport assessment, travel plan and S106 obligation for any development which would facilitate passenger throughput in excess of 5mppa.
8. Steering Group to be set up within 6 months of commencement to include between 1 and 3 representatives from each of North Yorkshire County Council, City of York Council, City of Bradford Council, Leeds City Council, Metro and LBIA, the purpose of which is to provide a structured forum for discussion about the expenditure of the improvement contribution monies to best achieve modal shift targets.
9. Dedication of land which is necessary for the construction and operation of a tram train link.

In addition conditions applied to the planning permission require the submission, agreement and implementation of a travel plan prior to commencement, submission of a forecourt management plan and removal of the temporary private hire booking office and re-location within the building.