
Report of Director of City Development
Report to Scrutiny Board (Regeneration)
Date: 19 December 2011
Subject: LEEDS BRADFORD INTERNATIONAL AIRPORT - TAXI ACCESS

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): Otley and 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 type="checkbox"/> Yes	<input checked="" 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. This report provides the information requested on this matter further to its consideration at the Board's 29 November meeting.
2. Further to the meeting it is confirmed that no further correspondence with Leeds Bradford International Airport on the subject of taxi rank has been identified additional to that considered by the Board.
3. Appendix 1 provides additional information concerning the process followed for the review and consideration of a detailed option for providing a taxi rank facility on Whitehouse Lane.

Recommendations

4. Members are requested to note and comment on the contents of this report.

1 Purpose of this report

- 1.1 This report provides further information to the Scrutiny Board concerning the option of providing a taxi rank facility at Leeds Bradford International Airport.

2 Information

- 2.1 At their 29th November meeting the Board considered a report detailing the process of preparing a detailed option for the provision of a taxi rank on Whitehouse Lane adjacent to Leeds Bradford International Airport (LBIA). This followed from the previous reporting of the matter to the Executive Board on 12 October.

- 2.2 At the meeting it was requested that officers:

prepare a further report providing details of the advice and guidance that was received by the new Engineering Support team for the revised scheme proposed for Whitehouse Lane which justified the higher standard of road proposed for a taxi rank when the road itself was unclassified (Appendix 3 refers); and

confirm that there was no relevant correspondence with the LBIA between the period 8th April 2011- 25th July 2011.

3 Information

- 3.1 A further examination of files and records has not identified any further relevant correspondence with LBIA including for the period between 8th April and 25th July 2011 other than that already provided for the Board's consideration.
- 3.2 A further note has been prepared (Appendix 1) concerning the basis for developing the revised scheme proposal presented to the Executive Board. This report details the process undertaken and the engineering and design considerations made in reaching the proposed recommendations.

4 Recommendations

- 4.1 Members are requested to note and comment on the contents of this report.

5 Background documents

- 5.1 The following documents provide background to this report:

- i) Report to Scrutiny Board (City Development) 5 April 2011, Leeds Bradford International Airport: Provision for Public Hire Taxis.

- ii) Report to Executive Board 18 May 2011, Leeds Bradford International Airport: Provision for Public Hire Taxis.
- iii) Report to Executive Board 12 October 2011, Leeds Bradford International Airport – Taxi Access.
- iv) Report to Scrutiny Board (Regeneration) 29 November 2011, Leeds Bradford International Airport – Taxi Access.

APPENDIX 1

WHITEHOUSE LANE AT LEEDS BRADFORD INTERNATIONAL AIRPORT

GENERAL CONSIDERATIONS FOR PREPARING DETAILED OPTION FOR TAXI RANK

Highways & Transportation Senior Management Team instructed Highway Design & Construction to consider in detail and further develop the original, and preliminary concept, of providing additional carriageway space to promote a hackney carriage facility at Whitehouse Lane, together with preparing a more robust cost estimate for the potential works. This process forms part of the customary design procedure where engineering schemes are progressed from initial conception through to detailed proposals.

In anticipation of a new highway, or amendments to existing stretches of highway, two over-arching guidance documents are presented to highway designers published by The Department for Transport, “The Design Manual for Roads and Bridges (DMRB)” and “The Manual for Streets”.

The Design Manual for Roads and Bridges provides direction and standards for the assessment and design of highways. It is used to guide engineers in the application of principles ensuring dimensions and geometry are appropriate in given circumstances. Its focus is primarily that of vehicular traffic and its standards are applied nationally on highways of all classifications.

Manual for Streets, unlike The Design Manual for Roads and Bridges, is considered an appropriate guidance document where the focus of a design is not wholly or primarily on vehicular traffic, but the design aim is focused on the concept of “place-making”.

The notion of place-making draws design aspirations away from vehicular traffic as the primary user of a street, and places that focus on other street users, such as pedestrians and cyclists. Such hierarchy-of-design consideration offered by the Manual for Streets is mainly applicable to those aspired to in town & city centres or areas of urban residential development.

Both documents are guidance documents and the initial engineering role is to consider which offers the most suitable application for a given length of highway. Neither speed limit or classification of a highway (A, B, C) *unclassified*) are simple prompts of where to apply either The Design Manual for Roads and Bridges or The Manual for Streets. It is an engineers role to make a considered judgement based on the parameters and eventual primary function of a specific section of highway.

It is the conventional procedure to consider a number of aspects which ultimately lead the engineering team to apply relevant standards when progressing feasibility conceptions forward to detailed engineering proposals.

In relation to Whitehouse Lane and the provision of additional carriageway space for use as a taxi rank, consideration was given to the following facets.

The length of Whitehouse Lane in question was a newly constructed section of link road to serve the airport, the existing carriageway being designed in accordance with modern standards and the DMRB. It currently affords a 7.3m running width, 2m verge and a minimum 4.5m entry width dimension to the existing airport egress roundabout. It is constructed on a steeply graded embankment some 6m in height.

At present vehicles simply travel along this stretch of Whitehouse Lane relatively unimpeded from traffic entering or leaving the running lane. The establishment of a taxi rank would bring with it a high number of vehicles manoeuvring in and out of passing traffic (currently in the order of 12,500 vehicles per day) this additional function increases the likelihood of conflict, and in consideration of

this, together with the local topography, containment of vehicles within the bounds of the highway in the event of an accident is of utmost significance.

These factors alone lead the engineer toward a lack of justification in reducing design standards from the existing situation, however these as a matter of process, were considered together with the Department for Transport's guidance on where layout changes and relaxations below minimum standards are permissible from the DMRB.

To promote a relaxation in design standards a number of requirements are necessary, namely.

- *The length of highway in question must be isolated from junctions.*
- *On a road with no frontage-access.*
- *One that would only affect a small proportion of traffic.*

By reason of considerations highlighted in this report, its original design standard (and where relaxations are permitted) the existing junction layout, promotion of a taxi rank, continued function and topography, Whitehouse Lane does not offer to engineers such characteristics as to afford relaxations under the guidelines of the Design Manual for Roads & Bridges or to apply guidance under the Manual for Streets for any amendments in its current design.

Any such amendments or provision of additional carriageway space should as such be safely designed under the same parameters of the original and under the DMRB guidelines.