

**Report of Head of Scrutiny and Member Development**

**Report to Executive Board**

**Date: 10<sup>th</sup> February 2012**

**Subject: A Request from Scrutiny Board (Regeneration) to Executive Board to Reconsider the Provision of Taxi Facilities on Whitehouse Lane**

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 type="checkbox"/> Yes	<input checked="" 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. On 5<sup>th</sup> April 2011 the former Scrutiny Board (City Development) unanimously agreed that there should be a hackney carriage rank near the Leeds Bradford International Airport on Whitehouse Lane, Yeadon and requested officers pursue this with the airport and representatives of the hackney carriage trade.
2. The original cost estimate for establishing a taxi rank was £80,000 and Executive Board in May 2011 requested that detailed work be undertaken on this matter.
3. The full design solution was subsequently costed as £515,000 with other potential costs of £390,000 to cover for contaminated land and landscaping and this was reported to Executive Board on 12<sup>th</sup> October 2011. The Executive Board decided not to proceed with this proposal at the present time.
4. Scrutiny Board (Regeneration) on 19<sup>th</sup> December 2011 scrutinised these costs and concluded that as the road was unclassified the original cheaper option should be progressed and Executive Board be asked to reconsider this matter.

5. Scrutiny Board (Regeneration) on 19<sup>th</sup> December 2011 recommended that Executive Board ask the Director of City Development to continue negotiations with Leeds Bradford International Airport to seek a solution to hackney carriage provision via a rank at or near the airport.
6. That in the event that the Director of City Development is unsuccessful Executive Board is asked to reconsider the provision of a hackney carriage rank on Whitehouse Lane and implement the cheaper scheme as originally proposed.

### **Recommendations**

7. That Executive Board ask the Director of City Development to continue negotiations with Leeds Bradford International Airport to seek a solution to hackney carriage provision via a rank at or near the airport.
8. That in the event that the Director of City Development is unsuccessful Executive Board is asked to reconsider the provision of a hackney carriage rank on Whitehouse Lane and implement the cheaper scheme as originally proposed.

## **Purpose of this report**

- .1 To request that the Executive Board ask the Director of City Development to continue negotiations with Leeds Bradford International Airport to seek a solution to hackney carriage provision via a rank at or near the airport.
- .2 That in the event that the Director of City Development is unsuccessful Executive Board is asked to reconsider the provision of a hackney carriage rank on Whitehouse Lane and implement the cheaper scheme as originally proposed.

## **Background information**

- 2.1 On 5<sup>th</sup> April 2011 the former Scrutiny Board (City Development) unanimously agreed that there should be a hackney carriage rank near the Leeds Bradford International Airport on Whitehouse Lane, Yeadon and requested officers pursue this with the airport and representatives of the hackney carriage trade.
- 2.2 The original cost estimate for establishing a taxi rank was £80,000 and Executive Board in May 2011 requested that detailed work be undertaken on this matter.
- 2.3 The full design solution was subsequently costed as £515,000 with other potential costs of £390,000 to cover for contaminated land and landscaping and this was reported to Executive Board on 12<sup>th</sup> October 2011. The Executive Board decided not to proceed with this proposal at the present time. The report of the Director of City Development which was considered by the Executive Board on this matter is attached as an appendix.
- .4 Scrutiny Board on 29<sup>th</sup> November considered a further report of the Director of City Development explaining the basis for the increased costs from the original scheme of £80,000 to the final proposal of over £900,000 for the provision of taxi facilities on Whitehouse Lane. Members requested a further breakdown of those costs and these were considered by Scrutiny Board on 19<sup>th</sup> December 2011.

## **Main issues**

- .1 The Chief Officer Highways and Transportation advised the Scrutiny Board at its meeting on 19<sup>th</sup> December that he could not support the original scheme. He explained that Whitehouse Lane is a purpose built road for access to the airport designed to meet the expected needs for the future development and growth of an airport of regional significance. In addition the original cheaper scheme would create a pinch point which could leave the Council liable for any claim in the event of an accident.
- .2 It was confirmed by the Chief Officer that Whitehouse Lane is an unclassified road. As a consequence it does not have a direct fit into any standards provided by the Highways Agency nor with the Council's own Street Design Guide and the Institution of Highways and Transportation Manual for Streets. The choice of standard and approach is a matter for the highway authority and ultimately decisions are a matter of judgement based on site location, traffic and safety and the role and function of the route concerned.
- .3 Members of Scrutiny Board therefore took the view that as this road is unclassified it would be appropriate to pursue the cheaper option whilst recognising that the

original costs may increase once detailed design work was undertaken. With regard to the potential liability in creating a pinch point in the original scheme Members took the view that the benefits of providing choice to users of the airport between private hire and hackney carriages outweighed the negligible risk of a claim.

- .4 Scrutiny Members unanimously agreed to ask Executive Board to reconsider this matter.

## **Corporate Considerations**

### **.1 Consultation and Engagement**

- .1.1 There are no specific consultation or engagement issues in the context of this report.

### **.2 Equality and Diversity / Cohesion and Integration**

- 4.2.1 There are no specific issues in the context of this report.

### **.3 Council Policies and City Priorities**

- .3.1 The Leeds Bradford International Airport is included in the City Priorities

### **.4 Resources and Value for Money**

- .4.1 There are no specific issues which have been identified.

### **.5 Legal Implications, Access to Information and Call In**

- .5.1 There may be legal implications if the recommendation proceeds.

### **.6 Risk Management**

- 4.6.1 It would be appropriate to consider further if the recommendation proceeds.

## **Recommendations**

- .1 That Executive Board ask the Director of City Development to continue negotiations with Leeds Bradford International Airport to seek a solution to hackney carriage provision via a rank at or near the airport.
- .2 That in the event that the Director of City Development is unsuccessful Executive Board is asked to reconsider the provision of a hackney carriage rank on Whitehouse Lane and implement the cheaper scheme as originally proposed.

## **Background documents**

- .1.1 The reports of the Director of City Development to Executive Board and Scrutiny Board