

Report to the Chief Officer (Highways and Transportation)

Date: 18 December 2018

Subject: LEEDS BRADFORD AIRPORT PROPOSED RED ROUTE CLEARWAY - OBJECTION REPORT

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 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. Leeds Bradford Airport is a key part of the city's transport infrastructure which makes a central contribution to the the Best Council priorities for Good Growth and Transport and Infrastructure by providing the city region with an attractive and effective international transport gateway that attracts inward investment and provides transport services to the wider benefit of the city and region's resident and businesses.
2. Ensuring adequate and effective access to the airport facilities is an essential to the efficient functioning of the airport and hence proposals have previously been prepared for the enhancement of the existing traffic management arrangements with the establishment of Red Route restrictions on Whitehouse Lane the sole public access route. These proposals were identified as being necessary following discussions with the airport company and input from the police regarding ongoing concerns about the implications of ongoing unauthorised parking for road safety, airport access and security.
3. Following approval of a report to the Chief Officer (Highways and Transportation) in February 2018 a Traffic Regulation Order was advertised in the Otley & Yeadon Ward and attracted a total of 21 objections and 2 representations and one letter of support.
4. This report seeks approval of the Chief Officer (Highways and Transportation) to consider and over-rule the reported objections associated to the proposed Red Route detailed in the Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W02) Order 2018 in the context of the continuing issues on Whitehouse Lane.

Recommendations

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

- i) note the contents of this report;
- ii) consider and over-rule the objections to Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W02) Order 2018 and;
- iii) request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.w02) Order 2018 and;
- iv) write to the objectors informing them of the Chief Officer's (Highways and Transportation) decision.

1 Purpose of this report

- 1.1 This report details the objections received to the proposed Leeds Bradford Airport Red Route Clearway and requests the Chief Officer (Highways and Transportation) to consider these objections and the recommendations.
- 1.2 The purpose of the report is having carefully considered the objections received to obtain authority to over-rule these and seek approval to implement and seal the draft Traffic Regulation Order as per the advertised Order.

2 Background information

- 2.1 The Chief Officer (Highways and Transportation) approved a report on 13th February 2018 to give authority to introduce a Red Route Clearway on Whitehouse Lane, the access route, and other roads adjacent to Leeds Bradford Airport.
- 2.2 By way of background, the ongoing drop-off and collection of passengers along these key routes, around the regional airport, despite the presence of waiting and loading restriction, 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 their regulatory obligations.
- 2.3 These observations are also supported by West Yorkshire Police who have indicated '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 have other hostile intent. The proposal for Red Route is therefore intended to strengthen and further deter unauthorised parking and loading.

3 Main issues

- 3.1 A report setting out the proposals and seeking authority to progress the scheme was approved on the 13 February 2018 and a draft Traffic Regulation Order for establishing a Red Route was subsequently advertised between 29 March 2018 and 20 April 2018. During the the advertisement period, a total of 24 representations were received of which 21 were objections, 1 was in support of the proposed scheme and 2 peripheral comments were made.

- 3.2 The objections are detailed in Appendix A at the end of this report together with the traffic engineering officer's response and recommendation. The majority of the Objectors indicated that they did not consider the measures justified or proportionate and raised concerns about aspects of the airport's operation including the on-site parking and their charging policy.
- 3.3 If the Red Route Clearway is not implemented to enhance the present waiting restrictions the anticipated additional benefit to the airport's security provisions will not be achieved and there would also be continued road safety/congestion concerns as a consequence of continued pedestrian drop offs and loading.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.1 Ward Members: Ward Members were initially consulted by email on 22 March 2018 and all made representations concerning the proposals. A number of meetings have been held with Members, officers and the Airport since the initial contact and no objections have been made to the proposals. The issues arising from the responses have been discussed with the Members and have been noted. These included observations about the present terminal access from Whitehouse Lane and a desire to ensure a contribution to the scheme costs which has been raised with the airport company accordingly.
- 4.1.2 Emergency Services and West Yorkshire Combined Authority (WYCA): The Emergency Services and WYCA were consulted by email on 22 March 2018. The West Yorkshire Police Commander based at the Airport fully supports the proposals. A response was received from West Yorkshire Combined Authority on 18 May 2018 to confirmed that they were content for a bus stop to be relocated on Whitehouse Lane.
- 4.1.3 The formal public advertisement of the scheme was undertaken between 29 March 2018 and 20 April 2018.
- 4.1.4 As detailed above 24 representations were received from the formal advertisement with 21 of these being objections, 1 in support and two further peripheral comments. The objections are summarised in Appendix A and a file containing all written representations were present and considered at Board.

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 A full Equality Impact assessment is not required as the proposals do not affect the protected characteristics as the length of roads affected are already restricted (no waiting or loading any time).

4.3 Council policies and City Priorities

- 4.3.1 Supporting an accessible and growing airport contributes to the the Best Council priorities for Good Growth and Transport and Infrastructure. It 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 total cost to implement this scheme is £20,000 which comprises of £13,000 works costs, £5,000 staff fees and £2,000 legal fees all to be funded from Section 106 contributions.

4.4.2 Subject to these objections being resolved the scheme will be completed in the 2018/19 financial year.

4.5 Legal Implications, Access to Information and Call In

4.5.1 The scheme is not eligible for Call In.

4.6 Risk Management

4.6.1 If the Red Route Clearway is not implemented to enhance the present waiting restrictions the anticipated additional benefit to the airport's security provisions will not be achieved and there would also be continued road safety/congestion concerns as a consequence of continued pedestrian drop offs and loading.

4.6.2 The proposals were advertised in the Local Press, on the Council's website and on site. The promotion and advertising of the Traffic Regulation Order was undertaken in accordance with the regulations as set down in the Local Authorities' Traffic Orders (Procedure) Regulations 1996. All objections that were received during the advertised period have been fully considered at Board.

5 Conclusions

5.1 Over-ruling the received objections detailed in Appendix A, in accordance with the engineering designer's response will allow this scheme to progress.

5.2 Implementation of the proposals will contribute to improved access and road safety by reducing unauthorised stopping and waiting and associated traffic conflicts and providing further enhancements to the airport's security arrangements.

6 Recommendations

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

- i) note the contents of this report;
- ii) consider and over-rule the objections to Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.2) Order 2018 and;
- iii) request the City Solicitor to make, seal and implement Leeds City Council (Traffic Regulation) (Waiting Restriction) (No.2) Order 2018 and;
- iv) write to the objectors informing them of the Chief Officer's (Highways and Transportation) decision.

7 Background documents¹

¹ 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.

7.1 None.



7.2 Appendix A - Leeds Bradford Airport Red Route Clearway – Summary of Objections Received and Response

Ref	Objection	Designers Response
1	The scheme is disproportional to the alleged security issues, which this proposal will not negate in any case.	<p>West Yorkshire Police have stated “ that any vehicle stopping on these roads, on either side of the carriageway, has the potential to obstruct other vehicular traffic and impede emergency vehicle acces. Furthermore the locations, 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’</p> <p>An individual intent on a terrorist act will pay the charge to access the airport forcourt, however, the Airport have their own security protocols for the Airport Grounds and the Red Route Clearway has been proposed to complement these.</p>
2	This is an income generator for the Airport	The Airport has a free short stay car park a short walk away from the terminal building that can be used by all visitors. No one is forced to use the chargeable drop off facility. It is not appropriate to stop on the roads that have been proposed for a Red Route Clearway as this effects congestion, pedestrian safety, emergency services access and identifying terrorist threats.
3	Roads are there to be used and people should be able to stop on these roads from time to time.	West Yorkshire Police have stated “ that any vehicle stopping on these roads, on either side of the carriageway, has the potential to obstruct other vehicular traffic and impede emergency vehicle acces. Furthermore the locations, 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’
4	The free drop off areas are insufficient	<p>The airport does have a free drop off zone in the shape of the 50 space 1 hour free car park a short walk away from the terminal building that can be used by all visitors.</p> <p>The signing for all of the airport car parks has recently been reviewed and new improved signs have been erected. The free car park is now clearly signed. In respect to the lighting, it can be confirmed that the car park is lit and illuminated sufficiently well enough for pedestrian use.</p>
5	Many major airports around the world do not charge people for quick drop offs	A significant number of UK airports do charge a convenience fee to drop off directly outside the terminal building. For example, Manchester Airport has recently introduced pick up/drop off charges of £3.

6	There are effective restrictions already in place here	Whilst these restrictions do prevent waiting and loading, they do not prevent cars from stopping to pick up or drop off passengers. This is the reason why the Red Route Clearway is being promoted.
7	The airport should remove the entry fee	The Airport has a free short stay car park a short walk away from the terminal building that can be used by all visitors. No one is forced to use the chargeable drop off facility.
8	There is a monopoly on Taxi costs and these are too high	The airport has entered into a private arrangement with a taxi company to operate from within their grounds. Notwithstanding this, travellers are free to travel with a taxi company of their choice who can either pay the fee to enter the pick up/drop off facility or to collect from the free 1 hour spaces. Travellers should consider contacting the taxi company once they have cleared Customs in order to ensure they have adequate time in the free car park.
9	Waste of police resources enforcing the restriction	The restriction will primarily be enforced by the Council, however, the Police will also retain powers to enforce should the circumstances require it.
10	There are no congestion/ pedestrian road safety issues	Onsite observations show that cars that inconsiderably pull up to let passengers board or alight are having a detrimental effect on through traffic (particularly buses) and this in turn can lead to congestion. Furthermore, pedestrians crossing the road carrying their luggage presents a significant road safety concern.
11	Leeds City Council should create a lay by with footbridge/underpass to allow vehicles to stop on Whitehouse Lane	The creation for additional car parking is one for the airport to consider, however, their existing free short stay car park normally has spaces available. The creation of a lay has been previously considered and it was concluded that such a facility would not be appropriate for the airport service road and this position remains the case.
12	This scheme disadvantages the disabled in respect to being dropped off	Blue badge holders are able to use the pick up/drop off at the Terminal Front Express area free of charge
13	What if cars legitimately break down	There is an exemption written into the Traffic Regulation Order for anyone who has broken down at these locations. Because the restriction will be monitored and enforced via CCTV, it is highly likely that the police will attend to any vehicle that has broken down to assess any potential threat.

14	The scheme was advertised under the radar	The proposals were advertised in the Local Press, on the Councils website and on site. The promotion and advertising of the Traffic Regulation Order was undertaken in accordance with the regulations as set down in the Local Authorities' Traffic Orders (Procedure) Regulations 1996.
15	Should Leeds City Council be funding this scheme	The Council has made the financial provision necessary to deliver this scheme. However, in recognition to the contribution the measures make directly to the airports operational strategy a contribution has been requested from the airport company.
16	Concerns over displaced parking	It is unlikely to displace to the residents streets as the scheme is being promoted to deter pick up/drop offs rather than parking associated with the airport. The scheme will however be closely monitored.
17	LBA poor flight information causes pick up issues	Travellers should consider contacting the driver who is collecting them once they have claimed their luggage and/or cleared Customs in order to ensure they have adequate time in the free car park.
18	How many other airports have Red Routes	Many airports in the UK have red route facilities, these include:- Liverpool John Lennon, Birmingham, Newcastle and Luton

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Developments	Service area: Highways & Transportation
Lead person: Gary Pritchard	Contact number: 0113 3787506

1. Title: Leeds Bradford Airport Red Route Clearway - Objection Report
Is this a:
<input type="checkbox"/> Strategy / Policy <input checked="" type="checkbox"/> Service / Function <input type="checkbox"/> Other
If other, please specify

2. Please provide a brief description of what you are screening
<p>To consider the impact of the proposed Red Route Clearway detailed in the Leeds City Council (Traffic Regulation) (Waiting Restrictions) (No.W02) Order 2018.</p>

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?		X
Have there been or likely to be any public concerns about the policy or proposal?	X	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none">• Eliminating unlawful discrimination, victimisation and harassment• Advancing equality of opportunity• Fostering good relations		X

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

- **How have you considered equality, diversity, cohesion and integration?** (think about the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

The proposals were advertised in the Local Press, on the Councils website and on site. The promotion and advertising of the Traffic Regulation Order was undertaken in accordance with the regulations as set down in the Local Authorities' Traffic Orders (Procedure) Regulations 1996.

- **Key findings** (think about any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

A full Equality Impact assessment is not required as the proposals do not affect the protected characteristics as the length of roads affected are already heavily restricted (no waiting or loading any time).

The proposals aim to improve driver compliance and assist colleagues to enforce more efficiently.

- **Actions** (think about how you will promote positive impact and remove/ reduce negative impact)

5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.

Date to scope and plan your impact assessment:	
Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Nick Hunt	Traffic Engineering Manager	

7. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

Date screening completed	03/09/2018
Date sent to Equality Team	
Date published (To be completed by the Equality Team)	