



**Liverpool Airport Consultative Committee
Friday, 11 September 2015**

Additional Papers

PART A – Open to the public

10 Red Route

(Pages 45 - 48)

To consider a report on the Red Route on the approach road to the airport, as requested at the meeting on 29 May 2015. Report attached.

For further information, please contact:

Mike A Jones, Democratic Services, Cheshire West and Chester Council
Tel. 01244 975996, Email: mikea.jones@Cheshirewestandchester.gov.uk

Date of Publication: 9 September 2015

This page is intentionally left blank

Date: 04 September 2015
 To: Airport Consultative Committee
 From: Lucy O'Shaughnessy, Commercial Director & Robin Tudor, Head of PR
 Subject: Red Route Briefing Note

CONTENTS

Overview of Red Route at LJLA	1
VCS Operation and processes	1
Industry Compliance and Regulations inc Byelaws	2
Statistics and Data at LJLA	3
Drop off signage	3
Conclusion	3

LIVERPOOL AIRPORT RED ROUTE OVERVIEW

The red route in operation at Liverpool John Lennon Airport is an area of Private Land visibly marked out by double red lines, where stopping for any purposes is prohibited at all times. No stopping, waiting, loading or picking up or setting down of passengers is permitted on red route double red lines.

The scheme was introduced in June 2012 due to growing congestion caused by vehicles stopping and blocking roadways and in particular, emergency access routes at the airport. This congestion created significant safety risks for other motorists and presented the risk of costly delays for emergency vehicles responding to incidents at the airport. The Airport thoroughly considered the congestion situation and was provided with guidance from a number of bodies prior to introducing the scheme including the British Parking Association (BPA), Liverpool City Council, and Merseyside Police.

VCS OPERATION & PROCESS

VCS are the operator company who manage the red route on behalf of Liverpool John Lennon Airport. The Airport team work closely with VCS to ensure the guidelines and procedures in place are implemented and are compliant with all industry best practice. The guidelines for issuing Penalty Notices cover a range of events but also include "grace periods" depending on the passenger behavior relating

to each incident. The majority of the contraventions issued are based on normal driving requirements in line with the Highway Code, DfT and Traffic management agency guidelines.

Individuals who receive a PCN and who believe they have been unfairly treated can initially appeal to VCS, if having had their appeal to VCS refused, they can subsequently appeal to an Independent Appeals Service (IAS). Although administered by the Independent Parking Committee (IPC), each appeal is dealt with by an Independent, qualified solicitor or barrister who will decide if the charge was lawfully issued. The Independent Appeals Services and Parking on Private Land Appeals assesses each case individually, and on a legal basis. The IPC have no say over the outcome of an appeal submitted to the IAS, which is Independent from the IPC.

In addition, the appeal is made at the cost of the operator, in this case VCS, and the cost is higher if the appeal is upheld so it is not within their interest to be over zealous issuing PCN's. In the six months from February to July 2015, none of the appeals made to the IPC for Liverpool John Lennon Airport were upheld in favour of the motorist.

The airport is fully supportive of VCS and strongly believes that they are effective and fair when implementing the procedures associated with the red route.

INDUSTRY COMPLIANCE AND REGULATIONS INC BYELAWS

Signage; We have over 80 high profile signs at Liverpool John Lennon Airport, which advise passengers they are entering a Restricted Zone and there is "No Stopping at Any Time". The signage in place exceeds the recognised industry standards and is compliant with the British Parking Association and Independent Parking Committee codes of practice. Our entrance signs are 2m x 1m in size and clearly visible upon each entrance to the site and the red route is clearly marked on the designated roadways.

In an effort to increase the awareness of our red route we are in the process of redesigning the eight entrance signs to adhere to DfT guidelines for Public roads.

Byelaws; The previous set of byelaws relating to an airport at Liverpool are over 30 years old and relate to a different airport site which was vacated in the mid-1980s. It is for this reason that the Airport considers those old byelaws to be obsolete and no longer applicable. It is our position that they applied only to the old airport site and have not in any way transferred to the site of the Airport today.

We are aware of the written answer issued by Baroness Kramer on 2 March 2015 as recorded in Hansard. The Airport does not agree with this answer and is not presently aware as to why this answer was given by Baroness Kramer. The Airport has written to Baroness Kramer to clarify the position.

The Airport is currently following an approval process for a new set of byelaws. These will be published once approval has been received.

British Parking Association (BPA) / Independent Parking Committee (IPC) Standards;

VCS are members of both the British Parking Association (BPA) and the Independent Parking Committee (IPC) accredited trade associations in the parking and traffic management industry. VCS became a member of the Approved Operator Scheme (AOS) with the Independent Parking Committee (IPC) on September 29th 2015. Members are required to maintain compliance with a code of practice that drives high standards in the private parking industry. Being a part of the AOS carries with it certain responsibilities and quality assurances that are audited by the IPC on an annual basis as a minimum.

They still remain a member of the British Parking Association (BPA), however are no longer a member of their Approved Operator Scheme. Their aim is to represent and promote the parking sector by raising standards and professionalism.

STATISTICS AND DATA – LJLA

During 2014 over 1.5 million vehicles moved onto and off the airport boundary. During that time 14,365 PCN's were issued 612 appealing the issued PCN. Of the appeals 266 were upheld in favour of the motorist. This demonstrates that over 99.1% of vehicle movements were made within the red route area without contravening the "no stopping at any time" request.

In the six months from February – July 2015 a total of 7,190 PCNs were issued, with 2.1% (151) appealing to the IAS. Eight of these were withdrawn from the Independent appeals process leaving 142 appeals. Of these appeals zero were upheld in favour of the motorist.

We believe this demonstrates that VCS are working vigilantly within guidelines and only issuing PCN's to those few passengers who contravene the red route request of "no stopping at any time".

DROP OFF SIGNAGE

In an attempt to add transparency to the charges associated with the Express Drop off we have positioned a 'Min £2' sign on the Gantry on the approach road to Liverpool John Lennon Airport. We have also placed several free standing A signs that advertise the free drop off facility 'Drop off 2' on Speke Hall Avenue.

CONCLUSION

The scheme was introduced in June 2012 due to growing congestion caused by vehicles stopping and blocking roadways and in particular, emergency access routes at the airport and we believe the Red Route has been successful in achieving this. Over 99% of passengers move on and off our access roads in full compliance of the restrictions and consequently we feel the signage is sufficient to make an educated decision when driving on our property.

Liverpool John Lennon Airport believes we have always implemented and operated within the recommended guidelines for key industry associations e.g. BPA, DFT and Highways Agency and believe we are acting lawfully in the way we implement management of the Airport access roads.