

# Leeds Bradford Airport Parkway Station

“You said, we listened”

January 2021

A decorative graphic consisting of two overlapping, curved bands of teal color that sweep across the bottom right corner of the page.

## What did you say in the first phase of public consultation?

Public consultation regarding the proposed Leeds Bradford Airport Parkway rail station was carried out in February – April 2019 and all information can be found [here](#). The Parkway was consulted upon at the same time as link route proposals (now discontinued) that had been developed by Leeds City Council (LCC).

<b>You said:</b>	Concern that the proposals will have a negative impact on the local area
<b>We listened:</b>	<p>Appropriate landscaping will be incorporated into the station design as the proposed location is within Green Belt land.</p> <p>The Full Business Case will need to give consideration to the carbon, air quality and construction impacts of this scheme, whether they be positive or negative. Noise and light impact will be a consideration of the planning application and the station and car park will incorporate low energy lighting.</p> <p>The purpose of this scheme is to encourage a change in the way people travel, offering a high quality and convenient public transport option. The positive impacts brought about by the station would include a reduction in traffic congestion due to improved rail access and sustainable transport options. As well as the station itself, the scheme includes cycling facilities and improved pedestrian and cycle links to encourage active travel, that will help reduce air and noise pollution.</p>

<b>You said:</b>	Leeds Bradford Airport Parkway Station does not do enough to provide access to the airport from all areas / directions
<b>We listened:</b>	<p>Given the limited amount of funds that are available and the scale of this project a new heavy rail link would not be feasible due to the high cost of £350m-£400m. In comparison, the Parkway Station does offer a convenient connection for stations on the Harrogate line from the north of Leeds Bradford Airport as well as from the south.</p> <p>Direct rail connections from Bradford have been considered but such a scheme would be prohibitively expensive (more expensive than the heavy rail link from the Harrogate Line). The Combined Authority continues to consider possible alternatives for the medium and long term to build upon the existing connections available by bus.</p> <p>The Parkway Station will be located approximately 15 minutes by train from Leeds Station and approximately 20 minutes by train from Harrogate</p>

	Station, both are interchange stations and accessible to a wide range of people.
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<b>You said:</b>	Support for Leeds Bradford Airport Parkway Station with the caveat that the current train service is improved and/or no negative impact is had on it.
<b>We listened:</b>	<p>The proposed Parkway Station would be in addition to the existing stations on the Harrogate line and would not result in any station closures.</p> <p>The Combined Authority is aware that availability of train capacity and seating is a key challenge in this area, in particular during peak hours. We are working with the rail operators on the route to influence their timetable and deployment of trains so that the services run in the way that best benefits passengers. In the medium and longer terms, the Combined Authority will work closely with the Department for Transport and Transport for North to support a case for further investment in trains and train capacity.</p> <p>No reduction in train frequency is proposed and we are looking into a potential increase in train frequency with our rail partners.</p> <p>Platforms are currently designed to accommodate six-car trains which will be sufficient to meet the requirements of the likely services.</p> <p>Passenger lifts to the platforms will be larger than those at other stations to ensure there is sufficient capacity for airport passengers with luggage.</p>

<b>You said:</b>	Concerns regarding loss of Green Belt land in relation to Leeds Bradford Airport Parkway Station
<b>We listened:</b>	We understand that the proposed location is within Green Belt land, however there are no realistic alternative options for the location of the station especially given that the railway enters a tunnel. The station will be designed sympathetically to the local environment and appropriate landscaping will be incorporated. As part of the design and planning stage, Tree Preservation Orders will be identified and taken into consideration.

<b>You said:</b>	Support for Leeds Bradford Airport Parkway Station with the caveat that parking is managed effectively e.g. it has adequate capacity and/or parking is free / cheap
<b>We listened:</b>	The car park layout is being designed to maximise ground level car parking within the space and budget available. It is estimated that 350 parking spaces can be accommodated on the land available for car parking, including spaces for blue badge holders and electric charging points. The Combined Authority and Leeds City Council have declared a

	<p>climate emergency, so the proposed level of parking needs to be, and is regarded as, compatible with the objective of reducing carbon emissions. Leeds City Council is also developing a surface access package which will enhance highway, walking and cycling routes to the station.</p> <p>Most rail station car parks in West Yorkshire do not apply charging, however, some locations are charged on a case-by-case basis. For the Parkway Station, mechanisms will be considered to prohibit airport users parking for free. Charging will continue to be considered on a case-by-case basis if it ultimately brings benefit to the passengers. As part of the Full Business Case the charging model will be determined in conjunction with the Train Operating Companies and local planning authority.</p>
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<b>You said:</b>	Support for Leeds Bradford Airport Parkway Station with the caveat that the shuttle bus is managed effectively e.g. frequency, cost, connectivity with trains etc.
<b>We listened:</b>	Leeds City Council are exploring options for connecting the station with a desire to make the mode of transport environmentally friendly. This could be a shuttle bus or semi-autonomous vehicle that will operate between the Parkway Station and airport terminal, using a dedicated pick-up point in front of the station building. At this stage, it is envisaged that the mode of transport will be free. Work is underway on defining the complementary improvements required to facilitate the shuttle bus to deliver a reliable connection.

<b>You said:</b>	Leeds Bradford Airport Parkway Station is not proposed for the right location
<b>We listened:</b>	<p>Options for the station location have been driven by track alignment, signal locations, existing structures on the rail network (including Bramhope tunnel), and proximity to Leeds Bradford Airport.</p> <p>Given the land availability, engineering, environmental and operational constraints, the location of the proposed station is regarded as the most appropriate. A range of surveys will be undertaken, including ground investigations and geotechnical assessments, so that the location can be confirmed as appropriate.</p> <p>The option for a heavy rail link was considered but ultimately ruled out due to cost.</p>

<b>You said:</b>	Improvement to and/or a shuttle bus from an existing station (e.g. Horsforth) would achieve the same goals
<b>We listened:</b>	The option of serving Horsforth rail station with an airport shuttle bus service was previously considered. The overall journey time of this option is less attractive than a Leeds Bradford Airport parkway option. Also, due to the constraints of the local highway network near Horsforth station, it

	<p>would be a challenge to provide a reliable shuttle bus service between Horsforth station and Leeds Bradford Airport. Whilst it may be feasible to operate a bus link between Horsforth station and Leeds Bradford Airport, doing so would not meet all the objectives of the Leeds Bradford Airport Parkway Station.</p> <p>Leeds Bradford Airport parkway will also serve as a park and ride station, offering commuters and other travellers greater opportunity to travel to town and city centres without having to use their cars for the entire journey. This requires a car parking facility, currently shown at 350 spaces in outline designs for Leeds Bradford Airport parkway. Horsforth station currently has 69 spaces and work to investigate options to increase parking facilities here showed only 10 additional spaces could be achieved without the acquisition of third-party land. The investigation also showed that it is not possible to make the required highway improvements that would allow safe or efficient operation of a much larger car park at Horsforth station without major impact on listed buildings at the entrance to Horsforth station and on the junction between Station Road and Troy Road which provides access to the station.</p> <p>Another objective of Leeds Bradford Airport parkway is to improve connectivity for existing and proposed businesses operating in and around Leeds Bradford Airport including to support delivery of the proposed employment hub on land adjacent to the airport. An improved Horsforth station is unlikely to be as attractive to these businesses compared with a new station located closer to their operations.</p> <p>Another significant consideration is the passenger facilities at Horsforth station, which do not match the expectation identified by stakeholders for the Parkway Station. In order to achieve the specification for a Parkway Station Horsforth would require significant improvements to its passenger facilities and again, the space available suggests that this would be very challenging.</p>
<p><b>You said:</b></p>	<p>There should be a direct rail link to the airport terminal</p>
<p><b>We listened:</b></p>	<p>An outline options appraisal study estimated that a heavy rail link that connects the Harrogate line to the airport terminal building would cost in the region of £350m-£400m, due largely to the topography and landscape of the area which would require tunnelling. The costs for the proposed Leeds Bradford Airport Parkway Station are still being refined and it is anticipated that the project will be able to deliver a similar level of benefits to those of a station at the airport, at a significantly lower total cost. The proposed station also better connects the airport with locations to the north such as Harrogate.</p> <p>Leeds City Council are currently progressing a Connectivity Study within the area which will in part, consider the longer term potential for fixed links between the proposed Parkway Station and the Leeds Bradford Airport terminal.</p>

## Find out more

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