

## Parkway Station consultation

<https://www.yourvoice.westyorks-ca.gov.uk/lba-parkway>

deadline 21/02/21

Information on the proposed station is provided on the website. You should read it with an open mind – bearing in mind that some of the claims made are quite controversial, that the viability of the proposed station and associated rail services has not yet been established (this should be addressed during preparation of the full business case), and that funding is not yet secured.

**You will be asked whether you are happy with the proposals. You should respond as you think fit.** The arguments for and against the proposal can be summarised as follows:

In favour:

- It would allow people in Leeds and Harrogate to access jobs at the airport and the adjacent Employment Hub by rail (although the final mile would require them to walk, cycle or use the proposed shuttle bus)
- It would allow air passengers to get to/from the airport by rail more quickly than is possible via other stations (but see below)
- It would provide a Park and Ride (P&R) site which might result in 350 fewer cars driving into Leeds via the A660 (but see below).

Against:

- It would be a development in the Green Belt and require about 1.5 miles of new/ upgraded roads.
- The total cost (including the new/upgraded roads) would be substantially greater than £42m and it appears that the majority of this would have to come from public funds and so would require other projects to be delayed or abandoned.
- Other, cheaper, ways of improving rail access to the airport and adjacent Employment Hub have not been fully explored (eg via shuttle buses from existing stations at Horsforth, Apperley Bridge or Guiseley).
- It is unclear how it would be possible to prevent airport employees from monopolising the 350 car parking spaces which are planned at the Parkway station (even if entry to the car park were restricted to those with a rail ticket, what is to prevent people from buying a day's parking near the airport for the cost of a rail ticket from the Parkway to Horsforth?).
- Although the Airport would benefit from being able to claim that it has a nearby station, evidence from other airports with better rail links casts doubt on whether the proposed station would actually be used by many airport passengers – hence the objective of “meeting the existing demand for sustainable access to/from the airport” may be no more than wishful thinking.
- Other, cheaper and more convenient, sites for rail-based P&R have not been fully explored even though they offer the prospect of removing well in excess of 350 cars from the A660 and A65 and of achieving a greater reduction in car miles than would be possible via the Parkway proposal (some were suggested during the first stage consultation but there is no evidence that any of them have been seriously considered – see attached appendix).
- Because it would be an additional stop on the Leeds-Harrogate line, the proposed Parkway would add to end-to-end journey times and exacerbate existing time keeping issues.

**You will be asked why you have that opinion.** Please feel free to use the arguments outlined above and in the appendix but you should give your own opinion and, ideally, express it in your own words.

**You will be asked whether you would travel to or from the airport via the proposed station** (there is an option to say that you are unlikely to use the airport at all). **Answer as realistically as you can (it is important that the planners do not have an unrealistic expectation of how many people would use the new station)** so you should think about the whole journey from you home to the airport: where you would catch the train, how you would get there (carrying luggage), how long the overall journey would

take, how much time you would allow for unexpected delays and what it might cost. Compare this with other ways of getting to the airport (taxi, private car, lift with a friend, bus ....).

**You will be asked whether you would use the new station to access towns and cities elsewhere in West Yorkshire and beyond. Again it is important that you answer as realistically as you can.**

### **Appendix – some alternative park and ride (P&R) possibilities for this part of Leeds**

Note that, while provision of P&R can reduce car traffic on the radial roads within the Leeds Outer Ring road, it can, if poorly located, result in increased car-mileage in the outer areas (a particular issue with the Parkway site is the additional traffic it would generate on the A658 and adjoining roads). A better solution, where possible, is to encourage people to access stations on foot, by bike or on special feeder bus services.

- (1) At the existing Horsforth station
  - Briefly considered at an early stage but rejected on the grounds that creation of an adequate car park would require land purchase (although this hurdle seems not to apply in the case of the Parkway proposal) and because improvement of the existing access might affect listed buildings (the alternative of providing access via Sussex Avenue or a new bridge from Tinshill Rd seems not to have been seriously considered<sup>[1]</sup>).
  - Already the most popular station on the line, it could be expanded to provide better facilities and is ideally located to attract more passengers within walk/cycle distance and to be linked to more distant parts of Horsforth, Cookridge, Ireland Wood, Adel, etc, via feeder buses.
  - An improved station at Horsforth could persuade drivers to access Leeds by rail rather than by car – reducing traffic on the A660 and A65.
  - Provision of adequate off-street parking would reduce the current problems caused by station users parking in adjacent streets.
  - A shuttle bus link to the Airport and Employment Hub could be provided if demand were sufficient (using existing roads the journey would take about ten minutes longer than from the proposed Parkway but this could be reduced if a new bus-only link were provided direct to Scotland Lane (funded, of course, by the Airport if they wanted to make use of it).
  - The existence of a turn-back facility to the north of the station gives scope to increase the frequency of train services from between Leeds and Horsforth. And this, together with its links to the local communities and conventional bus networks, could allow it to become a successful multi-modal hub which might, incidentally, provide a more popular means of accessing the airport than the proposed Parkway could ever be.
- (2) New station at Horsforth Woodside
  - Proximity of Leeds Outer Ring road makes it potentially attractive to people whose route in to Leeds crosses the Ring road at the A65, Low Lane, the A660 or Weetwood Lane.
  - Unfortunately, availability of land for parking is not what it was (permission has now been given for new housing in the old quarry) but the site could be a focus for feeder bus services serving Horsforth, Cookridge, Adel, West Park, etc.
  - Note that, as would be the case with the proposed Parkway station, it would be an additional stop on the line and so increase end-to-end journey times.
- (3) At Menston Station
  - Potentially attractive to Otley Residents (much closer than the Parkway site) but possibilities for increased parking provision are limited (multi-storey provision would be expensive, land to the NW of Buckle Lane would require ½ mile walk) but, irrespective of whether additional parking space is provided, access to/from Otley could be improved by providing feeder buses.
- (4) At Weeton Station
  - Modest potential (although might attract people living in Pool) and would require purchase of land for additional parking spaces.
- (5) At Lawnswood
  - Could be an ideal location to intercept drivers from Otley, Bramhope, Cookridge/Ireland Wood and Adel and might also serve Alwoodley and West Park.
  - Could be a focus for feeder bus services from Cookridge/Ireland Wood, Adel, etc.

- Would only be viable if there was effective bus priority up and down the A660
- There is less space than there was because some of the land formerly reserved for P&R has been sold for other purposes.

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<sup>[1]</sup> The relevant text in the “You Said, We Listened” section of the current consultation is the same as it was at the time of the previous consultation and offers to discuss the possibilities have not been taken up.