

Appendix C: Leeds Bradford Airport Surface Access - Summary of Public Consultation & Engagement

Introduction

An initial period of public consultation was carried out around three broad corridor options for an airport link route between November 2015 and February 2016. Between February and April 2019, a further phase of public consultation and engagement was undertaken around the more detailed three highways options and around the proposed LBA Parkway Station. The purpose of this appendix is to provide a summary of the outcomes of both periods of public consultation and engagement

Initial Public Consultation 2015-16

The 'Leeds Bradford Airport Link Route - Report of Initial Public Consultation' was published in February 2019 and detailed the process involved in preparing and conducting the initial consultation, and provided a summary of the outcomes of the consultation. The report detailed the main themes emerging from public feedback which were:

- Support for a rail link to the airport
- Concerns over congestion and rat-running
- Opposition to all three highways options
- Issues relating to airport growth and location
- Environmental impacts and greenbelt protection
- Lack of detail
- Minimise impacts / design concerns

In total 2207 completed survey responses were received. The majority of respondents were airport users (61%) and 41% respondents were local residents who also use the airport.

Question 1 asked respondents 'How significant do you think the following issues are on roads in Horsforth, Rawdon and Yeadon and also to/from the airport?'. The responses to this question are displayed in Table 1. The numbers are the total of respondents selecting that option, the percentages shown are percentages of the total number of respondents (2207). Congestion on main roads emerged as a big issue in this area with 70% respondents citing this as a 'major problem'. Rat-running on local roads and slow or unreliable bus services also seem to be significant issues.

Table 1 – Significance of issues

	Not a problem	Moderate Problem	Major Problem	Don't know/ no view
Rat – running on local roads	279 (13%)	815 (37%)	795 (36%)	310 (14%)
Congestion on main roads	131 (6%)	461 (21%)	1524 (69%)	83 (4%)
Slow or unreliable bus services	307 (14%)	641 (29%)	833 (38%)	413 (19%)
Road safety	389 (18%)	938 (43%)	597 (27%)	269 (12%)
Lack of walking/cycling provision	543 (25%)	682 (31%)	701 (32%)	264 (12%)

Respondents were asked to express their overall opinion of the proposals for a link road (without being specific about their preferred option). Of the 2207 respondents, 55% were opposed and 36% were supportive, the remainder responded “No feeling either way”, “Don’t know” or left the response blank.

When asked which of the three link route options they preferred, most respondents (29%) selected Option C (upgrading the existing route). Option A was selected by 20% of respondents and Option B 14%. A significant number of respondents stated they had ‘no preference’, did not answer or said they ‘didn’t know’ (36%).

Of the 1213 (55%) respondents ‘not in favour’ or ‘definitely not in favour’ of the link road proposals, over one third suggested they favoured Option C (upgrading the existing route) (Figure 5). Of the 785 (36%) respondents who were ‘in favour’ or ‘strongly in favour’ of the link road proposals (question 2), Option A was preferred by 46%, Option B by 26% and Option C by 16%.

Connecting Leeds Bradford Airport Public Consultation 2019

The subsequent phase of public consultation was held between February and April 2019. A total of 2268 direct responses were received, constituting 2069 survey responses, and 199 letters/emails. It is anticipated that a full report of the consultation will be published in December 2019. This period of consultation and engagement involved:

- A series of 6 public drop-in sessions in locations close to the proposals;
- A series of press releases;
- Use of various social media channels to promote the engagement;
- Links to the main Your Voice webpage were hosted on LCC’s website, WYCA’s website and the consultation and engagement webpage on the Metro website;
- A series of bespoke emails were sent out to two wide ranging stakeholder databases totalling around 3500 contacts;
- A variety of promotion tools were utilised including pre-existing newsletters, posters in bus shelters and other locations, leaflets, real time information displays and internal channels
- Leaflets and business card sized hand outs were distributed to passengers at local rail stations;
- Leeds Involving People were employed to undertake a program of public outreach designed to ensure maximum public awareness of the consultation events and online feedback process.

The key themes emerging from this period of public engagement were:

- The majority of respondents agreed that Leeds Bradford Airport has an important role to play in the Leeds City Region economy (80% respondents agreed or strongly agreed)
- The majority of respondents agreed that there is a need for better surface access to the airport (76%) and that there are existing traffic congestion issues in the area (72%).
- Half of all respondents (50%) indicated they are happy with proposals for the Parkway station (29% unhappy, 20% neutral). Of those likely to use the rail station to access the surrounding area, over half (59%) currently travel by car, representing a potential mode shift.
- Many respondents felt there should be a direct rail link to the airport terminal.
- Across all three road options, more respondents were unhappy than happy with the proposals. Of the three road options, option A was most favoured (40% happy, 48% unhappy).
- Geographically, respondents who were unhappy with Option A, tended to live closest to the proposed new road – in Horsforth and Rawdon.
- Many respondents identified the need to address a different part of the road network first
- As with Option A, those who live nearest to Option B and C, perceive it to be more negative.
- Many respondents who stated they were unhappy with the Option C proposals, stated that they didn’t think the proposals would not address traffic congestion.