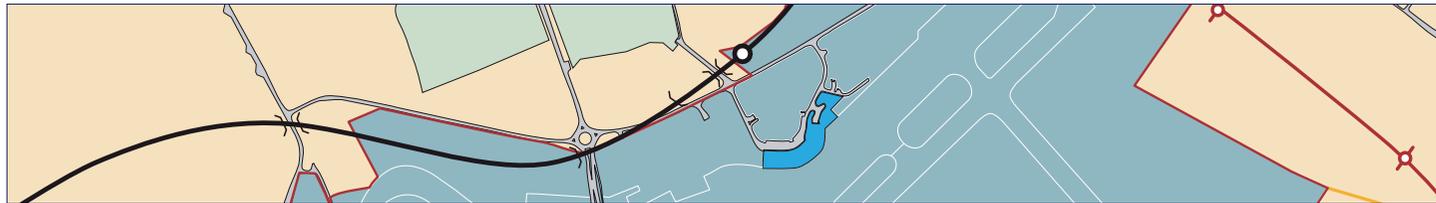


# Leeds Bradford International Airport Surface Access Strategy Summary



## Context



To emphasise the need to enhance surface access to the Airport, the Aviation White Paper, “The Future of Air Transport” (Department for Transport, 2003) specifically states that:

“Improvements to both public transport and road access to the airport may also be required in the medium term as passenger volumes continue to grow”.

A major Government objective, identified in the White Paper, is to increase the proportion of passengers who travel to and from airports by public transport. Key factors in considering proposals for new airport capacity are ensuring easy and reliable access, which minimises environmental, congestion and local impacts. As a first stage in the response to the White Paper, LBIA has prepared a revised Masterplan, and a supporting revised Surface Access Strategy (SAS). This document is a summary of the revised SAS for LBIA, responding to the new emphasis on surface access within the White Paper.

The document is intended to be entirely complementary to the Airport Masterplan and the supporting regulatory policy documents for the Region, and is commended to the key stakeholders for ongoing implementation.

The Airport plays a vital role in the economy of the Yorkshire and Humber Region. The role of the Airport is set out clearly in The Northern Way, a forward development growth strategy for the three northern regions, and in the RSS. The Regional Spatial Strategy (RSS) (Yorkshire and Humber Plan) is being developed by the Yorkshire and Humber Regional Assembly (Y&HA), and public consultation took place between January and April 2006.

The consultation document on the draft spatial vision and strategic approach recognises the important role of the Airport in supporting the economy of the emerging “City Region” taking in Leeds and the surrounding districts. The consultation document also recognises the crucial need to improve surface access to LBIA, and that a new public transport link is:

“critical if proper integration of the city region’s airport is to be achieved, and the competitiveness of the city region is to be enhanced.”

The revised SAS determines a range of key transport interventions required over the next 10 – 15 years that would support the sustainable growth of the Airport and offer real choices to passengers and staff across the range of transport modes. These future connections include a new rail link to directly serve the Airport, and a new highway link to the Airport from the A6120 Leeds Outer Ring Road.

## The Masterplan



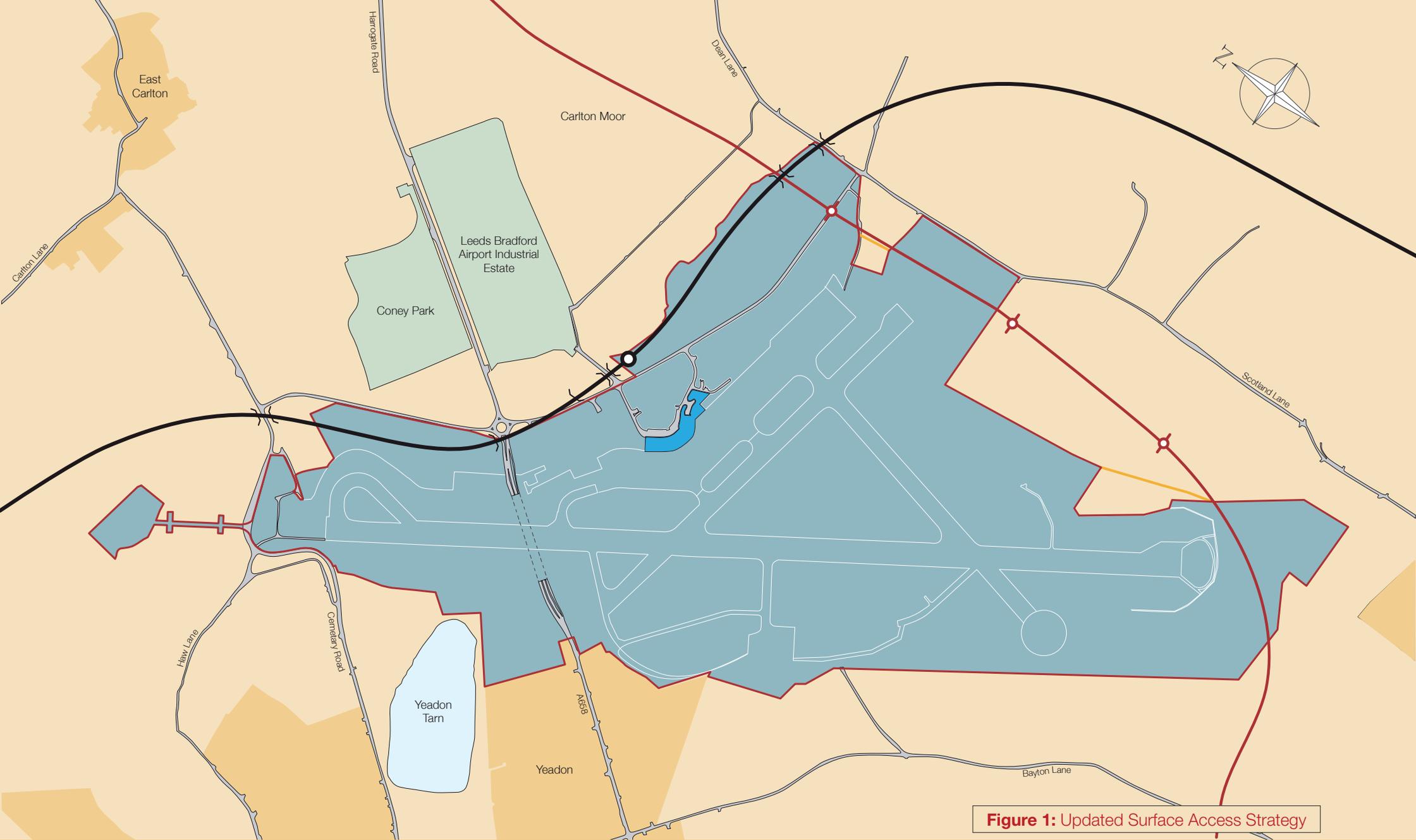
The Masterplan (available on the Airport website: [www.lbia.co.uk](http://www.lbia.co.uk)) covers the period from 2005 to 2016, and some longer term proposals up to 2030, and is intended to be entirely complementary to the supporting regulatory policy documents for the Region. The Airport Company intends to undertake future developments in a sustainable way, to minimise the effects on the environment and to ensure that local people are consulted and involved as appropriate to alleviate as far as possible any concerns over the development of the Airport.

It is recognised that the proposals embodied in the Masterplan are dependent upon projections of future air traffic, which in turn are closely related to regional and national economic growth, to changes in technology and to national airport policy. The Masterplan is based upon forecasts of 5.1 million passengers per annum in 2016 and 8.3 million passengers per annum in 2030. As assumptions have to be made about all the factors which influence future growth, the Airport Company considers it prudent to adopt a flexible approach to future development to enable it to react promptly to any unforeseen changes. In development pressures and the business climate.

The Masterplan includes details on surface access proposals considered within the revised SAS, linked to the projected growth forecasts. Clearly, such an increase in passenger numbers will have a corresponding increase in the level of trips to the Airport, and the revised SAS seeks a sustainable means of accommodating these additional trips. Fundamental to our future growth is the need for new road and rail links to the Airport, as shown on Figure 1 opposite. The road link is intended to connect the A6120 Leeds Outer Ring Road with the A658 at Carlton Crossroads, and the rail link provides a connection between the Harrogate Line north of Horsforth and the Wharfedale Line north of Guiseley. Both proposals not only enhance surface access to the Airport, but have significant contributions to City Region connectivity, particularly to Bradford, Wakefield, Harrogate and York, as well as M1/A1 north - south and trans Pennine corridors.

Using the Department for Transport’s definition of “public” transport (ie; non-car) the current mode share at LBIA is 36%. Accordingly, taking account of the measures being proposed, two new targets are suggested within the revised SAS:

- To achieve a public transport mode share of 40% by 2009
- To achieve a public transport mode share of 50% by 2016



**Figure 1: Updated Surface Access Strategy**

- |            |                          |                                     |
|------------|--------------------------|-------------------------------------|
| <b>Key</b> | Urban Areas              | Existing Terminal Building          |
|            | Current Operational Area | Possible Road Link with Roundabouts |
|            | Proposed UDP Amendment   | Possible Rail Link with Station     |

## Action Plan



The following are seen as the principal short term actions to achieve a 40% public transport mode split by 2009:

- Complete the A65 Quality Bus Initiative;
- Look to provide additional bus services to areas not currently covered, such as North Leeds, Tadcaster, Wetherby and York;
- Continue feasibility work into the new rail link between Horsforth and Guiseley via the Airport, in conjunction with future improvements to the Leeds – Harrogate Line;
- Continue to encourage the use of courtesy buses/minibuses and provide adequate facilities for pick-up/drop-off as necessary;
- Continue to develop and implement the Airport's Green Travel Plan;
- Review the highway network in the vicinity of the Airport and implement road improvements as necessary;
- Further feasibility work on the provision of a new road link from the A65 following completion of the A6120 study;
- Maintain car parking ratios at a level lower than other northern airports, and plan to provide decking for the short stay car park;

The following are seen as the key medium term actions to ensure that satisfactory surface access to LBIA is maintained and to achieve a 50% public transport mode split by 2016:

- Provision of a new rail link between Horsforth and Guiseley that serves the Airport;
- Provision of a new highway link from the A65 to the Airport, coupled with an upgrade to the Leeds Outer Ring Road;
- Sustainable growth around the new transport facilities that offer benefits to non-airport users;
- Continue to review the highway network in the vicinity of the Airport and implement road improvements as necessary;
- Monitor car parking ratios once new public transport facilities are operational, and provide any new car parking adjacent to, or above, transport hubs, or by the further use of decking over existing car parks.

## Delivering the Revised Strategy



The Aviation White Paper was explicit about where the Department for Transport feels that responsibility lies in delivering surface access strategies at UK airports:

“Responsibility for bringing forward proposals and securing funding lies with the airport operators, working closely with the DfT, SRA, HA and regional and local bodies”.

This puts LBIA firmly at the heart of delivering the revised SAS, with those organisations specifically mentioned, and also with other public bodies, the private sector, such as transport operators, and in consultation with local residents.

The work in preparing the revised SAS has already demonstrated the value of early consultation with partners such as Local Authorities, Metro, Yorkshire and Humber Assembly, Yorkshire Forward, Highways Agency and Network Rail, on the emerging themes of the revised SAS. As the strategy is refined and delivered, this role must be maintained, principally through the Airport Transport Forum, the members of which have also been involved in the preparation of the document and in approving its key recommendations.

All of the elements of the SAS will be delivered in a phased way, depending on factors such as necessity, availability of funding, and whether statutory procedures are required for one or more individual elements. As many of the short term measures as possible should be delivered by the end of 2006, and will indicate significant progress in the SAS to the Department for Transport in advance of the Aviation White Paper review.

However, whilst other elements of the strategy are earmarked for delivery beyond 2009, it is evident that, if these dates are to be met such that the new public transport mode share targets can be achieved, planning must continue over the next two years in order to secure support and funding.

For further information relating to the Airport Masterplan or the Surface Access Strategy please contact:

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or visit the website at [www.lbia.co.uk](http://www.lbia.co.uk)