

Elland Rail Station and Access Package Phase 2

Engagement Report

**The West Yorkshire Combined Authority Consultation and
Engagement Team**

August 2020



1. Background

The West Yorkshire Combined Authority and Calderdale Council are currently developing plans to build a new rail station in Elland and introduce a series of improvements, known as the Access Package, to make it easier to walk and cycle to the new station from across the town and the wider area.

During summer 2018, a period of public engagement took place on these proposals which was almost unanimously positive with 94% of respondents stating that they were happy or very happy with the plans. The feedback received was then used to help us develop the proposals further and we are now running a second phase of public engagement which will allow you to comment on these updated plans. Some of the ways your feedback has helped progress the scheme to date are highlighted in our 'You Said, We Listened' document which can be found by visiting www.yourvoice.westyorks-ca.gov.uk/elland2020.

The proposals have the following objectives and benefits:

- To improve journey time reliability for journeys to/from Elland
- To provide opportunities to park and ride
- To increase the number of journeys made by train to/from Elland in order to support economic growth while reducing carbon emissions
- To relieve road congestion including on the A629
- To attract new investment to Elland and retain existing employers in the area
- To increase the accessibility of Elland from within and beyond the Leeds City Region
- To support future housing growth in Elland and western parts of Brighouse by reducing transport constraints to development

2. Engagement Objectives

- To promote the Elland Rail Station & Access Package engagement
- To inform people of the changes made following the phase one engagement
- To inform people of the current proposals
- To gather views to inform the future development of the scheme

3. Methodology

Information provision and feedback submission

- The engagement was open from 13 July to 16 August.
- The engagement was hosted on the Your Voice digital engagement hub (www.yourvoice.westyorks-ca.gov.uk/elland2020) which contained information on the proposals and an online survey allowing respondents to provide feedback.
- Responses were also accepted via email or letter, though letter was discouraged due to the current restrictions imposed by the COVID-19 pandemic.
- The Your Voice site hosted a Question & Answer tool (Q&A) which allowed participants to submit any queries for the project team to respond to. To ensure compliance with the GDPR, responses were either sent privately or made public depending on the nature of the query and the information provided within it.

Outreach and promotion

- A press release was sent out
- Various social media channels were used to promote the engagement including Facebook, Twitter and LinkedIn.
- Links to Your Voice were hosted on the CA's website, Calderdale Council's website and the consultation and engagement webpage on the Metro website
- A series of bespoke emails were sent out to four wide ranging stakeholder databases totalling around ~1200 contacts
- The engagement was advertised via the Metro Messenger newsletter
- Posters were placed on bus shelters and local amenities within Elland

Data cleansing

Before analysis commenced the raw data set was cleaned to ensure that any test responses, blank responses and duplicates were removed.

Quantitative Data Analysis

The quantitative responses from the survey were analysed using standard frequency counts and percentages.

Qualitative Data Analysis

This survey contained three open text questions. The analysis of this type of free text qualitative data is commonly undertaken using thematic coding. This process involves the identification of themes that are present throughout the dataset and the assignment of responses, or elements of responses, to these themes. Comments relating to each theme are then grouped together and counted which allows the most common themes to emerge, thus aiding a deeper understanding of respondents' feelings and thoughts regarding the proposals. An initial framework of codes/themes is developed by a preliminary examination of the dataset but can be added to as a more detailed analysis is undertaken.

4. Summary of Responses

A total of 238 responses were received. These can be categorised as follows:

- Survey responses: 230
- Emails: 7
- Questions via the Your Voice Q&A tool: 1

In addition to this, there were 2621 visits to the Your Voice webpage from 2442 individuals with 907 downloading documents and 61 visiting the FAQs page.

Visitors came from a number of channels with over half (52%) coming via social media and around a third (32%) coming direct to the site (**Figure. A**).

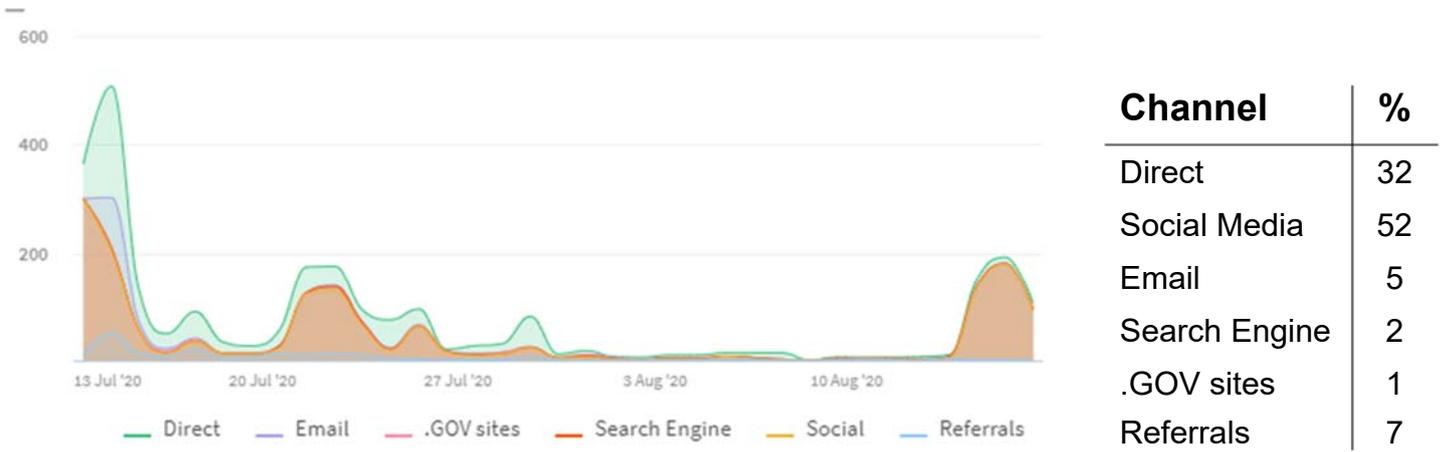


Fig. A. Number of visits over time to <http://www.yourvoice.westyorks-ca.gov.uk/elland2020> split by channel.

5. Survey responses

5.1 Elland Rail Station

Survey

A marked-up questionnaire showing a full statistical analysis is available in **Appendix. A.** and a summary of the key points can be found below.

A total of 230 surveys were completed. Respondents were almost unanimously in favour of the proposed rail station with 94% stating that they were either happy or very happy with the plans (**Figure. B**).

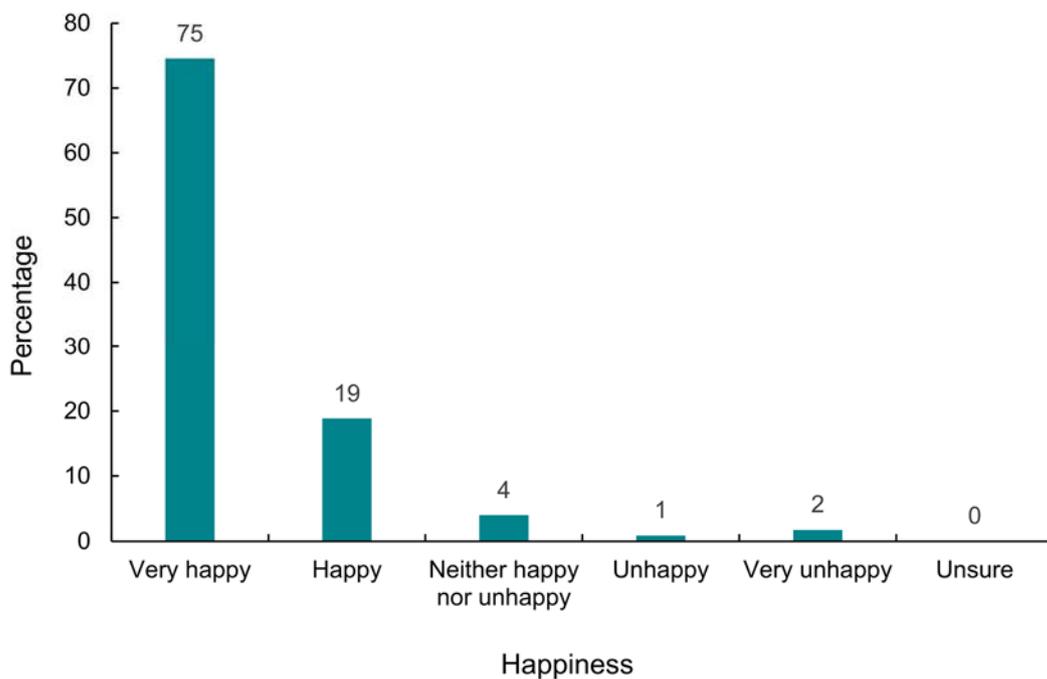


Fig. B. Graph showing how happy respondents were with the proposals for a rail station in Elland. ($n = 228$)

When asked to expand on their answer, respondents provided a wide variety of feedback including aspects of the plans they support, suggestions for additional improvements and areas that they are less content with. A full list of all the themes covered can be found in **Appendix. B** and a list of the most frequently mentioned comments for each sentiment can be found in **Figure. C** below.

Figure. C. Table showing the most frequently mentioned themes in response to the question: How happy or unhappy are you with our proposals for a rail station in Elland? Please tell us more. Do you have any comments on the proposals for the station? Is there anything else we should be thinking about at this stage?

The table contains the top ten themes for each sentiment. In instances where there were multiple themes ranking tenth, these were all included. In some instances, there were fewer than ten.

Theme	Tally
Very happy	
General support for the rail station	33
The proposals will make it easier for residents of Elland to access other areas	19
The proposals will have a positive impact on Elland's economic regeneration	18
These proposals are long overdue. Get on with it.	10
No – I have no comments	8
The proposals will help to reduce traffic congestion	7
There is a need for sufficient and/or secure cycle facilities	5
There is a need for integrated links from the station to other modes of public transport	5
Concern that the design is not aesthetically pleasing	5
Query regarding the routes and/or timetable of the train services that would call at Elland rail station	5
Miscellaneous	5
Happy	
General support for the rail station	5
The proposals will help to reduce traffic congestion	3
Miscellaneous	3
The current bus services are inadequate and a train station will help improve the transport offer	3
The proposals will make it easier for residents of Elland to access other areas	2
These proposals are long overdue. Get on with it.	2
There is a need for integrated links from the station to other modes of public transport	2
There is a need for access and facilities for those with a disability including measures such as accessible ticket machines for those with a visual impairment, covered parking for those with a disability, colour contrast on floors and curbs, minimal steps, a facility that provides drinking water for guide dogs, audio visual information, large accessible toilets and markings on any glass doors to ensure that guide dogs can see them	2

There is a need for changing places facilities	2
Suggestion that the station should be located 1.5km west of the proposed site so that it ties in with existing bus services	2
Query regarding bus services in the area	2
Query regarding the presence of CCTV	2
Neither happy nor unhappy	
General support for the rail station	2
There is a need for toilets	2
There is a need for free parking	1
There is a need for access and facilities for those with a disability including measures such as accessible ticket machines for those with a visual impairment, covered parking for those with a disability, colour contrast on floors and curbs, minimal steps, a facility that provides drinking water for guide dogs, audio visual information, large accessible toilets and markings on any glass doors to ensure that guide dogs can see them	1
There is a need for integrated links from the station to other modes of public transport	1
Suggestion that the station should be located 1.5km west of the proposed site so that it ties in with existing bus services	1
I hope the station will help queues on bypass	1
Concern that the design is not aesthetically pleasing	1
Concern that the development will have negative impacts on the environment and biodiversity - areas of particular concern include the trees behind Oliver Meadows estate railways sidings.	1
Query regarding the current presence of the travelling community and/or the impact that the proposals will have on them and/or the impact they will have on the proposals	1
Unhappy	
There is a need for sufficient and/or secure cycle facilities	1
There is a need for sufficient and/or easy access parking	1
There is a need for sufficient parking to prevent users parking on local streets and/or in the town centre	1
There is a need for integrated links from the station to other modes of public transport	1
Concern that the location of the station is too far out of Elland	1
Concern that the design is not aesthetically pleasing	1
Very unhappy	
There is a need for sufficient enclosed waiting areas	1
There is a need for integrated links from the station to other modes of public transport	1
Concern that the train service calling at Elland will not be frequent enough	1

Concern that the development will have negative impacts on the environment and biodiversity - areas of particular concern include the trees behind Oliver Meadows estate railways sidings.	1
Concern that the building work will cause disruption for surrounding areas	1
There is no need for this station due to the close proximity to other stations	1
Unspecified	
Concern that the train services calling at Elland will not be frequent enough	1

Respondents were then asked how likely they would be to use a rail station in Elland. A total of 90% said they would be likely or very likely to use the station with only 5% stating that they would be unlikely or very unlikely (**Figure. D**).

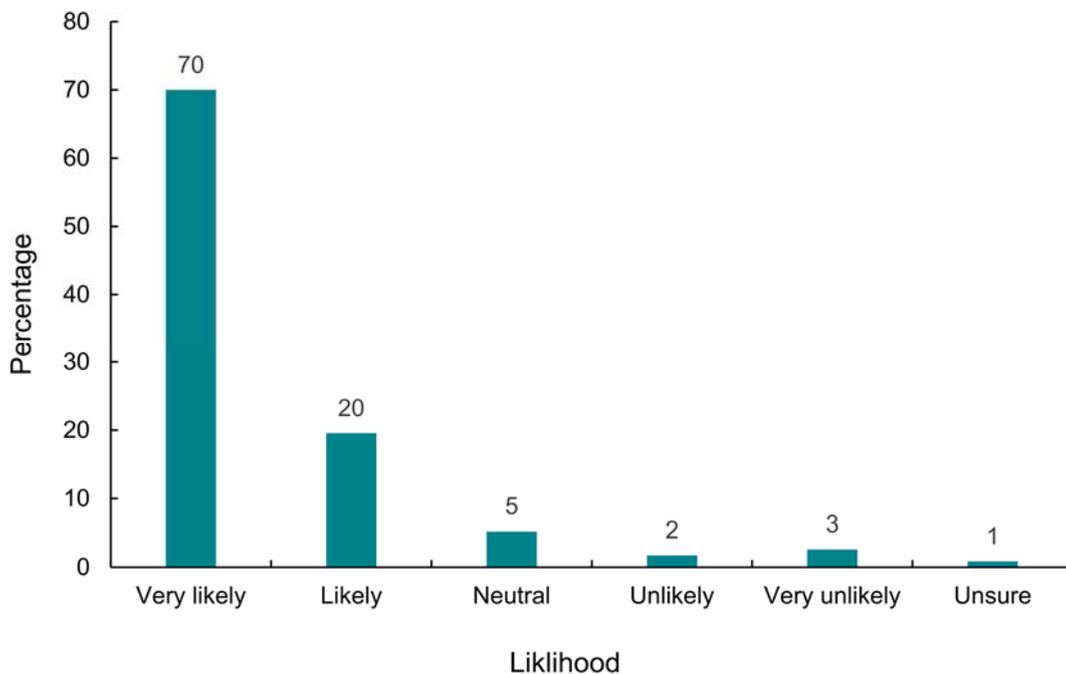


Fig. D. Graph showing how likely respondents were to use a rail station in Elland. (n = 230)

When asked to explain their answer, once again respondents provided a wide variety of feedback. A full list of all the themes covered can be found in **Appendix. C** and a list of the most frequently mentioned comments for each sentiment can be found in **Figure. E** below.

Figure. E. Table showing the most frequently mentioned themes in response to the question: How likely would you be to use a rail station in Elland? Please explain your answer

The table contains the top ten themes for each sentiment. In instances where there were multiple themes ranking tenth, these were all included. In some instances, there were fewer than ten.

Theme	Tally
Very likely	
To access Leeds	34

To access other places (general)	29
Using the station would save me having to travel from Elland to a different town to catch a train to access further destinations	28
The station would enable me to reduce my car usage	20
To access Manchester	19
To access Elland	13
To access Huddersfield	13
To access Halifax	11
I and/or my family would use the station	9
I currently have to catch the bus whereas the train would be quicker / easier	8
Likely	
To access Leeds	7
Miscellaneous	5
To access other places (general)	4
To access Manchester	4
Using the station would save me having to travel from Elland to a different town to catch a train to access further destinations	4
To access Elland	3
The station would enable me to reduce my car usage	3
I and/or my family would use the station	3
I live close to the station	2
To access Halifax	1
Using the station would make my journey easier	1
The station would reduce congestion	1
I live equidistant between Elland station and Rastrick station so could use either	1
Usage would depend on the provision of charging points for electric cars	1
I have no need to use the station at present but would consider using if my circumstances changed	1
Suggestion that more people would use that station if there were ramps rather than steps	1
Neutral	
I don't regularly visit Elland but I may consider going there if there was access by train	3
To access Elland	2
Would save me having to travel from Elland to a different town to catch a train to access further destinations	2
Miscellaneous	2

To access Leeds	1
Usage would depend on the route and timetable of the service	1
Usage would depend on accessibility by bus	1
Unlikely	
I wouldn't use the station if it wasn't staffed	1
I wouldn't use the station if parking wasn't free	1
I don't live in Elland	1
I drive to work	1
Another station is closer to where I live	1
Very unlikely	
I drive to work	1
The proposed services are not frequent enough	1
I rarely use trains	1
If this station was 1.5 km west, I would use it instead of Halifax	1
There is no current problem with access to Elland – the station is not needed	1
Miscellaneous	1
Unsure	
I have no need to use the station at present but would consider using if my circumstances changed	1
The proposed services are not frequent enough	1

Respondents were then asked what their most likely reasons for using the rail station would be. The highest rated reason was leisure (74%), followed by shopping (55%), work (49%) and visiting family or friends (41%) (**Figure. F**).

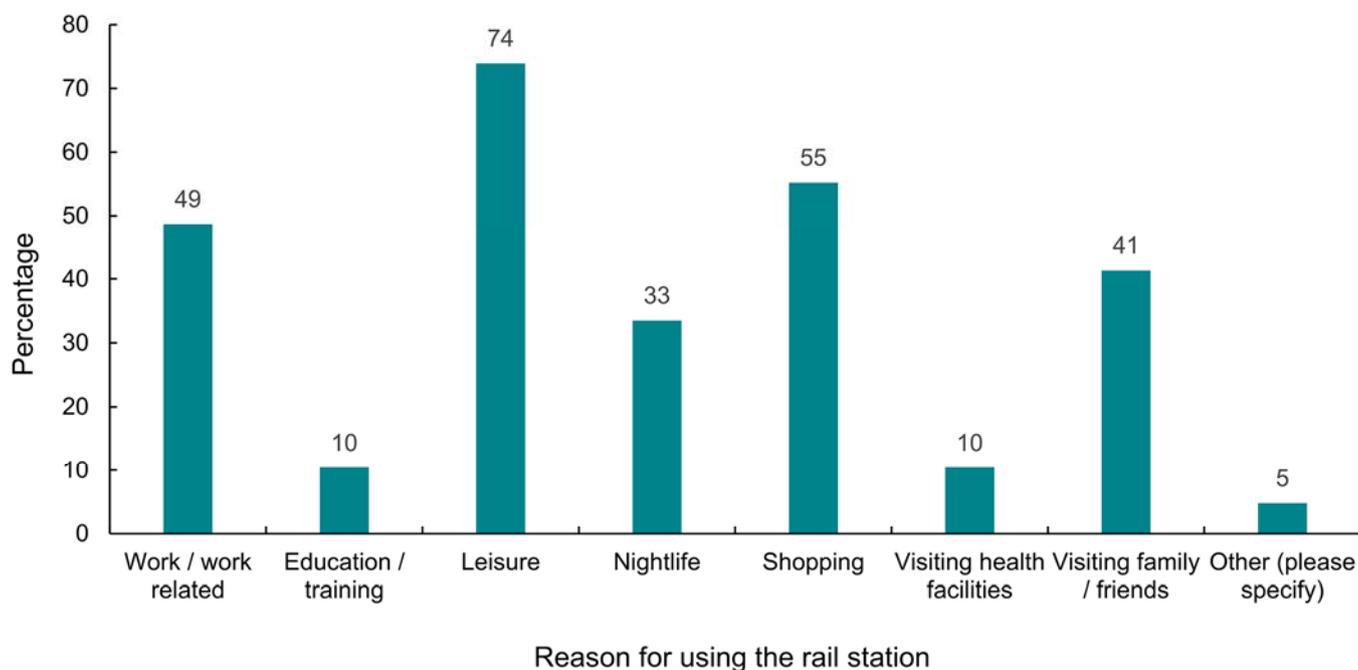


Fig. F. Graph showing respondents likely reasons for using the rail station would be. (n = 230)

Respondents were also asked how they would be most likely to access the proposed rail station. The most frequently selected methods were walking (67%) and driving a car (42%) (**Figure. G**).

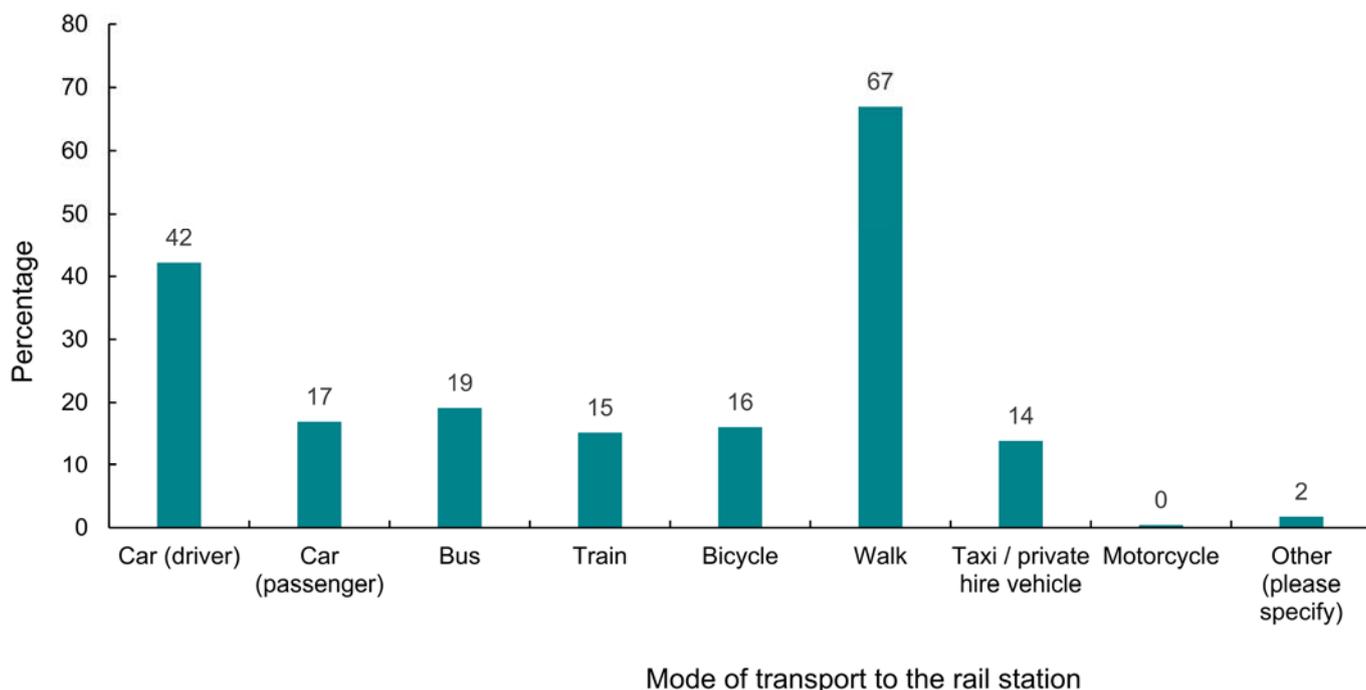


Fig. G. Graph showing respondents likely modes of transport to the proposed rail station. (n = 230)

5.2 Elland Access Package

Respondents were asked how happy they were with the proposals to improve car-free travel to the proposed station from across Elland and the wider area. Over three-quarters of respondents (80%) were happy or very happy with the proposals with only 6% being unhappy or very unhappy (**Figure. H**).

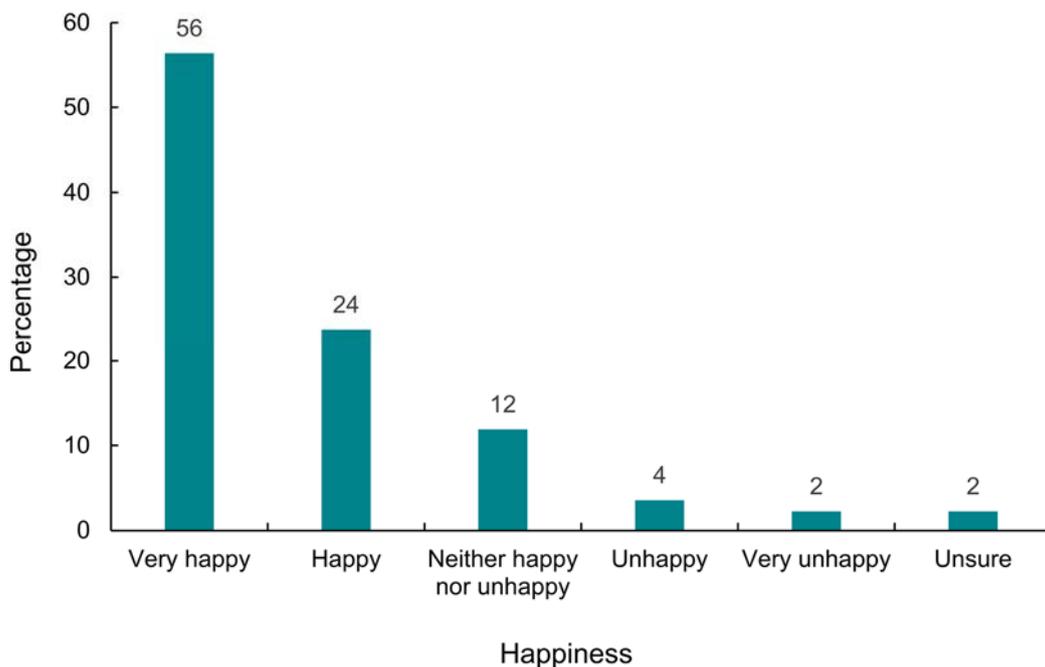


Fig. H. Graph showing how happy respondents were with the proposals for Elland Access Package. (n = 227)

When asked to provide further details behind their answers, respondents provided a wide variety of feedback which again included aspects of the plans they support, suggestions for additional improvements and areas that they are less content with. A full list of all the themes covered can be found in **Appendix. D** and a list of the most frequently mentioned comments for each sentiment can be found in **Figure. I** below.

Figure. I. Table showing the most frequently mentioned themes in response to the question: How happy are you with our proposals to improve car-free travel to the proposed station from across Elland and the wider area? Please tell us more. Do you have any comments on the proposals for the station? Is there anything else we should be thinking about at this stage?

The table contains the top ten themes for each sentiment. In instances where there were multiple themes ranking tenth, these were all included. In some instances, there were fewer than ten.

Theme	Tally
Very happy	
General support for the proposals	9
The proposals will help reduce traffic on the roads therefore reducing traffic congestion	7
No – I do not have any comments	6
The proposals will encourage more people to use public and active modes of transport	5
General support for Elland Bridge	4
There is a need for sufficient and/or secure cycle facilities	3
Miscellaneous	3
These proposals are long overdue. Get on with it.	2
There is a need for strong security measures	2
Suggestion that traffic lights should be installed at the junction between Briggate and Century Road	2
Query regarding the current presence of the travelling community and/or the impact that the proposals will have on them and/or the impact they will have on the proposals	2
Happy	
General support for the proposals	6
Miscellaneous	4
No – I do not have any comments	3
General support for Elland Bridge	2
The proposals will encourage more people to use public and active modes of transport	2
There is a need for sufficient and/or secure cycle facilities	1
There is a need for electric car charging points	1
There is a need for more parking spaces	1

There is a need for regular access by public transport from the surrounding area such as Greetland, Stainland, Barkisland and Ainley Top	1
Suggestion that there should be a bus service reinstated on Lower Edge Road	1
Concern that the plans will cause increased congestion around the Elland Riorges Link if the timings of the traffic lights are not reviewed	1
The diagrams are confusing	1
The detail of the plans is difficult to see on a phone	1
Query regarding the bridge from Park Road to Gas works – why is this still shown on plans if it is not being built?	1
Query regarding the potential for widening and extending crossings to accommodate commuters	1
Neither happy nor unhappy	
Miscellaneous	7
No – I do not have any comments	2
The proposals will improve safety for pedestrians by providing increased lighting and CCTV etc.	1
There is a need for sufficient and/or easy access parking	1
There is a need for sufficient lighting	1
There is a need for increased provision for those less able to walk or cycle	1
Concern that the proposed route through Park Road is currently unsafe and unappealing	1
Concern that the West Vale Bridge will not be cost effective	1
Concern that this link will not make Elland more accessible and will just cause increased congestion	1
Query regarding the current presence of the travelling community and/or the impact that the proposals will have on them and/or the impact they will have on the proposals	1
Query regarding the integration of bus services with the rail station	1
Unhappy	
Miscellaneous	7
No – I do not have any comments	2
The proposals will improve safety for pedestrians by providing increased lighting and CCTV etc.	1
There is a need for sufficient and/or easy access parking	1
There is a need for sufficient lighting	1
There is a need for increased provision for those less able to walk or cycle	1
Concern that the proposed route through Park Road is currently unsafe and unappealing	1
Concern that the West Vale Bridge will not be cost effective	1

Concern that this link will not make Elland more accessible and will just cause increased congestion	1
Query regarding the current presence of the travelling community and/or the impact that the proposals will have on them and/or the impact they will have on the proposals	1
Query regarding the integration of bus services with the rail station	1
Very unhappy	
There is a need for free parking	1
Concern that the building work will cause disruption for surrounding areas	1
I am not happy that the proposed footbridge from Park Road into the River Park area has been deemed unfeasible and removed from the scheme	1
These proposals are not needed and the money should be spent elsewhere	1
Query regarding bus services	1
Miscellaneous	1
Unspecified	
Suggestion that there should be a more integrated, segregated cycling network	1
No – I do not have any comments	1

6. Emails

A total of seven emails were received in relation to this period of engagement. Of these, five were from individuals (**Appendix. E.1**) and two were from campaign groups (**Appendices. E.2 & E.3**). A summary of the key themes can be found below. However, it is highly recommended that decision makers read **appendices E.2 and E.3** in full as they contain valuable insights that are too detailed to summarise.

Email One:

- These proposals are long overdue. Get on with it.
- Concern that the line through Elland is likely to be used for diversions during the next few years when there is engineering work on the Huddersfield line as part of the TransPennine Route upgrade
- Concern that the plans will never come to fruition

Email Two:

- There is a need for a link to Cleckheaton

Email Three:

- Elland often suffers from inclement weather and the station would benefit from roofs over the platforms.

Email Four:

- I strongly support the plans for a rail station in Elland

Email five:

- I support the proposals for a rail station in Elland

- I support the proposals for Elland bridge
- I support the proposals for West Vale bridge
- Thank you for including ACDAF in the engagement

Email Six (HADRAG and Railfuture Yorkshire):

- We are very happy with the proposals for a rail station in Elland
- Elland often suffers from inclement weather and the station would benefit from roofs over the platforms - due to the ongoing impacts of the COVID-19 crisis, open-fronted canopies may be more appropriate than smaller enclosed “bus shelters”
- Suggestion that lifts are not always reliable and it would be more appropriate to have stairs at one end and ramps at the other
- Sufficient electric vehicle charging points are needed
- Sufficient cycle storage is needed
- The Access Package is essential for the station to be a success
- It is essential that trains on both lines passing through Elland should run twice per hour
- It is hoped that the Grand Central service to London will serve Elland
- Half-hourly services from Elland – Leeds with a journey time of under 24 mins would make Elland an attractive railhead
- Sufficient Sunday services are required
- There is a need for integration between bus and rail
- Suggestion for a demand-responsive minibus to the two local hospitals
- It is vital that Elland rail station should not be delayed due to the TransPennine Route Upgrade
- The station and Access Package will be beneficial to Elland’s economy
- We are very happy with the proposals for Elland Access Package

Email Seven (Action for Yorkshire Transport):

- Query why there has been a two-year gap between the first phase and the current phase of engagement
- Suggestion that lifts are not always reliable and it would be more appropriate to have stairs at one end and ramps at the other
- The station needs to be designed to accommodate a 1 in 100-year (at minimum) surge of water down the Calder valley
- Concern that the car park is not big enough to have a valuable impact on reducing traffic congestion or to act as a viable Park & Ride facility (this point is covered in particular detail in **Appendix. E.2**)
- There is a need for integration between bus and rail
- Concern that electrification of the rail line will not happen
- Concern that the rail station will not lessen any existing constraints to housing and other developments
- Concern that the project cost seems high – suggestion that the costs of the rail station and the access package should be reported separately
- Elland often suffers from inclement weather and the station would benefit from extensive well-ventilated passenger waiting shelters
- It is hoped that the Grand Central service to London will serve Elland
- Concern that trains serving Elland are unlikely to be as frequent as needed to make this the station a success (this point is covered in particular detail in **Appendix. E.2**).



Find out more

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All information correct at time of print (August 2020)

Appendix. A.

Statistical analysis of survey data

ELLAND RAIL STATION

How happy or unhappy are you with our proposals for a rail station in Elland?

n = 228

Very happy	170 (75%)
Happy	43 (19%)
Neither happy nor unhappy	9 (4%)
Unhappy	2 (1%)
Very unhappy	4 (2%)
Unsure	0 (0%)

Please tell us more. Do you have any comments on the proposals for the station? Is there anything else we should be thinking about at this stage?

n = 155

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How likely would you be to use a rail station in Elland?

n = 230

Very likely	161 (70%)
Likely	45 (20%)
Neutral	12 (5%)
Unlikely	4 (2%)
Very unlikely	6 (3%)
Unsure	2 (1%)

Please explain your answer:

n = 191

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What would be the most likely reason(s) for you to use a rail station at this location? (please tick all that apply)

n = 230

Work / work related	112 (49%)
Education / training	24 (10%)
Leisure	170 (74%)
Nightlife	77 (33%)
Shopping	127 (55%)
Visiting health facilities	24 (10%)
Visiting family / friends	95 (41%)
Other (please specify)	11 (5%)

What mode of transport would you be likely to use to access a rail station in Elland? (please tick all that apply)

n = 230

Car (driver)	97 (42%)
Car (passenger)	39 (17%)
Bus	44 (19%)
Train	35 (15%)
Bicycle	37 (16%)
Walk	154 (67%)
Taxi / private hire vehicle	32 (14%)
Motorcycle	1 (<1%)
Other (please specify)	4 (2%)

ELLAND ACCESS PACKAGE

How happy are you with our proposals to improve car-free travel to the proposed station from across Elland and the wider area?

n = 227

Very happy	128 (56%)
Happy	54 (24%)
Neither happy nor unhappy	27 (12%)
Unhappy	8 (4%)
Very unhappy	5 (2%)
Unsure	5 (2%)

Please tell us more. Do you have any comments on the proposals for the access package? Is there anything else we should be thinking about at this stage?

n = 102

[Not listed here for data protection]

ABOUT YOU

What is your postcode?

n = 226

[Not listed here for data protection]

Which age category do you fall within?

n = 227

Under 16	0 (0%)		65-79	24 (11%)
16-24	12 (5%)		80+	0 (0%)
25-44	78 (34%)		Prefer not to say	2 (1%)
45-64	111 (49%)			

Which of the following do you identify as?

n = 229

Male	115 (50%)
Female	108 (47%)
Other	5 (2%)
Prefer not to say	1 (<1%)

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?

n = 227

Yes, a lot	12 (5%)
Yes, a little	24 (11%)
No	186 (82%)
Prefer not to say	5 (2%)

What is your ethnicity?

n = 234

Asian / Asian British	1 (<1%)
Black / Black British	0 (0%)
Mixed / Multiple ethnic groups	2 (1%)
White	208 (91%)
Prefer not to say	15 (7%)
Other (please specify):	2 (1%)

We would like to keep in touch with you regarding the outcome of this engagement and the future of Elland rail station. If you would like to be added to our mailing list for this project, please select your preferred method of contact and ensure you fill out your details below.

Due to both the implications of the COVID-19 crisis and the Combined Authority's goal to become carbon neutral, we encourage you to help us reduce our paper usage by selecting email if you are able.

n = 195

Name:	<i>[Not listed here for data protection]</i>
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Email:	<i>[Not listed here for data protection]</i>
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Postal address:	<i>[Not listed here for data protection]</i>
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Appendix. B.

Coding framework for the question: How happy or unhappy are you with our proposals for a rail station in Elland? Please tell us more. Do you have any comments on the proposals for the station? Is there anything else we should be thinking about at this stage?

Support for the proposals
General support for the rail station
The proposed station will help improve pollution and/or the environment
The proposals will encourage more people to use public and active modes of transport
The proposals will help to reduce traffic congestion
The proposals will improve travel options for those with a disability
The proposals will make it easier for residents of Elland to access other areas
The proposals will have a positive impact on Elland's economic regeneration
I am supportive of the large amount of parking that is being proposed
I am happy that my concerns from the previous round of consultation have been taken into account
The current bus services are inadequate, and a train station will help improve the transport offer
These proposals are long overdue. Get on with it.
Support with caveats
There is a need for toilets
There is a need for changing places facilities
There is a need for rubbish bins
There is a need for sufficient and/or secure cycle facilities
There is a need for strong security measures
There is a need for sufficient lighting
There is a need for sufficient enclosed waiting areas
There is a need for ticket machines on both platforms
There is a need for sufficient and/or easy access parking
There is a need for electric car charging points
There is a need for the car park to be covered
There is a need for free parking

There is a need for sufficient parking to prevent users parking on local streets and/or in the town centre

There is a need for the car park to be big enough to accommodate increased car numbers in the future

There is a need for access and facilities for those with a disability including measures such as accessible ticket machines for those with a visual impairment, covered parking for those with a disability, colour contrast on floors and curbs, minimal steps, a facility that provides drinking water for guide dogs, audio visual information, large accessible toilets and markings on any glass doors to ensure that guide dogs can see them

There is a need for use of SUDS techniques to stop surface water issues

There is a need for a walking link from Lowfields to the station

There is a need for good walking links between the station and Elland Town

There is a need for good cycling links between the station and Elland Town

There is a need for regular access to the station by public transport from the surrounding area such as Greetland and Stainland

There is a need for integrated links from the station to other modes of public transport

There is a need for access to Park Road to cater for the new housing development

There is a need for appropriate access to the car park to avoid impacting the roundabout and traffic flow

Suggestions

Suggestion that the station should be built from sustainable materials and use sustainable energy

Suggestion that the lifts should be glass

Suggestion that the carpark should be surfaced with soakaway bricks rather than tarmac

Suggestion for a shuttle bus to Elland centre from the proposed rail station - this would ideally be aligned with train arrivals

Suggestion that there should be a demand responsive shuttle bus from the station to Calderdale Royal Infirmary

Suggestion that there should be a bus terminus installed on the dog bone roundabout

Suggestion that the station should be located 1.5km west of the proposed site so that it ties in with existing bus services

Suggestion that the trains calling at Elland station should run through Halifax and Hebden Bridge

Suggestion that the Grand Central train to London should call at Elland

Suggestion that access for cars should be created by opening up Century Road as a through road

Suggestion that access to Morrisons should be revised to remove the traffic lights as they create unnecessary traffic

Suggestion that ticket barriers are needed

Suggestion for a link to the airport

Suggestion that West Vale Bridge will not be as well used and therefore, if both are not deliverable, the money should go into making the Elland aspects and the rail station

Uncertainties

I hope the station will help queues on bypass

Concerns and complaints

Concern that the location of the station is too far out of Elland

Concern that the design is not aesthetically pleasing

Concern that the corrugated iron design on the lift shafts posed a security issue

Concern that the current bus bay is not suitable for repurposing and poses a safety issue for future users

Concern that the platform may not be long enough to accommodate longer trains should it need to in the future

Concern that the train services calling at Elland will not be frequent enough

Concern that those with a disability would not be able to access that station if the lifts were out of order

Concern regarding anti-social behaviour

Concern that the plans encourage access to the station by car rather than public or active transport

Concern that budget restraints will result in an incomplete job

Concern that the line through Elland is likely to be used for diversions during the next few years when there is engineering work on the Huddersfield line as part of the TransPennine Route upgrade

Concern that the development will have negative impacts on the environment and biodiversity - areas of particular concern include the trees behind Oliver Meadows estate railways sidings.

Concern that traffic will increase on Lower Edge Road as a result of the station

Concern that the building work will cause disruption for surrounding areas

There is no need for this station due to the close proximity to other stations

Queries

Query regarding the presence of CCTV

Query regarding bus services in the area

Query regarding the routes and/or timetable of the train services that would call at Elland rail station

Query regarding the accessibility of the proposed station

Query regarding whether a telephone will be present at the station to allow those without a mobile to ring for a taxi

Query regarding whether the taxi area will be covered and have seating

Query regarding the current presence of the travelling community and/or the impact that the proposals will have on them and/or the impact they will have on the proposals

Miscellaneous

Miscellaneous

No – I have no comments

Appendix. C.

Coding framework for the question: How likely would you be to use a rail station in Elland? Please explain your answer

Destinations
To access other places (general)
To access Elland
To access Leeds
To access Huddersfield
To access Manchester
To access Manchester Airport
To access Todmorden
To access Halifax
To access Bradford
To access Sowerby Bridge
To access Wakefield
To access Brighouse
Reasons for using the station
I live close to the station
Using the station would make my journey easier
Using the station would save me having to travel from Elland to a different town to catch a train to access further destinations
I currently have to catch the bus whereas the train would be quicker and/or easier
The station would be closer than existing stations
The station would enable me to reduce my car usage
The station would reduce carbon emissions
The station would reduce congestion
I do not have a car
I live equidistant between Elland station and Rastrick station so could use either
Would create easy access to more job opportunities for Elland residents and/or for people to access jobs within Elland
The current bus services are not adequate

Travelling out of Elland by road is currently a nightmare
I don't regularly visit Elland but I may consider going there if there was access by train
I and/or my family would use the station
Factors that may impact on usage
Usage would depend on the route and timetable of the service
Usage would depend on the final design of the station e.g. accessibility and quantity of parking spaces
Usage would depend on the provision of charging points for electric cars
I have no need to use the station at present but would consider using if my circumstances changed
Usage would depend on accessibility by bus
I wouldn't use the station if it wasn't staffed
I wouldn't use the station if parking wasn't free
Reasons for not using the station
I don't live in Elland
I drive to work
Another station is closer to where I live
The proposed services are not frequent enough
I rarely use trains
If this station was 1.5 km west, I would use it instead of Halifax
Concern that the site would be frequented by travellers
Suggestion that more people would use the station if there were ramps rather than steps
Suggestion that the Grand Central train to London should stop at Elland
Unhappiness with the station
Concern that the station will be damaging to aquatic life
There is no current problem with access to Elland – the station is not needed
Miscellaneous
Miscellaneous

Appendix. D.

Coding framework for the question: How happy are you with our proposals to improve car-free travel to the proposed station from across Elland and the wider area? Please tell us more. Do you have any comments on the proposals for the station? Is there anything else we should be thinking about at this stage?

Support for the proposals
General support for the proposals
General support for Elland Bridge
The proposals will make it easier for residents of Elland to access other areas
The proposals will encourage more people to use public and active modes of transport
The proposals will help reduce traffic on the roads therefore reducing traffic congestion
The proposals will improve safety for pedestrians by providing increased lighting and CCTV etc.
I am supportive of the proposals around Briggate, Century Road and Wistons Lane
These proposals are long overdue. Get on with it.
Support with caveats
There is a need for sufficient and/or secure cycle facilities
There is a need for electric car charging points
There is a need for more parking spaces
There is a need for sufficient and/or easy access parking
There is a need for sufficient lighting
There is a need to ensure that cyclists are safe whilst exiting the main road through West Vale and joining the route behind the rugby club
There is a need for regular access by public transport from the surrounding area such as Greetland, Stainland, Barkisland and Ainley Top
There is a need for increased provision for those less able to walk or cycle
There is a need for integrated links to public transport
There is a need for strong security measures
There is a need for free parking
Suggestions
Suggestion for a bus service from Brighouse to Elland that calls at the station

Suggestion that there should be a bus service reinstated on Lower Edge Road
Suggestion for a shuttle bus to Elland centre from the proposed rail station - this would ideally be aligned with train arrivals
Suggestion that the station should be built from sustainable materials, use sustainable energy and be carbon neutral
Suggestion that traffic lights should be installed at the junction between Briggate and Century Road
Suggestion that there should be a more integrated, segregated cycling network
Suggestion that the road layout should take motorcyclists into consideration
Would like more bus services in the area
Suggestion for better access to Elland from Lower Edge
Would like the area around Winstons Lane to be rejuvenated
Concerns & complaints
Concern that the plans encourage access to the station by car rather than public or active transport
Concern that the plans will cause increased congestion around the Elland Riorges Link if the timings of the traffic lights are not reviewed
Concern that the walk to the station from Elland involves crossing the slip roads from the bypass and this could be dangerous unless crossings are installed
Concern that the proposed route through Park Road is currently unsafe and unappealing
Concern that the building work will cause disruption for surrounding areas
Concern regarding the impact on traffic flows of cyclists crossing the main road
Concern that traffic in and out of Lowfields is currently bad and access across the slip road has the potential to cause problems
Concern that the West Vale Bridge will not be cost effective
Suggestion that West Vale Bridge will not be as well used and therefore, if both are not deliverable, the money should go into the Elland aspects and the rail station
Concern that this link will not make Elland more accessible and will just cause increased congestion
I am not happy that the proposed footbridge from Park Road into the River Park area has been deemed unfeasible and removed from the scheme
These proposals are not needed and the money should be spent elsewhere
I would need to see further information to make an informed decision

The diagrams are confusing

The detail of the plans is difficult to see on a phone

Queries

Query regarding bus services

Query regarding the bridge from Park Road to Gas works – why is this still shown on plans if it is not being built?

Query regarding the current presence of the travelling community and/or the impact that the proposals will have on them and/or the impact they will have on the proposals

Query regarding the potential for widening and extending crossings to accommodate commuters

Query regarding the integration of bus services with the rail station

Miscellaneous

Miscellaneous

No – I do not have any comments

Appendix. E.1.

Emails from individuals

These emails have been recorded verbatim except where minor spelling and grammar corrections have been made in instances where the meaning was clear beyond any reasonable doubt.

Email One:

This Station has been `shelved`, `paused`, held-up and it appears there are MORE delaying tactics, but will also be affected by the diversions due to (have to say, will the electrification also be baulked, delayed, late starting etc ,or just: "Oh we don't think it is needed"...which does mean Elland will not be open in the next `10 years !!!.

`Get a grip` for goodness sake.

Comments are compulsory?

Email Two:

So why don't you open the much wanted and needed link from at least Cleckheaton. We get told about you want this area to be bus led as Arriva want this. Arriva have cut services in the growing town over the years. They even had the idea that people could walk the two to three miles (depending on where you were in the town) to Heckmondwike, all local councillors and the MP disagreed with this, but it still took a meeting and the local newspapers for you to pull back on this. There are various services that could run into the town. But you continue to show a lack of understanding or will to do this. Please reply. I am not expecting this as you have failed to do so to many people of authority let alone a person such as myself.

Email Three:

According to the artist's impressions, there are two quite large platforms with no roofs over them. Could you please include roofs in the final design?

The weather is wet and windy more often than not in this region, and some protection from it would attract more passengers.

Email Four:

I have recently moved to Elland from Bradford and the low Moor station was a long time in the making but is a great boon to the locals. I would whole heartedly support plans for a station in Elland.

Email Five:

But I want to pass on a big thanks you from myself as an Elland resident and member of the disabled community and members of ACDAF.

To the work you have put in to getting the Elland Railway and access package I was so chuffed to get an email as I'm a member of the Your view on the WYCA website, I got a link to <https://www.yourvoice.westyorks-ca.gov.uk/elland2020>

Also to the work on the Bridge I cannot wait to cross that, I passed this on to members of ACDAF (Accessible Calderdale Disability Access Forum) this was formed after this project started and was formed as part of the Accessible Calderdale Project, as this project started before the group got up and running I fed in what I knew and helped the Elland development board they were also bold over as access for disable has been considered and thought of, I also like the bridge in Westvale that will really connect the communities

I know you're aware of ACDAF and I also want to pass on their thanks, I know there a lot of projects going on and I know your working with Visits Unlimited *[redacted for GDPR]* but we leave them to do the complicated stuff, But if there is any help I myself or members of ACDAF can help with its the least myself and ACDAF and HBDAF can do.

Many thanks again for your hard work you and your team have put into this

Appendix. E.2.

HADRAG and Railfuture Yorkshire: Response to Elland station phase 2 consultation

This is a joint response from HADRAG, The Halifax & District Rail Action Group, and from Railfuture Yorkshire Branch. We have organised comments below under the questions in the on-line survey.

1 “How happy or unhappy are you with our proposals for a rail station in Elland?” VERY HAPPY.

2 Station, service levels, local public transport links and urgency to get station open - NOTE: The following reflect our reading of “You said, we listened” comments from Phase 1 (specific references shown by asterisk *). We are grateful for replies to previous comments by ourselves and others, but we reiterate certain issues.

2.1 The station itself

(a) Shelters on platform. We note more shelters are shown on latest graphics compared with earlier plan. Given the site, any increase in sheltered area would be appreciated. *More extended canopies covering full platform width would be ideal, and, whilst we accept budget will be a limiting factor, **in a post-Covid world longer, open-fronted canopies may be more appropriate than smaller enclosed “bus shelters”.**

(b) Accessibility. *Point about (accepted) difficulty providing compliant ramps noted. However, lifts are not yet 100% reliable and we would still ask whether the stepped access at one end could be (compliant) ramps instead.

(c) Electric vehicle charging points in car park and (d) Cycle storage – need to be sufficient.

(e) Site, wider access. We support the chosen site for the station and the *reasons given. The wider access package is an essential feature of the scheme (see later comment).

(f) Safety, customer service etc *Points noted. The transformative access package will undoubtedly help. We hope that in the future the train operator may wish to provide staff (even if not in a traditional booking office) on stations of this size to provide retail/information/access support for passengers.

2.2. Service pattern/level

(a) We hope the plan for opening at December 2022 timetable change will not be allowed to slip (see 2.4 below).

(b) *We are also pleased to note WYCA longer term objective that “trains on both lines passing through Elland should run twice per hour”. **This is an essential aim**, which we expect to be realised when the lines through Huddersfield and Mirfield are increased to 4-track under the TransPennine Route Upgrade. Present service pattern through (Elland and) Brighouse is hourly (Wigan-) Manchester-Brighouse-Leeds and hourly Bradford-Huddersfield “shuttle”; i.e. only hourly to Leeds. This has provided a better timetable Bradford-Huddersfield but clearly reduced frequency to Leeds.

(c) Linked to (b) a service running fast from Brighouse to Leeds could have a journey time of less than 20 minutes Brighouse-Leeds, less than 24 minutes Elland-Leeds. This would make Elland a very attractive railhead, particularly if the service were half-hourly.

(d) Linked to (b) better connectivity along the length of Calderdale and towards Huddersfield/Wakefield should be an aim as well as links to Leeds.

(e) Better Sunday services are also required encouraging leisure travel by the whole community and visitors. (The present Manchester-Brighouse-Leeds does not operate on Sundays.)

(f) Open access. We hope Grand Central services to London which now serve Low Moor, Halifax and Brighouse will also serve Elland, which will be a convenient railhead for many parts of the surrounding area, and will also provide useful connectivity between Elland and Wakefield/Doncaster. (For example it is possible to commute by Grand Central to Wakefield in the morning, returning on a teatime service.)

2.3 Local bus network and potential NHS hospital links:

(a) Local bus links. *We understand reasons given for not including bus lay-by or turning point within station bounds and hope a bus stop will, as suggested, be established close by on Lowfields Way. Buses serving Elland, Greetland

and Stainland communities need to be able to call as close as possible to the station entrance. A local “hopper” bus network, providing a wider low-pollution alternative to local car travel, could be coordinated with the train services at the station and link the Lowfields business park with the surrounding area. *Point also noted about need for discussion with bus operators about changes to services: **however, with the mayoral West Yorkshire devolution deal we expect WYCA to take back control of bus services**, we reiterate the desire for hopper route linking station and Lowfields with Elland, Greetland and Stainland, complementing the active travel links in the access package.

(b) Hospital links. Adjacent to the A629, Elland could be an ideal access point for the two NHS sites Calderdale Royal Hospital (Salterhebble) and Huddersfield Royal Infirmary (Lindley), by means of a minibus link were provided from/to the station, perhaps on a demand-responsive basis and ideally free. This might be coordinated with the existing NHS shuttle bus between the two hospitals. We reiterate the need to explore this obvious “joined up” idea that could facilitate better travel between upper Calderdale and the two hospitals for staff, patients and visitors.

2.4 Concern about interaction with TransPennine Route Upgrade – Elland first!

(a) The Elland line is likely to be used for diversions during the next few years when there is engineering work on the Huddersfield line. There may be times when Huddersfield station is closed for remodelling. Elland is well-located to act as an alternative railhead for Huddersfield passengers: we understand this possibility is under consideration, and this would be very positive. It is still not clear when TRU work will start; Elland must not be delayed:

- **Elland station should surely be completed first, and its opening should adhere to the December 2022 target.**
- **If Elland had to wait for TRU to be completed, the delay could be several years; people would be massively disappointed, and any such threat should be firmly resisted.** Elland is already more than 20 years late in the sense that it was originally planned as part of Brighouse line reopening (May 2000); Elland station did not go ahead at that time because of cost cutting, although it had good prospects for usage then as it does now.

(b) It is accepted that the TRU work will have an effect on Calder Valley lines services (not just Elland) during some phases of TRU work. When TRU is complete we expect the additional track capacity in the Huddersfield-Dewsbury to enable more frequent services over the Elland-Brighouse corridor (as in 2.2 above).

3 “How likely would you be to use a rail station in Elland?” Very likely. And 4, 5 & 6 Usage of station

(a) The access package proposed opens up the station and surrounding area including Elland by active travel modes. Integration with a transformed local bus network would encourage further use. Local employment (Lowfields and Elland town centre) and retailing will benefit. Morrisons supermarket is close to the station. Housing areas around Elland Lane, Lower Edge Road and Dewsbury Rd are within walking distance. The station should be marketed for leisure access to a range of walking/rambling/cycling routes in lower Calderdale including the canal bank between Sowerby Bridge and Brighouse, the Calderdale Way long distance footpath, the Brighouse Boundary Walk, North Dean Wood leading to Norland Moor, and the Southowram hillside. Community rail initiatives should be supported including a station adoption group.

(b) The station will be used for all work and leisure purposes as listed in the on-line survey (Q5) and passengers will use all listed means of access (Q6).

7 “How happy are you with our proposals to improve car-free travel to the proposed station from across Elland and the wider area?” Very happy.

8 Comments on wider access package. As remarked above this is an **essential** complement to the station, an impressive and excellent part of the scheme, providing new, high-quality, active travel routes from Greetland, West Vale and Park Road via new bridges and canal bank, not just to the station but linking a wider area.

- **All elements of this package need to go ahead and be ready when the station opens...**
- **... which we hope will be before the end of 2022.**

[Redacted for GDPR], Chair, Halifax and District Rail Action Group, [redacted for GDPR]

[Redacted for GDPR], Chair, Railfuture Yorkshire Branch, [redacted for GDPR]

12 August 2020

Action *for* Yorkshire Transport

Covering West and North Yorkshire

26 August 2020

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LS1 2DE

Calderdale Metropolitan District Council,
Town Hall,
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yourvoice@westyorks-ca.gov.uk

Dear *[redacted for GDPR]*,

Elland Railway Station Phase 2 Engagement

These comments concern the revised plans for Elland railway station and an associated access package of investments. As we were trying to handle at least nine consultations at once and have more limited resources than you do, we apologise for our late submission.

As we submitted a consultation response to the Phase One engagement more than two years ago, we wonder why it has taken so long for refined proposals to be brought back? We hope you will give this station priority over others in the Leeds City Region that we know you have under development, not least as this scheme's Outline Business Case was approved in March 2019 and this scheme passed stage 3 approval of Network Rail's Guide to Railway Investment Process in May 2019. There seems to have been a long hiatus in pursuing this scheme!

There are areas to which we encourage more attention is paid. First, the platforms will be elevated and lifts are proposed to provide access. Lifts are not always functional seven days a week at all times of train operation, take some time to repair, and on parts of the Northern railway network are only operational at times when the station is staffed; here an unstaffed station is proposed. To access the platforms, we ask whether ramps at no steeper than a 1 in 20 gradient cut with a zig-zag arrangement into the embankments supporting the platforms either side of the track have been investigated and costed relative to the lifts? The option proposed is hardly ideal for the mobility impaired given the experience of lift operation on the rest of the Yorkshire Northern rail network. This unreliable provision is further emphasized by the only way between the two platforms requiring passengers to descend to and climb back up from Lowfields Way.

We have been unable to discern what assessment of flood risk has been undertaken given the proximity of the proposed station to the spate-prone river Calder. We would like re-assurance that

at least a 1 in 100 year surge of water down the Calder valley could be accommodated and the embankments to the station not act as impounding barriers nor get washed away like nearby Elland bridge on Boxing Day in 2015.

We are not convinced your first two objectives would be met by providing a car park for only 166 places. Assuming car occupancy of 1.2 persons per car, this would mean only 200 persons and assuming they all caught the train would result in less than three carriage loads **per day**. Journey time reliability would only occur if all trains turned up, turned up on time, and carried passengers who otherwise would have travelled by car. We remain to be convinced that taking 166 cars per day off the A629 will make an iota of difference to the journey times of the many vehicles left on it. With its current proposed scale of provision for car parking, we do not see how the objective of relieving road congestion including on the A629 will be achieved. Further, how does the parking provision make any substantial contribution to the opportunities to park and ride? Park and ride sites usually offer at least 1,000 parking spaces so the proposed 166 spaces are inadequate to meet that objective. What deterrent would there be for people accessing central Elland, and not using the railway, not to use the parking spaces, and especially if electric charging points are provided? You have not specified what charging or time limit regime might apply to the proposed parking. Although we understand the argument that provision of additional car parking might induce more car travel and dependency, we consider it is a balance of that occurrence compared to taking longer distance car travel off the road network, and at this location we believe the latter would thoroughly outweigh the former. We believe it is fanciful that most rail users will access the proposed Elland rail station by foot or cycle however superb the walking and cycling access is made. For many residents of the area, the railway station will be more than 1km from their residences which is the usual maximum walking distance for rail commuters used in Planning assessments (and 800m for non-commuters). The terrain around Elland is hardly conducive to cycling by non-enthusiasts. We think the car park needs to provide much more capacity. Experience around West Yorkshire is that rail station car parks are full before 7:30am each weekday, and that the amount of car parking provided at new rail stations has been found **repeatedly** to need expansion within weeks of the opening of the rail station. The same mistake looks to be being made here at Elland. If the worry is that more parking spaces will push up the capital cost of the rail station, we would encourage the whole car parking provision and operation to be put in the hands of the private sector to finance and operate on a long-term concession thus relieving the scheme entirely of the cost of the car park construction and maintenance costs. The site is of the nature that it could easily take a secluded multi-storey car park. We advocate that much more car parking is provided for from the outset.

A further concern we have is the provision for integration with the bus network. The location of the proposed rail station is hardly ideal in providing access to the main retail centre of Elland as the two are too far apart, even with the proposed pedestrian and cycle bridge. So, a hopper bus connection is highly desirable but we judge the likely level of demand will struggle to support it on a commercial basis. Both buses operating between Halifax and Huddersfield, and between areas west of Elland and Brighouse, need to be attracted to serve the rail station. While we recognise that currently it is outside of the remit of WYCA to tell bus operators which routes to operate, we believe this may not stay a permanent situation, and it is within the remit now of WYCA and the Highways Authority to make it attractive for buses to call and serve the railway station. The current bay alongside the existing service road on one side of the road is very little inducement. Further, is there any specific provision for taxis?

We believe a new station at Elland will reduce carbon emissions provided the rail services that stop at Elland are electrified services and/or attract people out of their cars. To what extent has the design been checked that electrification of the line will in no way be impeded?

We believe the proposed rail station has the potential to retain existing employers in the area and, to an extent, to attract new investment in Elland, although the immediately adjacent industrial estate is fully developed currently and of an age that we would not expect it to be ripe for redevelopment. We do not see transport constraints to housing and other development in the area will be lessened by the reinstatement of Elland's railway station at the proposed site, if such constraints really do exist, and so we think that objective will be not met. No evidence to the contrary or in support of the contention has been provided in the engagement documentation.

While we recognise every station has different characteristics, we noted that the new rail station at Horden near Peterlee in Co Durham that opened on 29 June 2020 cost £10.55m which falls below the £12m level we would expect a two-platform station to cost today. At Elland we see an estimated cost of £20m which looks expensive. We wonder who has checked this estimated cost within WYCA or Calderdale Council? Has it been benchmarked or challenged? What contingencies and optimism bias does this cost include? What procurement method has been assumed? What is the Access Package adding to the cost of the new railway station? It would be helpful if the cost of the Access Package and that of the new rail station were reported separately and transparently.

The proposed site for the platforms is an elevated site in the middle of the Pennines and exposed to the predominant wind directions. We consider extensive well-ventilated passenger waiting shelters that provide shelter from wind, rain and snow should be provided, rather better than that currently shown in the artist's drawings.

We believe that Grand Central trains will be able to and want to stop at this station using selective door opening as patronage to/from Wakefield and London will be forthcoming from the areas west and up the Calder Valley from this proposed rail station at Elland, but some abstraction may occur of patronage that accesses its services currently at Brighouse and Halifax. The Indicative Train Service Specification for the TransPennine Upgrade we have been informed by Network Rail "has been agreed and endorsed by industry stakeholders including the DfT, Rail North, Train Operating Companies and Freight operating Companies." This makes no provision for any additional Huddersfield-Halifax-Bradford-Leeds services above the current one per hour, nor for additional services between Huddersfield and the upper Calder Valley, nor additional services between Halifax or the upper Calder Valley and Wakefield Kirkgate or Castleford, and will be entrenched in concrete owing to the proposed platform provision at Huddersfield rail station and the lack of proposed passing places between Heaton Lodge Junction and Ravensthorpe. Hence, we suggest that any twice hourly services through Elland on these specified services lacks any reasonable chance of realisation in the foreseeable future. This is owing to WYCA not having made representation at an earlier enough time in the drawing up of the TransPennine Upgrade ITSS, and is most unfortunate. The interests of Elland have been poorly served by any representations made by WYCA or the Calderdale Metropolitan Council through Rail North.

We would be grateful if these comments could receive attention as this scheme is progressed.

Yours sincerely,

[Redacted for GDPR]

[Redacted for GDPR], Chair, Rail Group, Action for Yorkshire Transport