

Methley Railway Station

A proposal to the Department for Transport to reinstate a railway station on the Hallam Line at Methley.

SPRING 2020

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Foreword

The Rt Hon. Alec Shelbrooke, M.P.

Member of Parliament for Elmet & Rothwell



“It has long been my ambition to bring a railway station back to Methley.

There have been a series of attempts over recent years to get this idea off the ground, including discussions with the West Yorkshire Combined Authority, led by the *Friends of Methley Railway Station*.

Around three years ago, my submission to the Leeds City Council’s city-wide ‘Transport Conversation’ – asking how best to spend £170m of government investment in the Leeds transport network – included a request for a new railway station at Methley. Unfortunately, my suggestion was not taken forward by the Council at that time.

Nevertheless, our community has not lost spirit and the campaign to reinstate a station has rolled on.

In February 2020, Prime Minister Boris Johnson announced a new £500 million drive to reopen former routes and stations closed during the Beeching cuts and mark the Government’s commitment to levelling up transport infrastructure across the country to improve links between communities and unlock economic growth for towns, cities and regions.

I have therefore established the *Methley Railway Delivery Group* to get our campaign back on track and work full steam ahead to submit a new station bid to the Department for Transport. It is a national fund so we may not be successful on our first attempt, but my promise to residents is that I will keep banging on doors, lobbying transport officials and speaking up for Methley until we see improvements in rail infrastructure for our area.”

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1. Methley's railway history

1841 to the present day

- 1.1. Mr. Gerry Firth of *the Methley Archive* notes that Methley was home to three railway stations between 1841 and 1960.
- 1.2. The first station to open was *Methley North*. Operated by the North Midland Railway Company, it opened on the 6th April 1841 and was situated next to the United Kingdom public house in Station Road. It closed to passenger traffic on the 16th September 1957.
- 1.3. The second station, *Methley Junction*, was opened by the Lancashire & Yorkshire Railway Company on 1st October 1849. Some distance from the historic centre of the village, it was accessed via an unmade road leading from the A639 at Pinder Green Bridge. Ownership of the railway changed in the years after its opening and the station at *Methley Junction* was closed by the London, Midland & Scottish Railway Company on 4th October 1943.
- 1.4. The third station was known as a joint station, located adjacent to *Methley Junction*, albeit on a different line. It opened on 1st May 1869 with a joint ownership agreement between the Great Northern Railway, North Eastern Railway and Lancashire & Yorkshire Railway companies. Ownership later transferred to the London & North Eastern Railway and it was renamed *Methley South*. It was closed by British Railways on 7th March 1960.
- 1.5. During the operating years of the three Methley stations, the railway lines through the village played a key role in the nationwide network. Once the Settle to Carlisle section of the London, Midland & Scottish Railway opened in 1876, passengers could travel by train from London St. Pancras to the Scottish Borders.
- 1.6. It was reported that HM Queen Victoria regularly passed through Methley on her journeys to the North.
- 1.7. Since the closure of *Methley South* in 1960 no passenger service has been available within the village, although passenger and freight services continue to run through the village on the Hallam Line to this day.

2. Department for Transport Funds

Leveling up transport infrastructure across the country

- 2.1. The Department for Transport (DfT) has launched a new £500 million drive to level up transport infrastructure across the country.
- 2.2. In order to reopen former routes and stations closed during the Beeching cuts and to mark the Government's commitment to improving links between communities - unlocking economic growth for towns, cities and regions - two new funds have been launched: the *Restoring Your Railway Fund* and the *New Stations Fund*.
- 2.3. The *Restoring Your Railway Fund* is designed to reinstate axed local services by upgrading a current freight line to include passenger services, restoring track and services to an old alignment, or modifying an old route due to construction over the original route.
- 2.4. The *New Stations Fund* is designed to support opportunities to develop new stations and restore old station sites to improve local connections across England and Wales. It will not be limited to communities affected by closures by British Rail.

3. The Methley Railway Delivery Group

A community-driven partnership

- 3.1. The Methley Railway Delivery Group has been established by the Rt Hon. Alec Shelbrooke, M.P. in order to progress a bid for a new railway station to the Department of Transport.
- 3.2. The Group's membership is to be constructed to ensure that the bid reflects the views of the community.
- 3.3. Membership is drawn from the Methley & Mickletown Residents' Association, the Methley Archive and Friends of Methley Railway Station, and seeks to bring cross-party support with local elected representatives.
- 3.4. The Group's ambition is supported by the West Yorkshire Combined Authority.

4. Transport Survey

Results of a catchment-wide consultation

- 4.1. Between Wednesday 12th February and Monday 2nd March 2020 a transport survey of residents in Methley and Mickletown was conducted by the Office of the Member of Parliament.
- 4.2. A total of 1,703 households within the local authority polling areas of Methley & Mickletown were sent a printed survey.
- 4.3. 871 (51.1%) responses were received before the consultation deadline.
- 4.4. The results of the survey show that 93.6 per cent of respondents within the catchment area support the principle of reinstating a railway station at Methley (Table 4.6.).

Table 4.1. What is your current employment status?

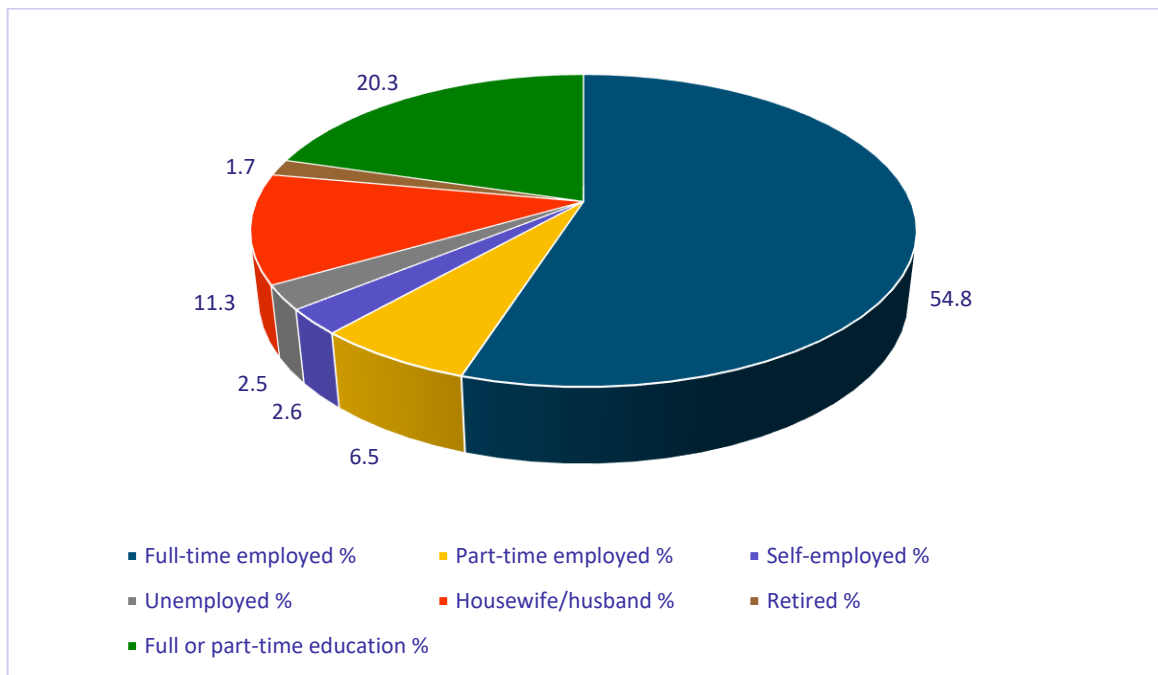


Table 4.2. Which mode of transport do you use on a regular basis?

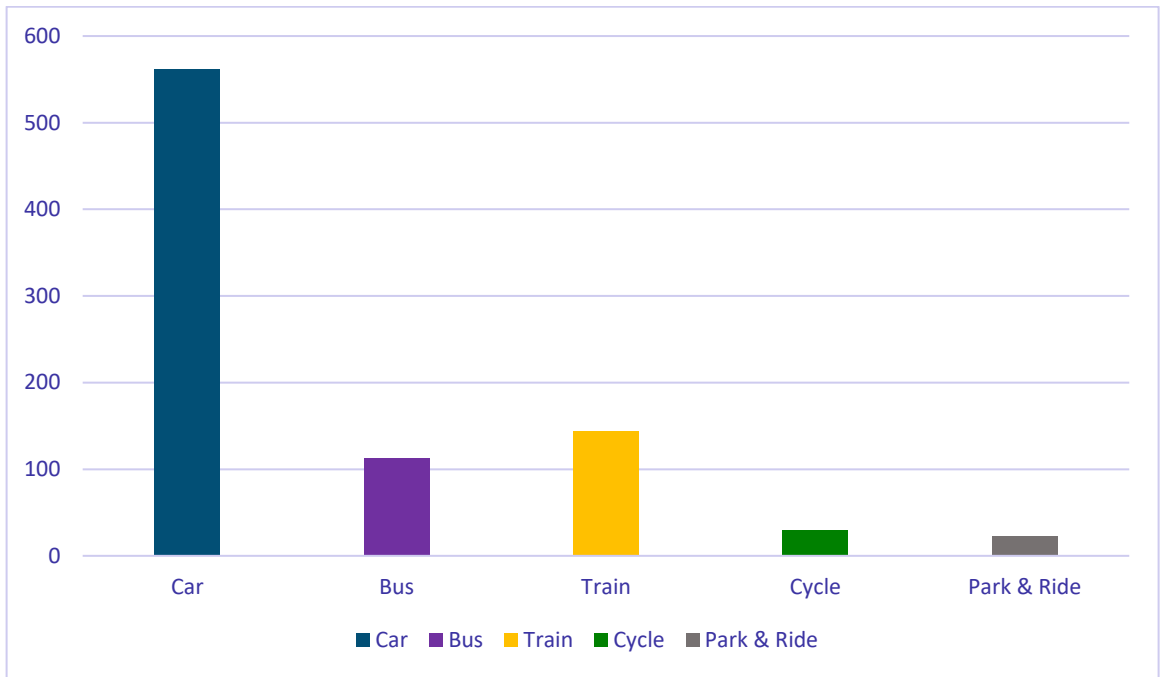


Table 4.3. If you commute to a place of work, where do you travel to?

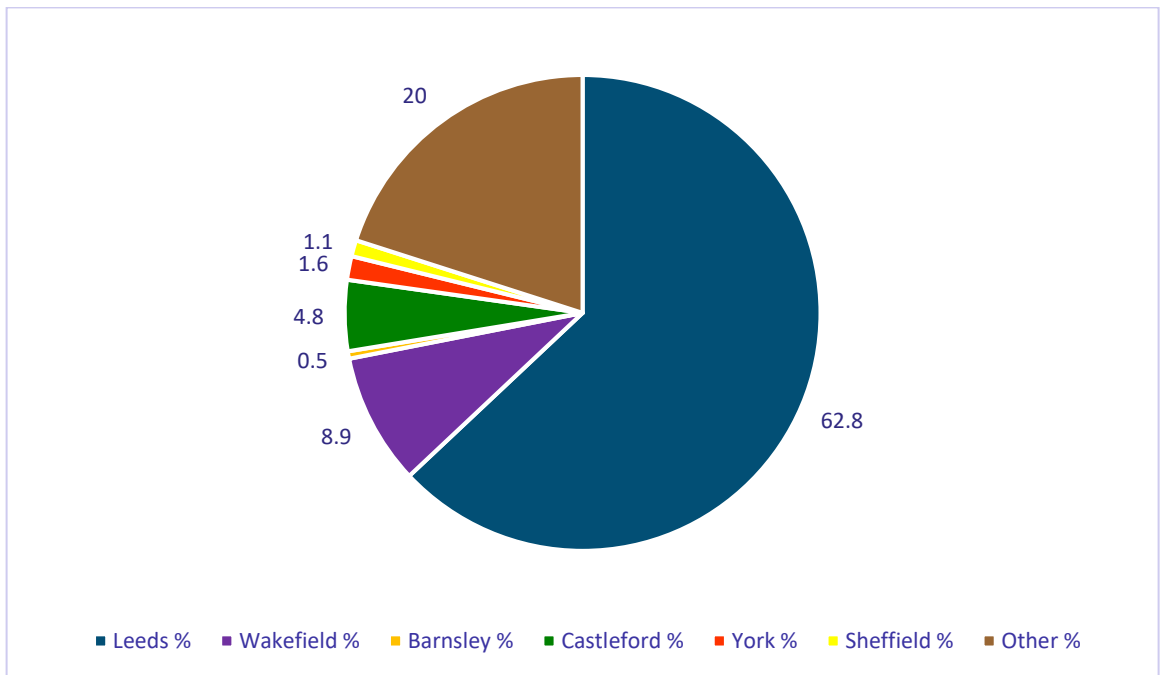


Table 4.4. When you travel by train, which railway station do you start your journey from?

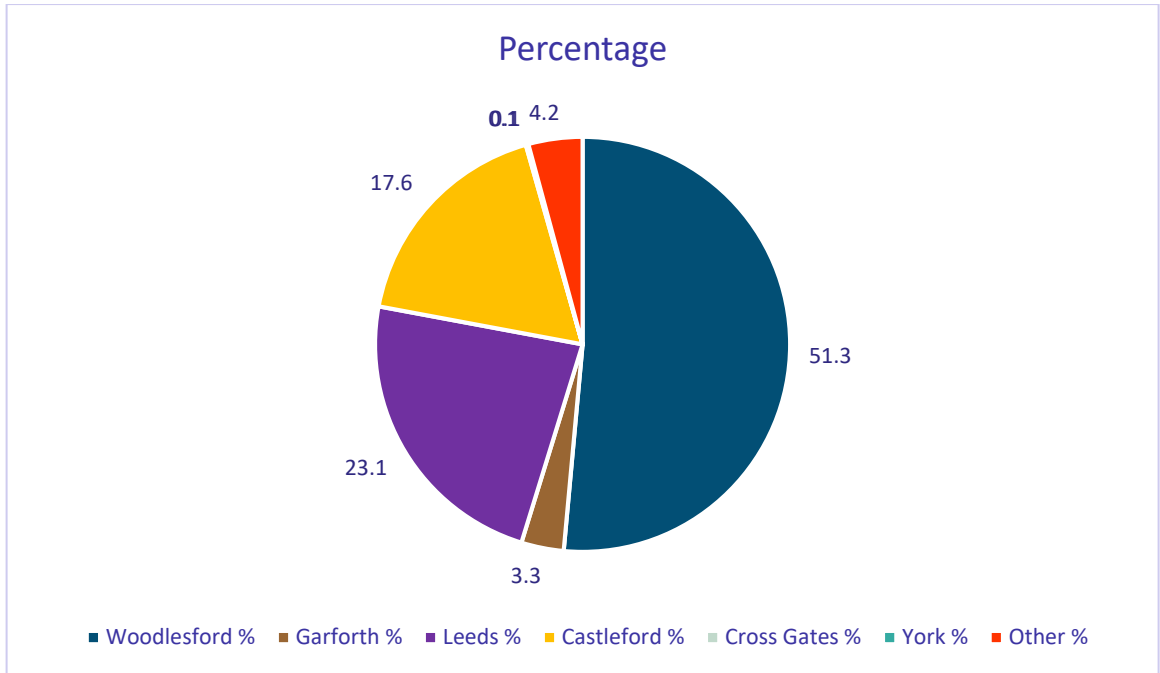


Table 4.5. Thinking about the last time you used a train, on a scale of 0-5 (where 0 means bad and 5 means good), how would you rate the following?

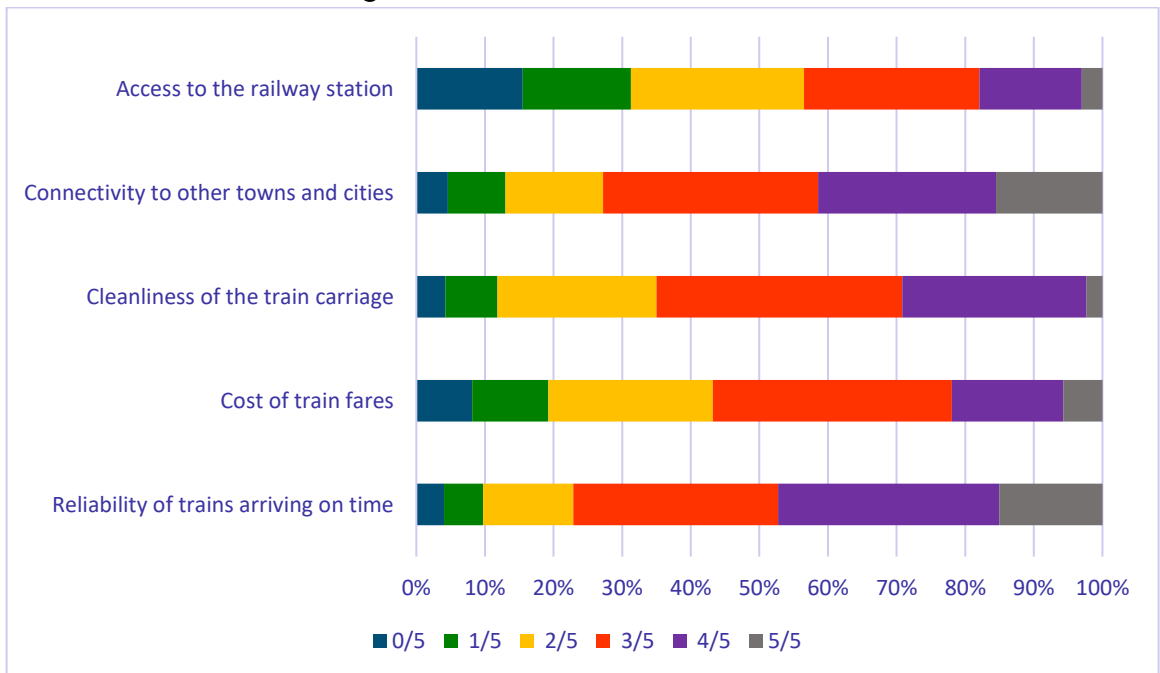


Table 4.6. Do you support the idea of reopening a railway station on the existing line in Methley?

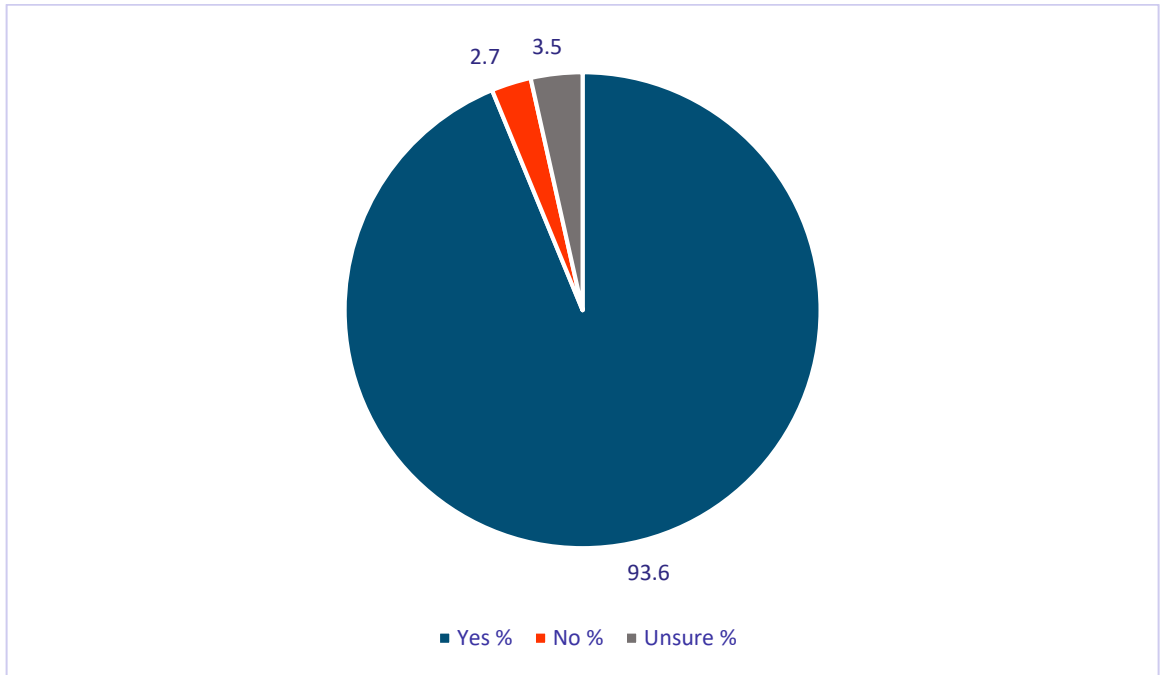
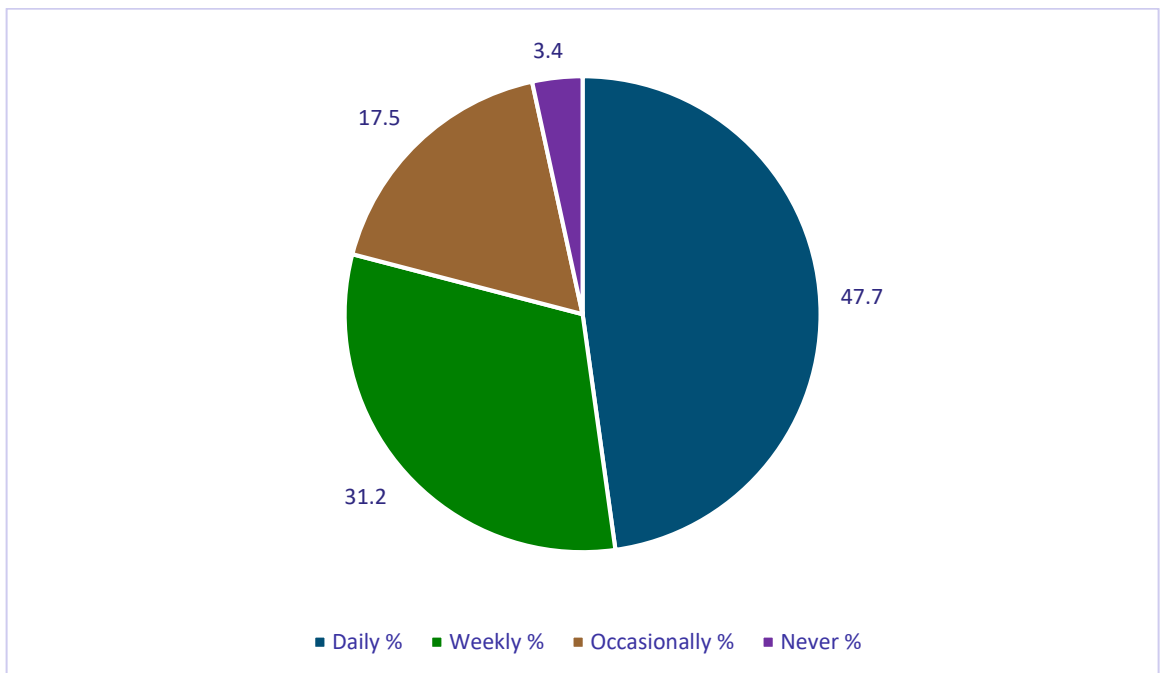


Table 4.7. How often would you use the train if there was a railway station in Methley?



-
- 4.5. Table 4.2. highlights that the motor vehicle remains the most common used mode of transport on a regular basis, with use of the rail network being the second most common mode, albeit around a quarter of those who use a motor vehicle.
 - 4.6. Table 4.3. highlights that 77.6 per cent of respondents currently commute to a place of work at one of four destinations that could be accessed from Methley via the Hallam Line (Leeds, Wakefield, Castleford and Sheffield).
 - 4.7. Table 4.4. highlights that of those respondents who do use the rail network on a regular basis, 23.1 per cent begin their rail journeys from Leeds. Connecting Methley to the rail network via the Hallam Line would allow rail users to begin their journeys at Methley and reconnect to their onward journeys at Leeds station.
 - 4.8. Table 4.7. highlights that there would be a regular customer base at a Methley station, with 47.7 per cent of respondents saying they would use the station daily and 31.2 per cent on a weekly basis.

5. Demand and operational feasibility

Connecting Methley to the West & South Yorkshire economies

Current rail use and demand

- 5.1. The Hallam Line stops at the following stations: Leeds - Woodlesford - Castleford - Normanton - Wakefield Kirkgate - Darton - Barnsley - Meadowhall - Sheffield.
- 5.2. Methley is located exactly halfway between Woodlesford (3miles) and Castleford (3miles). The Hallam Line runs directly through Methley.
- 5.3. At present, rail users from Methley must travel by car to a nearby station in order to access rail transportation.
- 5.4. Woodlesford station has limited car parking provision and local highways are under increasing pressure from commuters travelling in from neighbouring settlements, such as Methley.
- 5.5. New housing developments in the catchment area and neighbouring villages are now putting increased pressure on existing stations, despite there already being insufficient parking spaces. This has forced commuters to abandon rail transportation in recent years and instead use motor vehicles on already congested highways.

Table 5.1. The number of entries and exits at Leeds, Woodlesford, Castleford, Wakefield and Sheffield since 2014.

	Leeds	Woodlesford	Castleford	Wakefield	Sheffield
2014-15	28,847,648	318,080	566,420	527,522	9,112,726
2015-16	29,723,734	335,168	574,844	534,932	9,213,092
2016-17	30,942,592	343,830	599,134	539,478	9,538,052
2017-18	31,107,672	345,790	579,304	525,910	9,667,514
2018-19	30,838,554	328,536	538,708	524,960	9,907,724
17-18 vs 18-19	-0.9%	-5.0%	-7.0%	-0.2%	2.5%

Source: ORR, Estimates of station usage.

- 5.6. The transport survey confirms that a majority of rail users from Methley currently travel to Woodlesford to access the network. Equally, the survey highlights a large number of potential rail users who do not currently access the rail network but would do so regularly from a station at Methley.

- 5.7. The majority of commuters boarding trains at Woodlesford and Castleford alight at Leeds (Appendix 1 and 2 detail the top fifty destinations from both stations).
- 5.8. Existing train capacity on the Hallam Line is 142 seats per train, which is at present serviced by two coaches.

Table 5.2. Trains per hour (tph) through the catchment area.

Service	tph.
Castleford to Leeds (AM peak)	3
Castleford to Leeds (off peak)	2
Leeds to Castleford (PM peak)	2
Leeds to Castleford (off peak)	2

Source: Northern Railway, February 2020.

Catchment area population

- 5.9. The catchment area is the footprint of Methley and Mickletown, neatly comprising three lower layer super output areas (LSOA): *E01011393 Church Lane/The Hollins (Methley); E01011394 Mickletown; and E01011395 Methley Junction (Appendix 4).*
- 5.10. In the 2011 census 4,136 people registered as resident within the catchment area; 47.7 per cent male and 52.2 per cent female.
- 5.11. The prominent age group was 16-64 (60.6 per cent). Notably, those over 65 made up the smallest age group in the catchment area (17.8 per cent), whilst the 0-15 year olds - those who will be economically active in the future - made up 21 per cent.
- 5.12. It is important to note that the last available source of census data is from 2011; nine years ago. In that time the population of the catchment area has seen a sharp increase with the construction of new housing estates.

Regional transport connectivity

- 5.13. The West Yorkshire Combined Authority (WYCA) has an ambition to include rail connectivity at Methley as part of its long-term vision for the rail network in the Leeds City Region.

6. Station location assessment

Delivering a local platform for local rail users

- 6.1. The demand in Methley is for a local platform with a shelter, an electronic ticket machine and appropriate parking provision for the village. There is little demand or sufficient land available for a multi-use station with retail or a large park & ride facility.

Construction feasibility within the catchment

- 6.2. An assessment has been made of construction feasibility by reviewing Network Rail's 5-mile diagrams, including track alignment, track gradient and signal layout within the catchment.

Table 6.1. Track and signal constraints.

Measure	Assessment
Track gradient	< 1 in 100
Track alignment	$r > 1000\text{m}$
Signal layout	No constraints

Source: WYCA, *New Railway Stations in North and West Yorkshire Feasibility Study 201.4*

- 6.3. The Hallam Line runs through the centre of the Methley catchment area providing multiple opportunities to locate a new station, either within the footprint of the village or on the outskirts.
- 6.4. Two former stations - *Methley Junction and Methley South* - are no longer viable for reopening as they are now private dwellings and have insufficient land around them to accommodate a platform and associated facilities.
- 6.5. *Methley North* still commands a prominent location in Methley, with the old foot-crossing providing access from Station Road to the Trans-Pennine Trail. The former station house is also now a private dwelling.
- 6.6. A shortlist of potential sites for exploration has been drafted. This document does not recommend any particular site, as high-level technical feasibility assessments have not yet been carried out. This work will need to be undertaken by the Department for Transport or the West Yorkshire Combined Authority and then presented to the Methley Railway Delivery Group and transport officials for further discussion.

Option 1 - Methley North

Grid reference: Lat: 53.740752/Long:-1.414788

Highway access: Station Road, LS26 9EA

Location Map



Site Outline



Source: Google maps.

- 6.7. The original station house is now a private dwelling, but railway infrastructure remains in situ, including a foot-crossing across the Hallam Line connecting two halves of Station Lane.
- 6.8. In recent years a large housing development has been constructed to the east of the railway line, providing new highway infrastructure around the site.
- 6.9. The site provides opportunities to reinstate platforms to the north of the former station house, which could be accessed by pedestrians. The existing foot-crossing remains in use but there could also be sufficient space for a simple ramp bridge.
- 6.10. The site is adjoined by an area of land which could provide an amount of parking required for a village station. The land currently connects Station Lane to the Trans Pennine Trail, a facility that could be enhanced to provide a joint rail, foot and cycle gateway, subject to planning consent.

Additional site photographs:



Top Left: Foot-crossing at the former Methley North station looking north-bound towards Leeds.

Top Right: Station Lane looking west, including new highway layout with access into possible parking area.

Bottom Left: Wooded area leading to the Trans Pennine Trail.

Option 2 - Methley Central

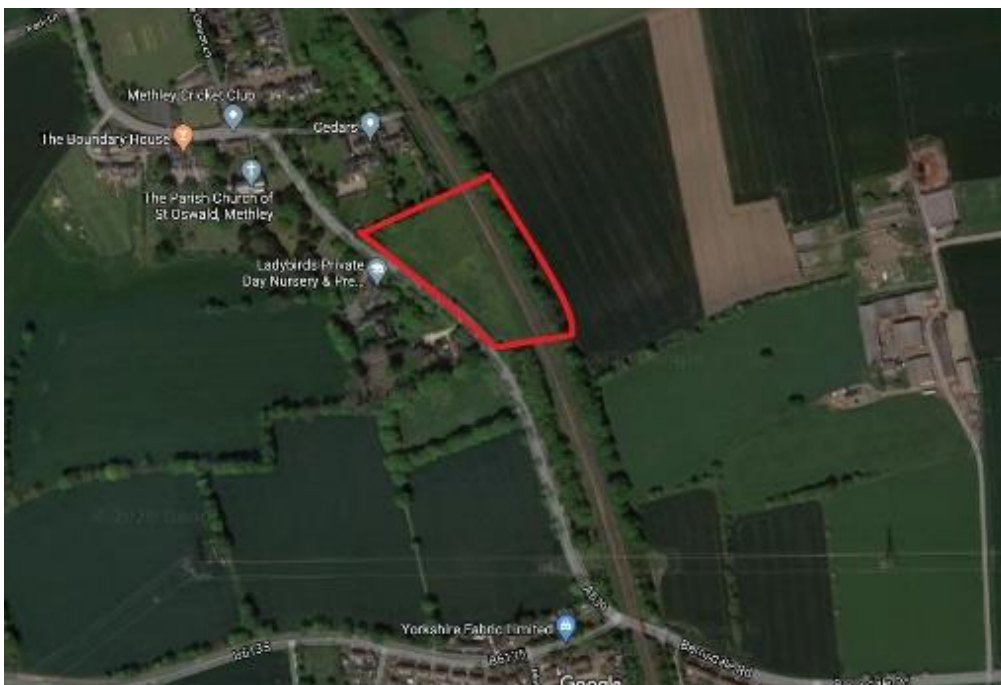
Grid reference: Lat: 53.733822/Long:-1.405476

Highway access: Church Side, LS26 9BJ

Location Map



Site Outline



Source: Google maps.

-
- 6.11. At this location the Hallam Line routes parallel to Church Side on an embankment.
 - 6.12. Two raised platforms could be constructed either side of the line, with a simple ramp bridge crossing the line in order to connect both platforms. Given the need to construct a raised platform into the embankment, a 'zig-zag' ramp could be installed into the western embankment.
 - 6.13. Land connecting Church Side to the railway embankment could provide sufficient parking for a village station. Additional parking, if required, could be sought by extending parking provision at existing commercial premises on the western side of Church Side, subject to planning consent.

Additional site photographs:



Above: Church Side, looking south towards Pinder Green bridge.

Option 3 - Methley Junction

Grid reference: Lat: 53.731128/Long:-1.402976

Highway access: Barnsdale Road, LS26 9BU

Location Map



Site Outline



Source: Google maps.

-
- 6.14. Pinder Green bridge is a well-known historical local feature. At this location, just north of Methley Junction, the Hallam Line crosses the A639 onto the embankment.
 - 6.15. Two raised platforms could be constructed either side of the line. No bridge is required to connect both platforms, instead a 'zig-zag' ramp could be installed into both eastern and western embankments allowing pedestrians to access both Leeds-bound and Sheffield-bound platforms by the footpath under Pinder Green bridge.
 - 6.16. Land immediately to the east of the line, abutting the A639 Barnsdale Road, could provide sufficient parking for a village station, subject to planning consent.
 - 6.17. This location is already serviced by two bus stops, which could provide an integrated rail and bus network.

Additional site photographs:



Left: Barnsdale Road, looking west towards Pinder Green bridge, with land on the right that could provide parking facilities.

Right: The west side of Pinder Green bridge, highlighting footpath under the bridge and the west embankment.

Option 4 - Methley South

Grid reference: Lat: 53.726535/Long:-1.402091

Highway access: Pinders Green Walk, LS26 9BE

Location Map



Site Outline



Source: Google maps.

- 6.18. This location is outside of the village footprint and is constrained by access through a residential estate some distance from the main highway and public transport routes. Consideration would need to be given to parking measures and traffic flow within the estate.
- 6.19. Two ground-level platforms could be installed, with a simple ramp bridge connecting both sides of the line.
- 6.20. Land south of the wood, to the east of the line, could be used to provide parking for a station, subject to planning consent.
- 6.21. There is permissive access which crosses land being managed to benefit wildlife under an Environmental Stewardship scheme. This could constrain access to the site.

Additional site photographs:



Top Left: Permissive access leading from Pinder Green Walk, looking south with the Hallam Line to the east.

Top Right: 0.3m along the permissive access, looking back north with the Hallam Line to the west.

Bottom Left: Land to the east of the Hallam Line that could provide parking facilities.

7. Recommendations

- 7.1. There is demand within the catchment area for the reinstatement of a railway station at Methley.
- 7.2. A station will attract new rail passengers who do not currently use trains for commuting.
- 7.3. A station will reduce the number of passengers traveling from Methley to nearby stations, thereby helping to reduce emissions and relieve parking pressures at Woodlesford and Castleford.
- 7.4. A station at Methley will improve links between communities - unblocking economic growth for Methley, its inhabitants and the regional economy.
- 7.5. Reinstating a station will restore axed local services.
- 7.6. It is recommended that the Department for Transport accepts this report as an expression of interest in either *Restoring Your Railway* and *New Station* funds and conducts high-level technical feasibility assessments into possible sites - including, but not restricted to, sites included in this report - to reinstate a station at Methley.
- 7.7. Should one or more sites be considered feasible for construction of a new station, it is requested that the feasibility assessments be presented to the Methley Railway Delivery Group for community consultation.

8. Acknowledgments

- 8.1. Several people and organisations have contributed - directly or indirectly - to delivering this report in a short space of time: Councillor Ryan Stephenson, Mr. Cormac Trigg and Mr. George Rear for project management, research and technical assistance; Mr & Mrs Barker of Friends of Methley Railway Station for instigating community support; Methley & Mickletown Residents' Association and Kippax & Methley Ward Councillors for community engagement activity; the West Yorkshire Combined Authority for sharing wider transport strategies; and Mr. Gerry Firth of Methley Archive for online historical records of Methley's railway history.

Appendix 1

Top 50 annual journeys from Woodlesford by destination

ORIGIN	DESINATION	JOURNEYS
WOODLESFORD	LEEDS	178,655.35
WOODLESFORD	CASTLEFORD CENTRAL	6,829.16
WOODLESFORD	YORK	3,732.12
WOODLESFORD	MANCHESTER BR	3,047.35
WOODLESFORD	BRADFORD BR	2,608.90
WOODLESFORD	SHEFFIELD	2,516.00
WOODLESFORD	GLASSHOUGHTON	2,441.60
WOODLESFORD	HUDDERSFIELD	1,989.82
WOODLESFORD	WAKEFIELD BR	1,096.50
WOODLESFORD	WYPTE METROCARD ZONE 12&3-K802	1,008.40
WOODLESFORD	HARROGATE	1,007.90
WOODLESFORD	SHIPLEY	859.52
WOODLESFORD	BURLEY PARK	853
WOODLESFORD	KIRKSTALL FORGE	838.02
WOODLESFORD	ILKLEY	834.6
WOODLESFORD	MOORTHORPE	780.92
WOODLESFORD	DARTON	742.62
WOODLESFORD	HEADINGLEY	653.7
WOODLESFORD	BARNSLEY	587
WOODLESFORD	HALIFAX	576.1
WOODLESFORD	KING'S CROSS LONDON	553
WOODLESFORD	PONTEFRACT BR	486
WOODLESFORD	WYPTE METROCARD STUDENT-K806	463.2
WOODLESFORD	MANCHESTER AIRPORT	458
WOODLESFORD	SKIPTON	456
WOODLESFORD	KNOTTINGLEY	443.4
WOODLESFORD	SALTAIRE	437
WOODLESFORD	HORSFORTH	393.3
WOODLESFORD	NEWCASTLE	387
WOODLESFORD	SOUTH ELMSALL	377.05
WOODLESFORD	BINGLEY	338.2
WOODLESFORD	MEADOWHALL	336
WOODLESFORD	APPERLEY BRIDGE	291.25
WOODLESFORD	LIVERPOOL BR	274.4
WOODLESFORD	LONDON BR	250
WOODLESFORD	DONCASTER	238

WOODLESFORD	KEIGHLEY	231
WOODLESFORD	DEWSBURY	196
WOODLESFORD	GUISELEY	186
WOODLESFORD	HEBDEN BRIDGE	169
WOODLESFORD	MORLEY	158
WOODLESFORD	HULL	156
WOODLESFORD	U1 LONDN	154
WOODLESFORD	BIRMINGHAM BR	153
WOODLESFORD	STOCKPORT	132
WOODLESFORD	SCARBOROUGH	127
WOODLESFORD	NORMANTON	125
WOODLESFORD	BATLEY	124
WOODLESFORD	KNARESBOROUGH	118
WOODLESFORD	NOTTINGHAM	112

Source: Northern Railway, February 2020

Appendix 2

Top 50 annual journeys from Castleford by destination

ORIGIN	DESTINATION	JOURNEYS
CASTLEFORD CENTRAL	LEEDS	164,142.81
CASTLEFORD CENTRAL	WAKEFIELD BR	13,540.89
CASTLEFORD CENTRAL	SHEFFIELD	8,324.62
CASTLEFORD CENTRAL	HUDDERSFIELD	6,490.82
CASTLEFORD CENTRAL	BARNSELY	5,876.87
CASTLEFORD CENTRAL	MANCHESTER BR	4,791.59
CASTLEFORD CENTRAL	DARTON	4,696.94
CASTLEFORD CENTRAL	YORK	4,370.29
CASTLEFORD CENTRAL	WOODLESFORD	3,324.11
CASTLEFORD CENTRAL	BRADFORD BR	3,032.60
CASTLEFORD CENTRAL	MEADOWHALL	2,853.00
CASTLEFORD CENTRAL	KNOTTINGLEY	1,953.05
CASTLEFORD CENTRAL	PONTEFRACT BR	1,760.35
CASTLEFORD CENTRAL	GLASSHOUGHTON	1,400.00
CASTLEFORD CENTRAL	NORMANTON	1,113.00
CASTLEFORD CENTRAL	HALIFAX	894.3
CASTLEFORD CENTRAL	SHIPLEY	763.5
CASTLEFORD CENTRAL	ILKLEY	734
CASTLEFORD CENTRAL	DONCASTER	723.15
CASTLEFORD CENTRAL	HARROGATE	714.5
CASTLEFORD CENTRAL	HEADINGLEY	654.35
CASTLEFORD CENTRAL	BURLEY PARK	643.9

CASTLEFORD CENTRAL	MANCHESTER AIRPORT	589
CASTLEFORD CENTRAL	KEIGHLEY	552
CASTLEFORD CENTRAL	HORSFORTH	541.9
CASTLEFORD CENTRAL	MORLEY	531.76
CASTLEFORD CENTRAL	LIVERPOOL BR	504
CASTLEFORD CENTRAL	NEWCASTLE	497
CASTLEFORD CENTRAL	BRAMLEY (WEST YORKSHIRE)	462
CASTLEFORD CENTRAL	STEETON & SILSDEN	418
CASTLEFORD CENTRAL	BLACKPOOL NORTH	376
CASTLEFORD CENTRAL	SKIPTON	366
CASTLEFORD CENTRAL	NOTTINGHAM	356
CASTLEFORD CENTRAL	SCARBOROUGH	329
CASTLEFORD CENTRAL	WOMBWELL	327.6
CASTLEFORD CENTRAL	KING'S CROSS LONDON	322
CASTLEFORD CENTRAL	MIRFIELD	321.6
CASTLEFORD CENTRAL	DEWSBURY	311.6
CASTLEFORD CENTRAL	HULL	284.1
CASTLEFORD CENTRAL	HEBDEN BRIDGE	266
CASTLEFORD CENTRAL	BINGLEY	261.9
CASTLEFORD CENTRAL	RAVENSTHORPE	260.5
CASTLEFORD CENTRAL	NEW PUDSEY	253.3
CASTLEFORD CENTRAL	HORNBEAM PARK	244
CASTLEFORD CENTRAL	CROSS GATES YORKS	237.75
CASTLEFORD CENTRAL	SALTAIRE	235
CASTLEFORD CENTRAL	EDINBURGH	221
CASTLEFORD CENTRAL	KNARESBOROUGH	210

CASTLEFORD CENTRAL	LONDON BR	203
CASTLEFORD CENTRAL	CHAPELTOWN	191

Source: Northern Railway, February 2020

Appendix 3

Demographic composition of the catchment area

Measure	Catchment Area*	Catchment Area* %	Leeds	England
Total Population*	4136			
Male*	1977	47.7%		
Female*	2160	52.22%		
Aged 0-15**	889	21.4	19.3%	19.2%
Aged 16-64**	2510	60.67	65.2%	62.6%
Aged 65+**	738	17.83	15.5%	18.2%
One person household: Aged 65 and over **	189	11.4%	12%	12.4%
One person household: Other **	230	13.9%	21.3%	17.9%
All aged 65 and over **	128	7.7%	7 %	8.1 %
Cohabiting couple: All children non-dependent **	10	0.6%	0.4 %	0.5 %
Cohabiting couple: Dependent children **	97	5.9%	4 %	4 %
Cohabiting couple: No children **	93	5.6%	6.1 %	5.3 %
Lone parent: All children non-dependent **	50	3.0%	3.2 %	3.5 %

Lone parent: Dependent children **	98	5.9%	7.6 %	7.1 %
Married or same-sex civil partnership couple: All children non- dependent **	92	5.5%	4.8 %	5.6 %
Married or same-sex civil partnership couple: Dependent children **	374	22.6%	13.7 %	15.3 %
Married or same-sex civil partnership couple: No children **	235	14.2%	11.3 %	12.3 %
Other household types: All aged 65 and over **	0	0	0.2 %	0.3 %
Other household types: All full- time students **	0	0	1.5 %	0.6 %
Other household types: Other **	25	1.5%	4.5 %	4.5 %
Other household types: With dependent children **	33	1.9%	2.3 %	2.6 %

Source: *2011 census data for the catchment area LSOAs, ONS/Leeds Observatory.

**2018 Metadata estimates for the catchment area LSOAs, ONS/Leeds Observatory.

Appendix 4

Transport survey data

What is your current employment status?	No. of respondents.	% of respondents.
Full-time employed	478	54.8794489
Self employed	57	6.54420207
Housewife/husband	23	2.64064294
Full or part time education	22	2.52583238
Part time employed	99	11.3662457
Unemployed	15	1.72215844
Retired	177	20.3214696
Total:	871	100

Which mode of transport do you use on a regular basis?	No. of respondents.	% of respondents.
Car	562	64.52353617
Train	144	16.53272101
Park & Ride	23	2.640642939
Bus	113	12.97359357
Cycle	29	3.329506315
Total:	871	100

If you commute to a place of work where do you travel to?	No. of respondents.	% of respondents.
Leeds	338	62.8252788
Wakefield	48	8.92193309
Barnsley	3	0.55762082
Castleford	26	4.83271375
York	9	1.67286245
Sheffield	6	1.11524164
Other	108	20.0743494
Total:	538	100

When you do travel by train which railway station do you use to start your journey?	No. of respondents.	% of respondents.
Woodlesford	354	51.30434783
Garforth	23	3.333333333
Leeds	160	23.1884058
Castleford	122	17.68115942
Cross Gates	1	0.144927536
York	1	0.144927536
Other	29	4.202898551
Total:	690	100

Thinking about the last time you used a train, on a scale of 0-5 (where 0 means bad and 5 means good) how would you rate the reliability of trains arriving on time?	No. of respondents.	% of respondents.
0	28	4.05797101
1	40	5.79710145
2	91	13.1884058
3	205	29.7101449
4	222	32.173913
5	104	15.0724638
Total:	690	100

Thinking about the last time you used a train, on a scale of 0-5 (where 0 means bad and 5 means good) how would you rate the cost of train fares?	No. of respondents.	% of respondents.
0	56	8.115942029
1	77	11.15942029
2	165	23.91304348
3	240	34.7826087
4	112	16.23188406
5	40	5.797101449
Total:	690	100

Thinking about the last time you used a train, on a scale of 0-5 (where 0 means bad and 5 means good) how would you rate the cleanliness of train carriages?	No. of respondents.	% of respondents.
0	29	4.20289855
1	53	7.68115942
2	160	23.1884058
3	247	35.7971014
4	185	26.8115942
5	16	2.31884058
Total:	690	100

Thinking about the last time you used a train, on a scale of 0-5 (where 0 means bad and 5 means good) how would you rate connectivity to other towns and cities?	No. of respondents.	% of respondents.
0	32	4.637681159
1	58	8.405797101
2	98	14.20289855
3	216	31.30434783
4	179	25.94202899
5	107	15.50724638
Total:	690	100

Thinking about the last time you used a train, on a scale of 0-5 (where 0 means bad and 5 means good) how would you rate access to the railway station?	No. of respondents.	% of respondents.
0	107	15.50724638
1	109	15.79710145
2	174	25.2173913
3	176	25.50724638
4	103	14.92753623
5	21	3.043478261
Total:	690	100

Do you support the idea of reopening a railway station on the existing line in Methley?	No. of respondents.	% of respondents.
Yes	816	93.6854191
No	24	2.7554535
Unsure	31	3.55912744
Total:	871	100

How often would you use the train if there was a railway station?	No. of respondents.	% of respondents.
Daily	416	47.76119403
Weekly	272	31.22847302
Occasionally	153	17.56601607
Never	30	3.444316877
Total:	871	100