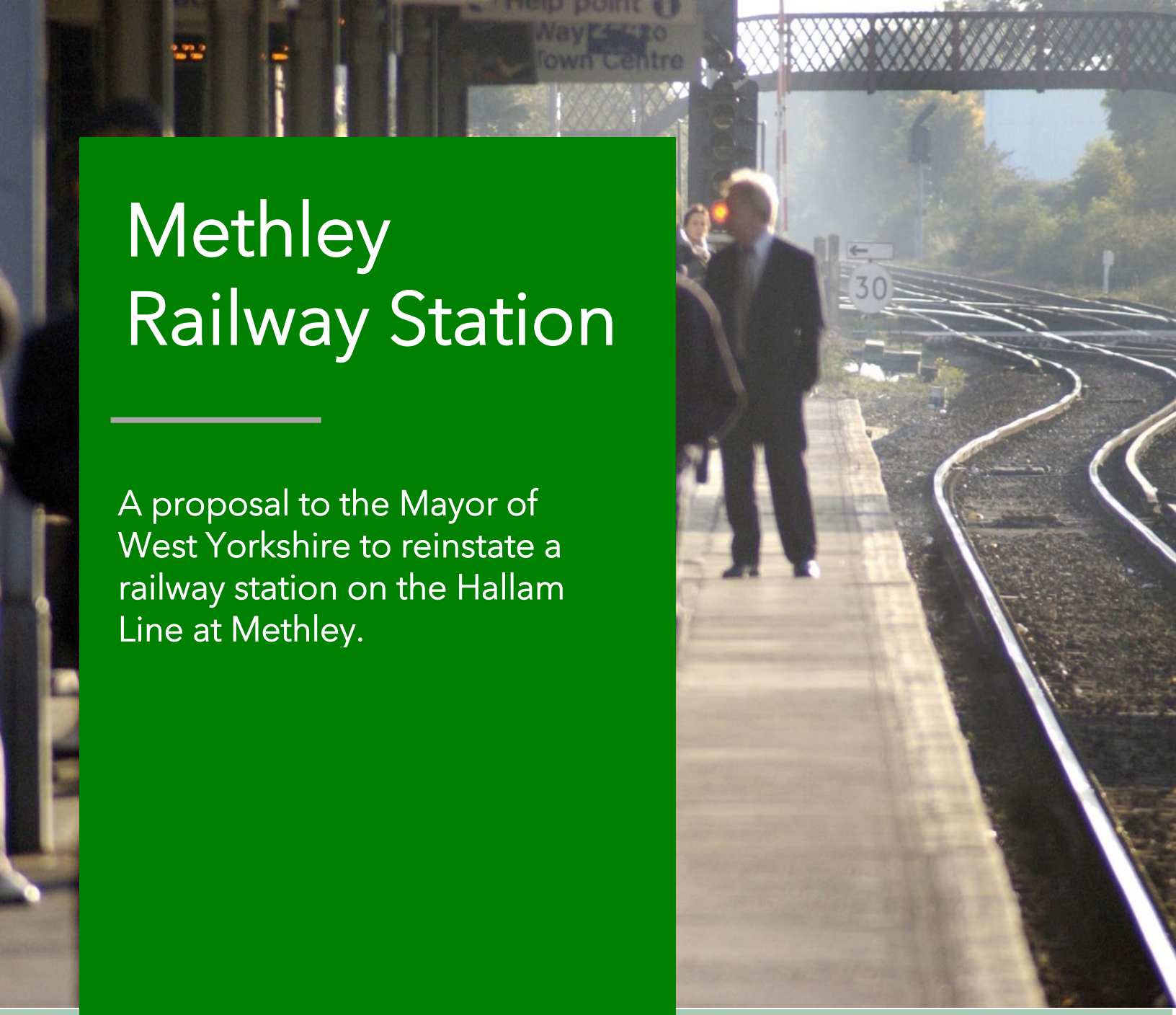


# Methley Railway Station

A proposal to the Mayor of West Yorkshire to reinstate a railway station on the Hallam Line at Methley.

UPDATED: SUMMER 2022

The Rt Hon. Alec Shelbrooke, M.P.
Member of Parliament for Elmet & Rothwell

House of Commons
London
SW1A 0AA

alec.shelbrooke.mp@parliament.uk

# 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 five 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.

The Government's new Levelling Up Fund was designed to invest in infrastructure and local transport projects. The Mayor of West Yorkshire can submit bids to the Levelling Up Fund for transport improvements in the region.

When I established the *Methley Railway Delivery Group* I said I'd work with anyone I could to get our campaign back on track and work full steam ahead to get a new station. So, following an expression of interest to the Department for Transport, I have now written to the Mayor of West Yorkshire asking her to back our campaign and submit a Levelling Up Fund bid for a new railway station at Methley."

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## Tables

# 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. Transport Survey

## Results of a catchment-wide consultation

2.1. 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.

2.2. A total of 1,703 households within the local authority polling areas of Methley & Mickletown were sent a printed survey.

2.3. 871 (51.1%) responses were received before the consultation deadline.

2.4. 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?

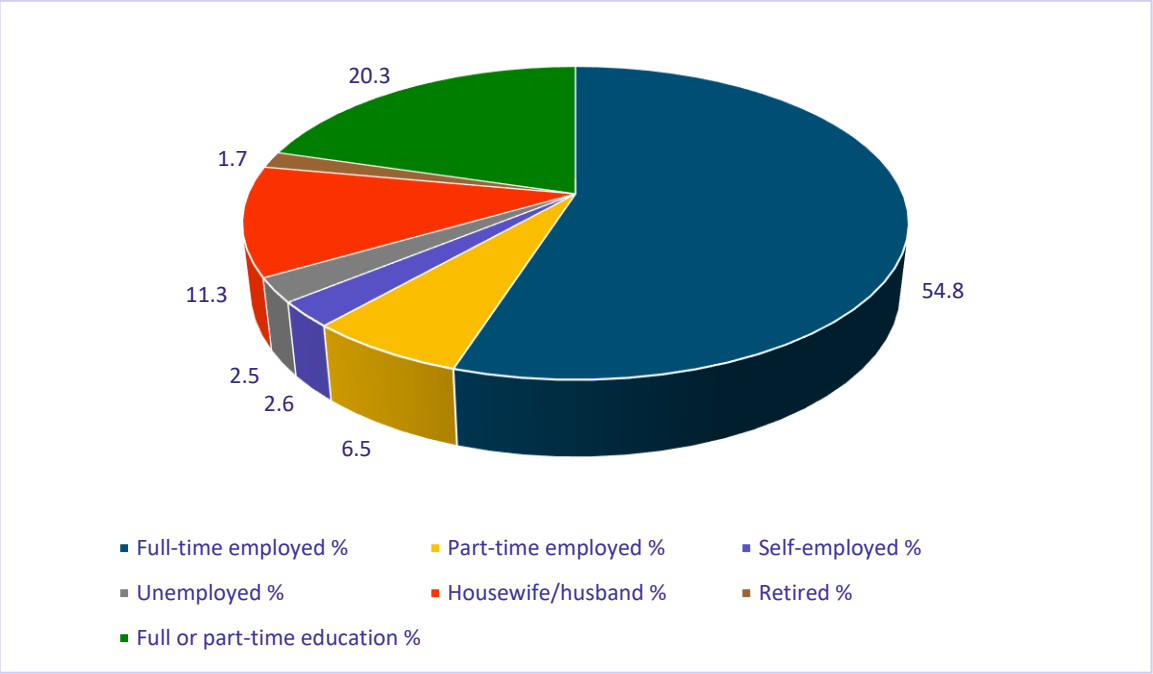


Table 4.2. Which mode of transport do you use on a regular basis?

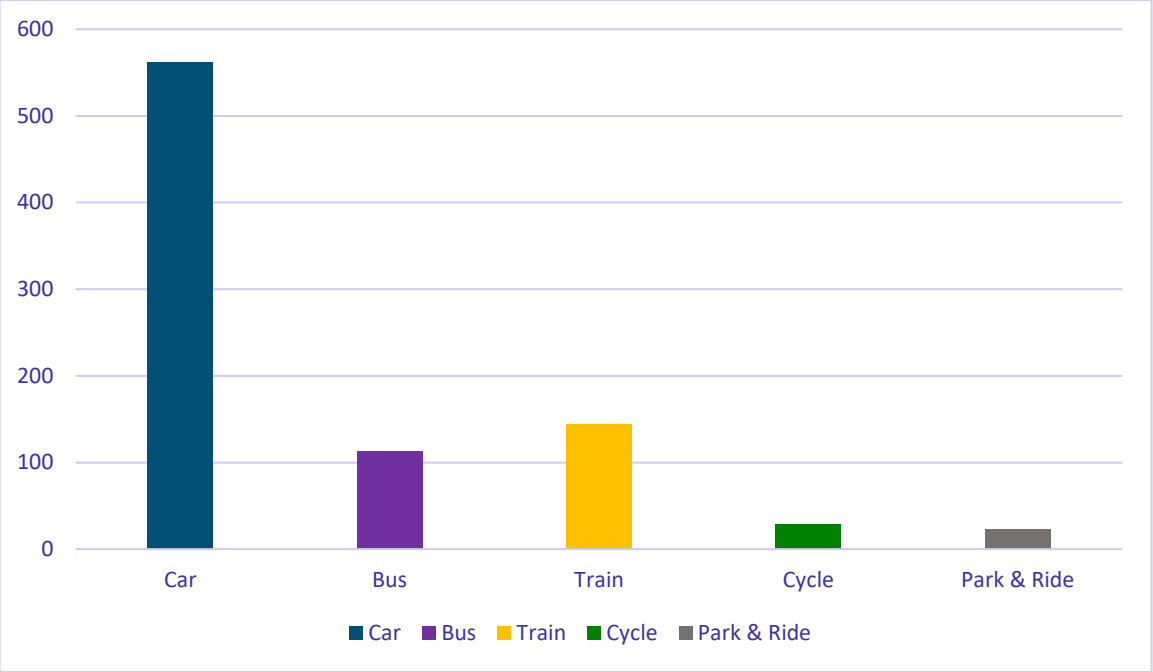



Table 4.3. If you commute to a place of work, where do you travel to?

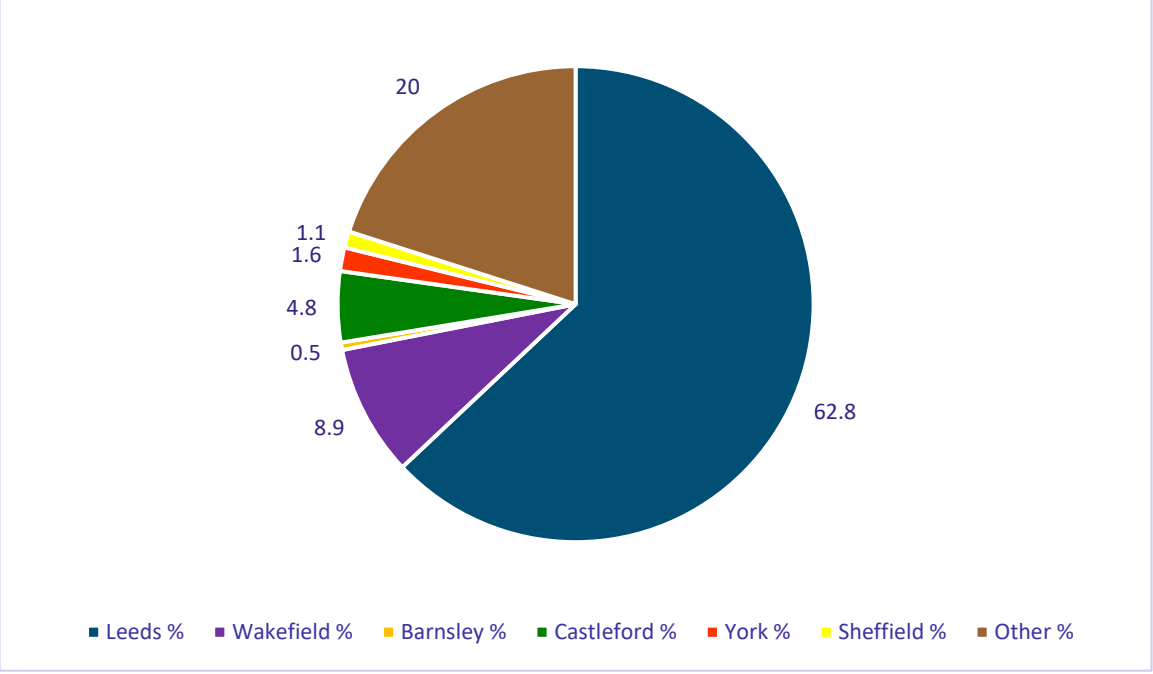


Table 4.4. When you travel by train, which railway station do you start your journey from?

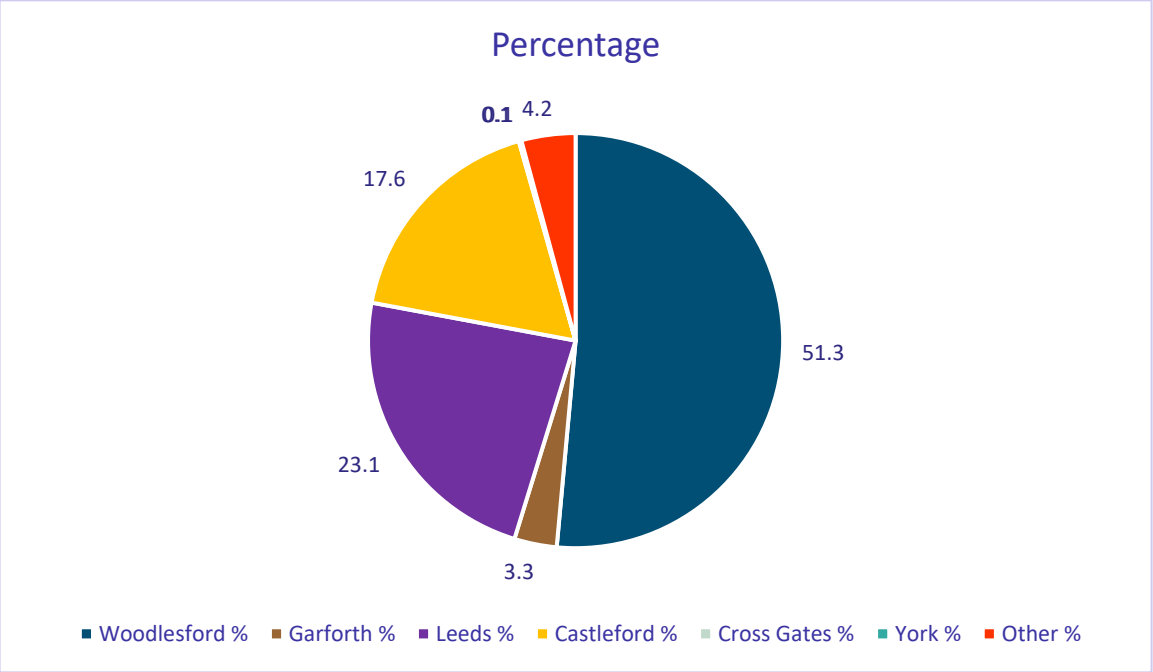



Table 4.5. Thinking about the last time you used a train, on a scale of 0-5 (where 0 means bad and 5 means good), how would you rate the following?

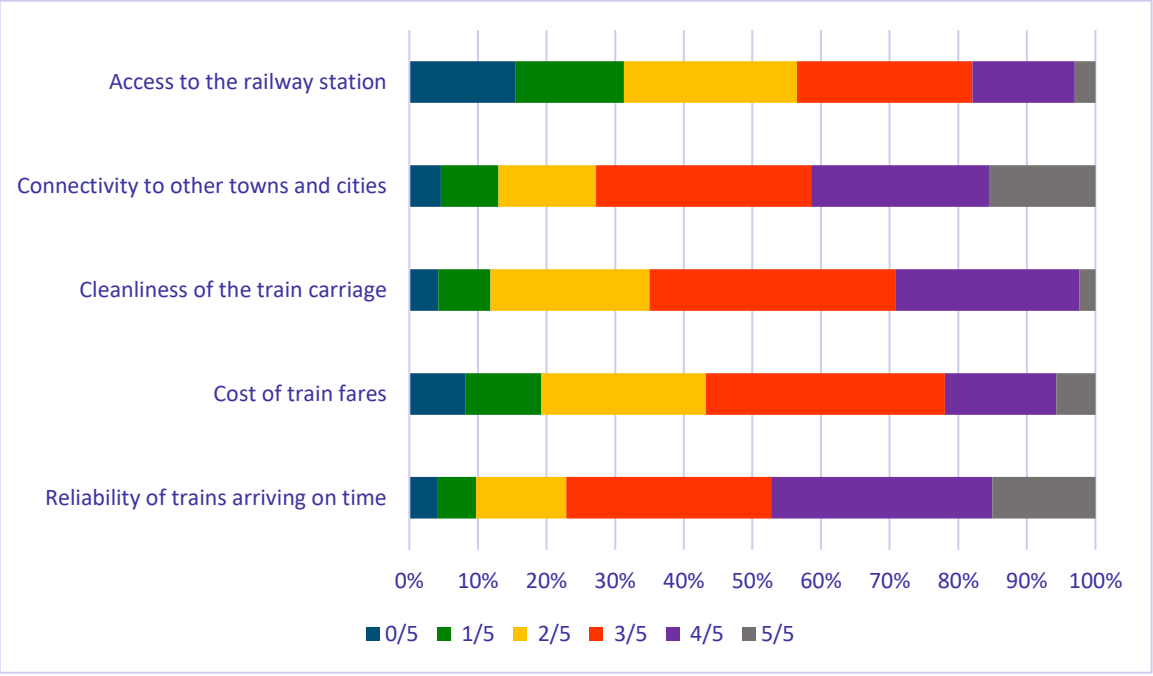


Table 4.6. Do you support the idea of reopening a railway station on the existing line in Methley?

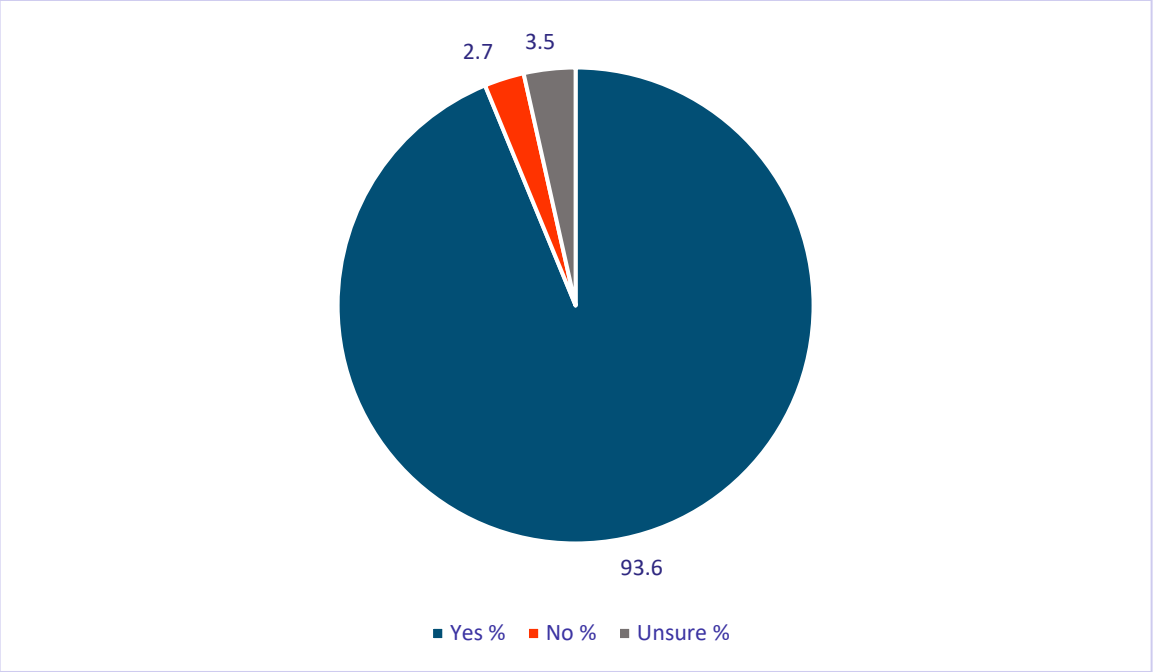
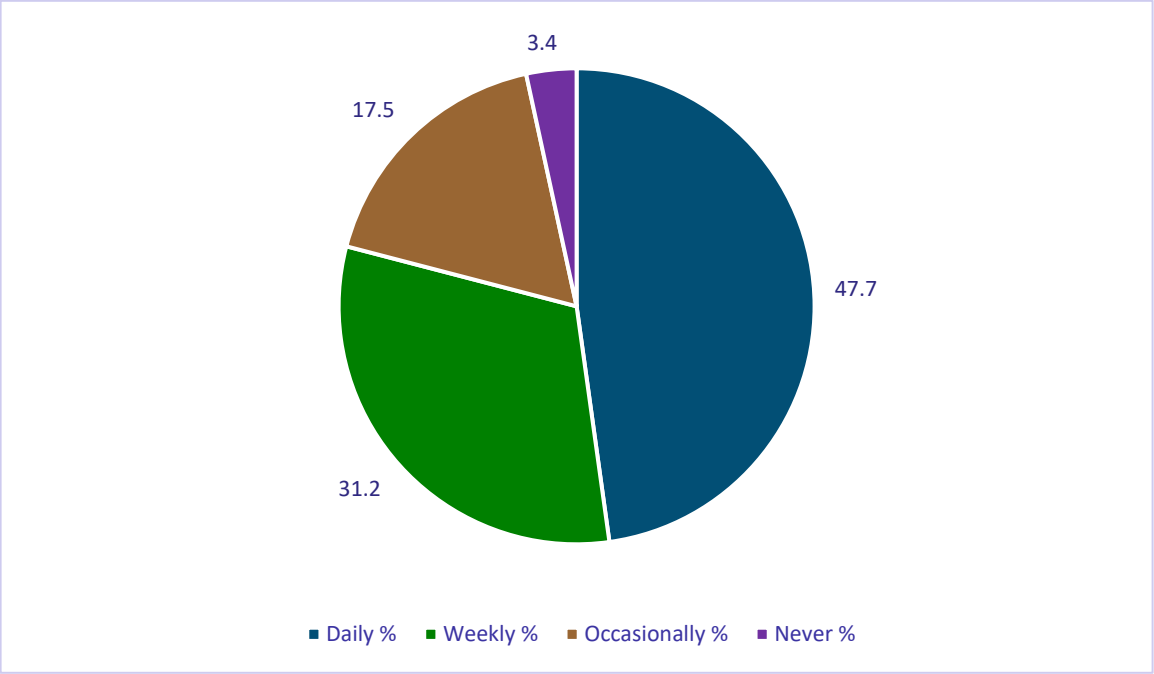



Table 4.7. How often would you use the train if there was a railway station in Methley?




2.5. 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.

2.6. 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).

2.7. 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.

2.8. 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.

# 3. Demand and operational feasibility

## Connecting Methley to the West & South Yorkshire economies

### Current rail use and demand

3.1. The Hallam Line stops at the following stations: Leeds – Woodlesford – Castleford – Normanton - Wakefield Kirkgate – Darton – Barnsley – Meadowhall - Sheffield.

3.2. Methley is located exactly halfway between Woodlesford (3miles) and Castleford (3miles). The Hallam Line runs directly through Methley.

3.3. At present, rail users from Methley must travel by car to a nearby station in order to access rail transportation.

3.4. Woodlesford station has limited car parking provision and local highways are under increasing pressure from commuters travelling in from neighbouring settlements, such as Methley.

3.5. 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.*

3.6. 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.

3.7. 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).

3.8. 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

3.9. 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).*

3.10. 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.

3.11. 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.

3.12. 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

3.13. 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.

# 4. Station location assessment

## Delivering a local platform for local rail users

4.1. 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

4.2. 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 > 1000m |
| Signal layout | No constraints |

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

4.3. 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.

4.4. 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.

4.5. *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.

4.6. 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.*

4.7. 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.

4.8. In recent years a large housing development has been constructed to the east of the railway line, providing new highway infrastructure around the site.

4.9. 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.

4.10. 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.

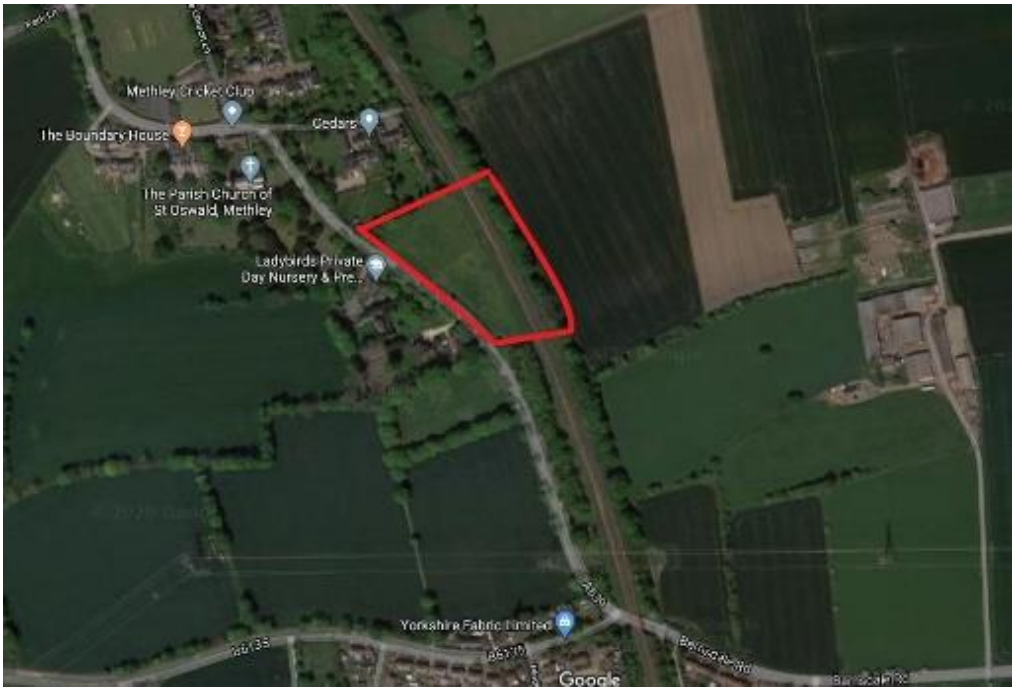
## Option 2 – Methley Central

Grid reference: Lat: 53.733822/Long:-1.405476

Highway access: Church Side, LS26 9BJ

Location Map


Site Outline




*Source: Google maps.*

4.11. At this location the Hallam Line routes parallel to Church Side on an embankment.

4.12. 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.

4.13. 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.*

4.14. 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.

4.15. Two raised platforms could be constructed either side of the line. No bridge is required to connect both plaforms, 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.

4.16. 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.

4.17. 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.*

4.18. 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.

4.19. Two ground-level platforms could be installed, with a simple ramp bridge connecting both sides of the line.

4.20. Land south of the wood, to the east of the line, could be used to provide parking for a station, subject to planning consent.

4.21. 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.

# 5. Recommendations

5.1. There is demand within the catchment area for the reinstatement of a railway station at Methley.

5.2. A station will attract new rail passengers who do not currently use trains for commuting.

5.3. 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.

5.4. A station at Methley will improve links between communities – unblocking economic growth for Methley, its inhabitants and the regional economy.

5.5. Reinstating a station will restore axed local services.

5.6. 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.

5.7. 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.

# 6. Acknowledgments

6.1. 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 | BARNSLEY | 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 | 33 | 1.9% | 2.3 % | 2.6 % |

| | | | | |
|---|---|---|---|---|
| dependent children ** | | | | |

*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 |