

RailPlan 7 - Results and Responses

Respondent No.	Full Text	Action	Rationale for Action
4	Light Rail is not the answer due to long journey time end-to end as on-board toilets are a necessary requirement. Also lower seating capacity than the current trains. Lights Rail has to be fast and frequent which is not achievable on the Penistone Line.	Noted	Tram train needs to be considered as a possible solution to service enhancement on the Penistone Line, with consideration given to passenger facilities and capacity.
4	Longer standard trains are needed together	Plan Updated	Line of route plans updated to refer to increased capacity through more frequent and longer trains.
4	with a 30 min frequency for better connectivity between Huddersfield and Barnsley. This will promote passenger growth.	Noted	More frequent services are already identified in the line of route plans for this corridor.
4	Penistone Line MAA data is missing in the report as well as hourly connectivity between Huddersfield and Barnsley not included. A case of the Penistone Line being forgotten yet again.	Plan Updated	Sheffield - Huddersfield PPM MAA data included in Figure 11 and Barnsley referenced in Figure 7 for Penistone Route.
4	Include the missing data and comments for the Penistone Line and think again about new longer and more frequent trains on the line. Light Rail is not a solution for a 37 mile rural line.	Duplicate - see previous response	-
5	Too much generality and pious hopes - not enough 'down to earth' attention to detailed problems. My main objection is the continued lack of any access to trains between Halifax and the Bradford City boundary. There were formerly 3 stations on that section and now there are none. Just one new one would be a boon for those going to Bradford, Leeds, Manchester and further afield. The suggestion that the advent of a new station at Low Moor will help is not valid as that is quite a distance from Hipperholme, Hove Edge and the like and bus connections are poor. I have raised this issue before but never get a reply. Why not a station near the tumbler-dryer factories carpark off Brighouse Road, Hipperholme (near where the turn-out for Brooke's private sidings were). There's a bridge already existing, spare ground which could become a carpark. It's also within walking distance of Hipperholme centre with quarter-hourly buses passing it. The alternative is the site of the former Norwood Green station with parking on the former sidings area and minor diversions to existing bus routes to serve it (and the village of Norwood Green). There are something around 15,000 people living within 2 miles of the railway line yet they can't easily get access to the trains. So they commute by car to the various towns where they work. That is a supreme nonsense. CAN I PLEASE HAVE SOME REACTION TO THIS SUGGESTION.	Noted	Comment noted.
5	See earlier comments re Calderdale line between Halifax and Bradford	Duplicate - see previous response	-
7	in order to encourage the use of the rail service new parking facilities need to be available for example on the wharf dale line and in Horsforth people who can walk to the station do so but many drive the full distance to work because parking at the station is impossible and it is perceived to be too far to walk. New out of town commuter stations need to be added between towns so that one can drive to ample parking then catch the train. Not expensive really - a large field and a basic platform.	Noted	Car parking extensions identified at Horsforth and on Wharfedale Line. It is challenging to make the case for new stations. Consideration will be given to new stations as opportunities for funding arise.
7	See above	Duplicate - see previous response	-
7	See above	Duplicate - see previous response	-
7	Car parking is the biggest problem on the wharf dale line - could we have big commuter parks between existing stations (i.e. not in towns villages where parking will never be good enough) If one needs to drive to the station it doesn't matter if it is a field between menston and guisley or the village itself. The need to park is paramount. This would need new stations but these should be as well as, not instead of, existing stations.	Duplicate - see previous response	-
7	As long as there is continuous improvement and no closures it is fine by me!	Noted	Comment noted.
9	I agree with this ambitious vision but not sure what funding is in place to acheive it and will it result in increased fares to fund it	Plan Updated	Reference to why fares are not specifically included in RailPlan
11	The main issue for me is price - I believe that tickets should be far more affordable. I agree with your priorities also, but believe you missed the most important issue!	Plan Updated	Fares will be reviewed as part of the proposed devolved local rail franchise and planned smart card ticketing.
13	Specific assurances about the status of Colne Valley & Penistone Line Services are required. Colne Valley could see substantially improved fast service (Northern Hub) but worst local service.	Plan Updated	Plan updated to make clear aspiration for enhanced local frequency on Penistone and Colne Valley routes.
16	I feel that the plan is too centred around Leeds, which is already over crowded and often at capacity or more for trains at peak times. The central hub of Leeds should be shared between nearby large stations to help ease the burden.	Noted	Comment noted - Leeds is the most used station in West Yorkshire and therefore an important focus of this document.

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16	A lot more trains from the Wakefield line could go to Manchester and Hull to save those from South/Yorkshire/Midlands having to go via Leeds	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
16	More trains from the Pontefract line should go into Wakefield Westgate to link up better with the East Coast Mainline	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
17	Oyster Card style payment for fully integrated travel on bus and train.	Noted	Proposal 4: Integration identifies the need to implement smart card technology.
17	Need all-stopper Keighley to Leeds, together with Fast Skipton to Leeds that bypasses some stations nearer to Leeds - appreciate this needs station changes to enable fast train to overtake all-stopper.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, The Keighley turnback siding included in the Appendix will facilitate this although specific proposals have yet to be confirmed.
17	Better information on train breakdowns and their impact on travel especially at peak times.	Noted	Already identified in Proposal 3: Reliability.
18	I am really pleased to see plans to increase the frequency of trains from Pontefract Monkhill to Leeds. The train would be a quicker and easier option for me to get to work, however i choose to drive because the trains do not offer me any flexibility.	Noted	Comment noted.
18	They are to infrequent, unreliable and with no ticket facilities on the station i am often forced to queue at Leeds for a ticket, adding time onto my journey.	Plan Updated	Proposal 5: Journey Experience now identifies the aspiration for ticket machines at all stations.
18	I would stress the importance of finding funding to expand the station at Monkhill, given the current Grand Central Rail service to London, it is a shame that the station cannot accomodate a direct link to London. This should be much more utilised than it is, but local residence are not able to access the station well enough.	Noted	This is already covered in Proposal 5: Journey Experience and the line of route plans.
22	I would appreciate it if you could provide low floor easy access trains. it is very difficult for my elderly dog to board the train and when we travelled last time; she nearly fell down the large gap.	Noted	Proposal 5: Journey Experience sets out that trains meet DDA requirements.
23	Need more carriges on local and Trans /pennine routs, as it seem to me im the one that has to STAND all the way!	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
23	Trains need to be cleaner, and buffee staff more chearfull	Noted	Improved quality monitoring system included in Proposal 5: Journey Experience.
24	Could do with better access to railways, such as more local stations	Noted	Comment noted.
24	To re-instate the station at Kirkstall (between the river Aire and Leeds & Liverpool Canal) would give the local community and the students on the old Kirkstall Brewery site a better chance to use the railway network.	Noted	Comment noted.
25	Narrow minded and lacking AMBITION.Needs a complete rewrite-with priority to constructing NEW railways on Beeching closed lines-buldozing all physical obstructions where necessary.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
26	rail is the way forward for public transport, perhaps the vision is not ambitous enough.	Noted	Comment noted.
28	Trips to Sheffield from Huddersfield are extremely time consuming using the Penistone Line.I find it slow and more often than not will go via Wakefield just to avoid using the line,the ticket restriction on travel between Huddersfield and Sheffield doesn't help the situation either,stopping people travelling via Leeds which would cut the journey time significantly.In the plan, I notice that a desired frequency of a half hourly service,this would be advantageous.Could a semi fast service not be considered?Calling at Penistone,Barnsley,Meadowhall and Sheffield,giving people who travel between the bigger principle stations and more attractive journey time,rather than the laborious journey time that is common place now.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed. This should consider the case for speed improvements/quicker services on the Penistone Line.
28	Failing that could the line not be closed and double tracked all the way to Barnsley? I understand this would be expensive and not sure what kind of value for money it would give,but it would solve a lot of problems and increase patronage of the line with quicker journey times	Noted	More frequent services are identified as an aspiration in the route plan for the Penistone Line. Double tracking part of the route may be necessary to deliver this.
28	with quicker journey,	Duplicate - see previous response	-
28	more services	Duplicate - see previous response	-

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28	and improved station facilities.	Noted	Proposal 5: Journey Experience the level of station facilities that should be available at different stations.
28	I also understand proposals had or have been submitted for a service to London via the line,which would be good,but I fail to see how it could work without series engineering investment in the line.	Noted	Comment noted.
28	I also understand a proposal of a new station at Ossett,Ossett Parkway,has been mooted in Connecting Communities Report,again a splendid idea.This could tie in with a extensive revamp of the Ravensthorpe station(not sure why a Wakefield bound platform has never been built at the station) and the current revamp of Wakefield Kirkgate	Noted	Comment noted.
28	with a introduction of a new Castleford/Wakefield Kirkgate to Manchester Victoria service via Brighouse and the Calder Valley,	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, The Keighley turnback siding included in the Appendix will facilitate this although specific proposals have yet to be confirmed.
28	maybe with a new station at Elland,calling at Ossett Parkway,Ravensthorpe, Brighouse, Elland(new), Hebden Bridge, Rochdale and finally Manchester Victoria.Again not sure what kind of business case could be made for this kind of improvement or the new Castleford/Wakefield Kirkgate service (not sure if this service idea has ever been mooted in the past or not) or what kind of engineering work would be needed to upgrade the line/lines to accommodate the proposal. I aren't no railway expert,but do travel on the railway regularly and these are just a few ideas and suggestions.	Noted	Comment noted.
29	The current over crowding is a struggle as it seems the rail companies are happy to take money for a service they don't offer.	Noted	Comment noted
29	I use the Huddersfield. To Leeds route twice a day and think that transport pennies express could simply double up on carriages on busy trains to ease congestion as they only do this for specific trains at peak times.	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
29	Introduction of oyster card style technology to make rail use more painfree Nd to promote occasional users to have apy as they go card that can be topped up easily	Noted	Proposal 4: Integration identifies the need to Implement smart card technology.
30	I agree wholeheartedly with the proposals for development of rail services within and beyond West Yorks. My own personal priorities would be: Replacement of the abysmal old trains on most of our routes. The old DMUs are a disgrace, especially the Pacers.	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
30	Electrification of as many routes as soon as possible.	Noted	The route plans identify the aspiration for electrification.
30	Everything possible to be done to bring forward HS2. As I write this there is even a suggestion the Government may put it back!! I know it's not your issue, but I am furious that Nimbys in the Chilterns can possibly influence something so essential to the economy of the North of England.	Noted	Comment noted, HS2 is supported by RailPlan. Metro are working separately to promote HS2.
30	One other issue I have is the lack of 'late' evening trains. The last train back to Guiseley from Leeds leaves at 23-15. This is ridiculous. there should be a service from Leeds up to/approaching midnight.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
32	We need to secure more funding for rail projects rather than road! 1 freight train can take upto 40 44ft lorries off the roads at one go! Make more interchanges whether they be passenger OR freight	Noted	Consideration will be given to new passenger stations as opportunities for funding arise. The need for additional rail freight terminals will be determined by the freight operators.
32	more modern trains	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
32	and electrification of the whole West Yorkshire and surrounding area	Noted	The route plans identify the aspiration for electrification.
34	The whole plan is dependent on the devolvement of decision making and funding, especially for investment. At the moment funding for the North seems to be squeezed between London's and Scotland's.	Noted	Comment noted.
34	Is it considered necessary to restore the 2 tracks in full between Guiseley and Leeds/Bradford, singled in the 1990s?	Noted	RailPlan identifies that additional capacity will be needed, but specific schemes to achieve this in the long term have not been established.
36	Car parking at stations essential. More needed- particularly at Honley	Plan Updated	The route plan now identifies the need for more parking on the route.
36	Need more cycle space on trains, including platform information as to where on the train it is.	Plan Updated	Proposals 4 and 5 and the Network Plan have been updated specifically reference cycle access and storage of bikes on trains.

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37	Airedale: Will more stations slow trains down that much that rail becomes less attractive to medium/longer distance passengers. Line speed improvements could reduce this impact.	Noted	When developing proposals for new stations the impact on existing rail users is taken into account.
37	Caldervale: Electrifications seems to be a must given plans to electrify the Huddersfield line: the number of diversions, both planned and unplanned is quite high. Rail replacement buses (which cost the same to the passenger as the train but are far worse) are always seen a poor service, and have to be avoided wherever possible.	Noted	The route plans identify the aspiration for electrification.
37	Hallam: Possible changes to the express services? Nottingham trains leave Leeds & Sheffield just before the Cross Country service, but arrive in the other after, making it an unattractive service to through passengers based on speed.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, The Keighley turnback siding included in the Appendix will facilitate this although specific proposals have yet to be confirmed.
37	Huddersfield: Currently at Leeds and Huddersfield local and express services are tightly timed between each other, inevitable given the timetable, but also inevitably delay to one causes a delay to the other due to one being held because of the long distances between overtaking places. This can knock on to the rest of the timetable for half a day at least. Travelling from Dewsbury I think that mid-week for most of the day the frequency is perfectly adequate, but capacity problems are caused by the current trains not making the most of the available capacity. What is needed is less 3 carriage express trains which are full turning up at platforms that can take 6 carriages. This would increase capacity without causing an increasing amount of knock on delays due to a few minutes lost here and there.	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
37	An alternative would be to send the additional train which is being called for via Wakefield, avoiding the most congested area via Dewsbury and giving Wakefield a new trans-pennine service, opening up new journey opportunities? Either that or increase capacity with re-introduced 3 or 4 track sections, though they may need to be longer than elsewhere (below) to have much impact, and West of Huddersfield could affect line speed.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, The Keighley turnback siding included in the Appendix will facilitate this although specific proposals have yet to be confirmed.
37	Penistone: Possible semi-fast service along this line to increase journey speed?	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed. This should consider the case for speed improvements/quicker services on the Penistone Line.
37	Pontefract: How would a 30 minute frequency on all lines affect freight, mentioned elsewhere, particularly around Woodlesford, Castleford and Knottingley? The short section of line into Leeds from Stourton used to be 4 track, with all the trains planned through this area surely it would be vital to reintroduce this? How about an hourly or 2 hourly service to Goole from Castleford or Wakefield to help provide the increased frequency without adding congestion to Leeds?	Noted	RailPlan identifies that improved passenger frequency and increased rail freight is important but specific schemes to achieve this in the long term have not been established.
37	Wakefield: Perhaps out of the scope of this, but any problems on this line appear to come in South Yorkshire, past Swinton into Sheffield where there is frequent congestion. Again, this used to be 4 tracks and is probably already in need of it replacing before any more services are introduced.	Noted	See comments for Q6-37-07
37	York & Selby: Additional electrification to Hull sounds like a very good idea as this would link to the ECML by another route.	Noted	Comment noted.
37	Returning to the Huddersfield line, and Dewsbury in particular, I'm sure you'll find few, if any passengers who don't think that the Sunday service is woeful. A 2 hourly local and hourly express service when both normally run half hourly provides a totally inadequate service. The express service is just enough not to put too many people off, so the trains that do run are packed, sometimes to rush hour standard, and the local service is so bad that people don't bother and is often virtually empty. Great way to encourage people to use their cars!	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
38	Highly support new link to the Airport - which must be directly next to the terminal building to maximise usage.	Noted	Comment noted.
38	Disappointed not to see potential for more new stations. The amount of suburban stations in Leeds is poor, yet there are so many potential sites - especially where lines are to be electrified or are not used by Intercity. Possible new rail stations for consideration should include, amongst others: Elland Road stadium, White Rose Shopping Centre, Thorpe Park Business Park, Halton Dial, Marsh Lane, Hunslet, Stourton, Mickletown etc etc	Noted	Comment noted.
38	Did not see any mention regarding refurbishment of Leeds Station main entrance, which looks like it is stuck in the 70's when compared with other modern major stations. Will the new Smartcards be compatible with the Oyster system, so that the card could be used in Yorkshire & London?	Plan Updated	The Network Plan refers to the redevelopment of Leeds Station.
38	Will the new Smartcards be compatible with the Oyster system, so that the card could be used in Yorkshire & London?	Noted	Oyster and West Yorkshire Smart Cards are not likely to be compatible.

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38	Need many more local stations, as there are so few in the Leeds boundary.	Duplicate - see previous response	-
38	Fully support the improvements suggested, particularly the airport link, but would like to see much more in the way of adding more stations to the network on existing lines.	Duplicate - see previous response	-
39	Why oh why does no one have the foresight to connect up the two Bradford rail stations so we can have the beginning of a circular commuter rail network in West Yorkshire?	Noted	The cost of connecting the two Bradford stations is unlikely to represent value for money.
41	1. Although I do not currently use the train very frequently, from time to time I use it considerably for both work and pleasure. I am concerned about connectivity of services rather than speed. When wanting to use public transport as a main means of transport, connectivity is very critical. I do not see this adequately represented in the vision. I am not talking about major centres, I am talking about the places on the way. There seems to be a lack of commitment to taking fairs on some of these services, suggesting that this might be a deliberate policy to show that users are low. IT IS NOT ALL ABOUT MAJOR CITIES CONNECTIVITY.	Noted	Proposal 1: Connectivity includes proposals for local services.
41	2. The issue of connectivity between smaller cities is also a sub-issue. From Huddersfield, great connectivity to Leeds and Manchester, but not to Halifax, Bradford or Sheffield	Plan Updated	Proposal 1: Connectivity and the Caldervale route plan identify improved frequency between Huddersfield and Bradford.
41	2. Cycle policy. Very good to be able to book bikes on relatively easily, but not so good when told, can't guarantee space for the bike! How can you go to a meeting for work and then find out that you have to hang around to come back to the office? Not possible when you use it for work. Explore different ways of carrying multiple bikes please and making this work better.	Plan Updated	Proposals 4 and 5 and the Network Plan have been updated specifically reference cycle access and storage of bikes on trains.
41	The plans as stated for the Huddersfield Line sound good. This is the one I am familiar with and particularly use. I hope that this is correct is saying that the hourly stopping service will continue with the existing off peak levels of service.	Noted	Comment noted.
41	I would like to note the following Huddersfield line via Slaithwaite (my experience is Slaithwaite to Huddersfield and back). There appears to have been a deliberate policy of not collecting off peak fairs over the last few years. It took me a while to wake up to this, but when I travel off peak, you have to go to the ticket office on arrival in Huddersfield to buy your ticket. I don't travel enough, but value this service greatly and my work does too (Bolster Moor base). I know many people are not alive to the fact that they need to pay so that you know it is used! Your figures must be very low for these services. Congratulations on the new ticket machine in Slaithwaite Station. I hope this helps. It just needs Huddersfield Station ticket checking.	Share Feedback	This feedback will be shared with colleagues at Northern, who are responsible for fare collection on this route.
42	Increasing frequency and capacity at Marsden and Slaithwaite would increase useage There seems little commitment to improving services at Slaithwaite and Marsden.	Plan Updated	Proposal 1: Connectivity refers to increased local frequency between Huddersfield and Manchester.
42	See above	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
42	There surely needs to be a commitment to improve services from Marsden and Slaithwaite to both Leeds and Manchester if they are not to become economic backwaters. A minimum of a 30 minute daytime service is surely the minimum these two stations deserve.	Duplicate - see previous response	-
42	The way to improve rail usage is to increase frequency at stations with only a 60 minute service.	Noted	Proposal 1: Connectivity refers to minimum frequency of two trains per hour.
42	A commitment to later trains eg midnight especially on Fridays and Saturdays is also needed.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
43	I sometimes take peak time trains from Woodlesford to Leeds in the morning and would do so more frequently if capacity was increased to at least give a realistic prospect of a seat for the journey.	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
44	Sceptical over how realistic the prospect of attaining these objectives is. Central government consistently invests very little in regional transport infrastructure. Our railways are full of bureaucracy and inefficiencies.	Noted	Comment noted
44	Comprehensive electrification is key to delivering performance improvements. Start with self-contained routes like the Harrogate line and proceed from there.	Noted	The route plans identify the aspiration for electrification.
45	I am concerned about the access to being able to use the train when I live in Otley. I do not like using the train at night times as I do not want to be stuck at Menston Station if there is no means of getting back to Otley because a hopper bus does not turn up.	Share Feedback	Feedback will be shared with bus planning colleagues at Metro.

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51	Can West Yorkshire PTA, who are sensible and competent, please take over responsibility for public transport in Greater Manchester from GMITA, who are buffoons?	Noted	Comment noted.
52	It is important to get Metro/ITA role strengthened on delivery of rail services.	Noted	Comment noted.
52	Half hourly services in evenings on Wharfedale/Airedale/etc lines out of Leeds - at present, it is not convenient to use train to come to Leeds for eg concerts as can be 60 minute wait for next train home.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
52	Let's get it implemented!!!	Noted	Comment noted.
55	In the main the proposals are good - we need more train capacity (length and/or frequency). I note though that my own Wharfedale line (used 3+ times per week for a return journey) is not in the table for improvements? Why is this? The trains are often crowded during peak times. The recently added additional morning service is well used.	Noted	The Wharfedale Line route plan identifies the need for additional capacity for long term commuter growth.
55	The other key thing (for me) is bicycle storage. On the Wharfedale line this is usually OK with plenty of space in the door area, excepting some peak services. On the older diesel units though, space is limited. Particularly in the 'recreational' lines (thinking of Settle and Carlisle here) I have seen bicycle passengers turned away due to lack of space, which limits patronage. Cycle use is increasing, both recreationally and more importantly for a weekday commute. Any additional space here would be welcome - perhaps through a larger 'toilet area' (like the Wharfedale 333 units)? I am generally a big fan of rail travel and much prefer to car use. Good luck.	Plan Updated	Proposals 4 and 5 and the Network Plan have been updated specifically reference cycle access and storage of bikes on trains.
55	See earlier comments re. capacity and cycle space. And whilst I realise this is relatively trivial in the greater scheme of things, the continuing fiasco of the ticket barriers at Leeds is a big pain.	Share Feedback	This feedback will be shared with colleagues at Northern Rail and Network Rail.
56	Get on with it! Especially Wakefield Kirkgate. It could be a wonderful station, with room for more platforms and services. You already know this, but if that place was nicer and had more trains to more places, people would use it. When you do, refurbish a couple of old commuter trains and offer a free service between westgate and kirkgate for a short time. It can wait on the south end of one of westgates platforms. It would at least be a way to promote the regenerated kirkgate for a short time, maybe even get people to use the trains more.	Noted	Comment noted.
56	Kirkgate could handle more long distance services once its a nice place to be. More frequent London services, or maybe the Cross Country trains could go through Kirkgate? If HS2 does happen, a stop at kirkgate might be nice if its possible.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
59	There is very little mention as to how a potential Rail connection to Leeds-Bradford Airport (LBA) would fit into this LTP. If a new rail link was built (say between 2020 and 2025), it would be best served by the busiest stations as well as Leeds, thus avoiding the need to change trains (or from bus to train). I would like to see an initial plan included to show how services would be introduced (e.g. three trains per hour shuttle from Leeds, half-hourly trains from both Bradford stations, half-hourly trains from Huddersfield - one via Halifax & Bradford then direct to LBA, one via Mirfield & Wakefield then direct to LBA).	Noted	The Harrogate Line route plan identifies the aspiration for a rail link to the airport. RailPlan can only include a summary of identified schemes. More detailed proposals for this link, including what services might go to the airport, need to be developed.
59	Also there is no mention of providing rail connectivity between corridors where no connections exist now. For example direct connections from Huddersfield, Brighouse and Halifax to Harrogate, Aire Valley & Wharfe Valley lines - removing the need to change trains at Leeds or crossing Bradford city centre.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
59	Why are no more proposed stations mentioned - other plans have previously mentioned the possibility of new stations at Elland, Thornhill (near Dewsbury), Milnsbridge, Robin Hood Airport and Diggle (for Saddleworth) - although the latter two are outside West Yorkshire they would benefit from services to and from our region. The initiation of any of these would contribute towards the increased connectivity and patronage of the current rail network.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
59	The Huddersfield line should include a proposal to develop new direct services to London, North Wales, the Midlands, thus enhancing the connectivity of Kirklees.	Noted	Comment noted.
59	The Huddersfield line should include a proposal to develop new direct services to London, North Wales, the Midlands, thus enhancing the connectivity of Kirklees.	Noted	Comment noted.
59	The Huddersfield line should include a proposal to develop new direct services to London, North Wales, the Midlands, thus enhancing the connectivity of Kirklees.	Noted	Comment noted.
59	The Penistone line needs to show a proposal for increased service speeds (possibly through a limited-stop service) so Sheffield can be reached in 60 minutes from Huddersfield and 30 minutes from Denby Dale as this would increase patronage on the line.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed. This should consider the case for speed improvements/quicker services on the Penistone Line.

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61	Vision is too conformist to previous plans and strategies, and a new approach is needed. Proven technology should be used, rather than pie in the sky initiatives such as tram train.	Noted	Comment noted.
61	Maximum frequency needed is 4 trains per hour, passengers do not need 6 per hour, this uses valuable capacity. Trains should be longer rather than more frequent, ie. 4 x 6 car Leeds-Mcr rather than 6 x 3 car, which will also affect performance. This is a key point which is being used as a headline to the general public but is misleading and does not deliver as well as longer trains.	Noted	More frequent services deliver increased capacity and improved connections, specifically between locations to the west of Manchester and east of Leeds.
61	Customer information screens are less important in this technological age, mobile phone access should be the focus, ie. GPS tracking of trains on a online map should be achievable.	Noted	Proposal 3: Reliability identifies the to provide timely communication with passengers.
61	Airedale line should be 4 tracked between Apperley Jn and Leeds to separate coal traffic and passenger traffic.	Noted	The Airedale Line route plan identifies the need for additional infrastructure to cater for on-going demand growth. Increasing the number of tracks may be a possible solution.
61	Wortley West curve should be reopened (quick win) to allow Halifax and Bradford direct trains avoiding Leeds, also Wakefield to Leeds local traffic.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
61	Otley and Wetherby lines should be reopened to encourage modal shift, long term vision required for this to happen. Cheaper, modular stations are required, again red tape hinders process, new stations taking far far too long to develop, public have no confidence in delivery of these schemes,	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
61	e.g. there should be simple platform at Elland Road and a shuttle service, but process needs to change so this can be done quickly, simply and cheaply. Massive contrast between delivery of road schemes and rail schemes. HS2 is being over played as an issue, will not affect local services. Agree that electrification and new trains are key, Airedale and Whafedale should be the benchmark.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
62	The vision is unambitious to say the least. The objectives are limiting and uninspired and are not supported throughout the document.	Noted	Comment noted.
62	Looking at the proposals - the most you can say is that you may get a customer information screen and extra car parking. You say that a number of lines have old rolling stock and have poor performance but then fail to say how this will be addressed.	Noted	Comment noted.
62	You say you want to increase frequency of trains between Huddersfield and Wakefield but then fail to set out a strategy to deliver it.	Noted	Comment noted.
62	You set a target for train times between Huddersfield and Leeds and Wakefield and Leeds but say this is already being exceeded.	Noted	Comment noted.
62	You mention a turn point at Horsforth but fail to set out any ambitions for links to Otley and Leeds Bradford airport from the Harrogate line.	Noted	Comment noted.
62	You fail to set out how slow stopping issues will be addressed on the the Huddersfield line when electrification is complete.	Noted	Comment noted.
62	You fail to set out the case for tram-train on the Harrogate line.	Noted	Comment noted.
62	You fail to state why connectivity improvements are needed for Bradford from other stations in West Yorkshire via the Calderdale and Airedale lines and do not say how reduced travel times will be achieved.	Noted	Comment noted.
62	If this is the best you can come up with then we are in real trouble. The plan as it stands lacks vision, fails to address connectivity issues - particularly from town such as Wetherby and Otley which have poor connectivity with the rail network. Most of the improvements have already been announced so it's hardly moving forward with an ambitious, well thought out plan. You fail to show you have a strategy in place to connect Leeds Bradford Airport to the rail network and convert lines to tram train. The only things you seem to be sure off is that some stations will have improved parking and passenger information systems. You say you want to increase passenger numbers but don't say how you will secure additional rolling stock. You say smart ticketing will improve multi-modal travel but don't set out how. You set out travel time targets for Leeds and Bradford but have set two higher than is currently being achieved whilst you fail to set out how reduced travel times will be achieved for other lines.	Duplicate - see previous response	-

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Respondent No.	Full Text	Action	Rationale for Action
66	As I get older and as I find walking more and more difficult. It is becoming plain to me that there may be a need in the future for bus request pick up and drop off access for the elderly and infirm so that they can minimise their waling distance. I note that in Wakefield especially the free bus and other busses have drop off only stops. This means that although it is only a short distance for the bus to go to the bus station from these bus stops it is a great distance if you have walking difficultes. I am thinking especially of the stop at the new market hall. and the stop outside the ridings. If these stops could be used by people who have waking difficulties to board as well as alight from the bus. I believe it would be of great help to the individual.	Share Feedback	Feedback will be shared with bus planning colleagues at Metro.
66	My second point is do you have a vision to aid those occasional travelers who have difficulty travelling and just want to go from here to there? At the moment I believe you require an individual to request help at least 24 hours in advance of traveling. I have a condition that may or may not kick in while I am traveling. I can find myself lost even if I know the place I am in. I at that point need help and assistance. I have found that I cannot access this help at that point. I never know when this is going to happen and so have requested help and not needed it. The result is that I feel guilty because I have wasted your staff time. It also spoils my day. I do like to just take off for the day just as I used to before I strted to "get lost" in this way. It would be beneficial for me to be able to call for assistance when I need it not when I don't and I believe it would aid your staff too.	Share Feedback	Feedback will be shared with Northern Rail.
66	I find the knottingly train that stops at Castleford is always full. I believe that it is because people drive to Glasshouton and park their cars in the Excape parking so many of the travelers who use the knottingly train are actually going to Glasshouton. They cannot park in Castleford as parking is very limited in town. You run a train twice and hour to Castleford. Could you turn the train at Glashouton instead of at Castleford? Just wondered.	Noted	The Pontefract Line route plan identifies the aspiration for longer trains and more frequent services from Glashoughton.
66	yes I do. You are fazing in the touch pad for the card useser namly the disabled and the elderly at the moment. can you look at the positioning of the touch pad please. I am shot, have difficulty standing with out my sticks, and when I have shopping find it very difficult to reach the touch pad. If the touch pad was put on the front pannel of the bus as the passenger stepped on the bus as it is on the London Busses. It would be easier for me and other short people or people who cannot stretch their arms to touch the pad with their cards. If they can do it with the london busses why can't you do it with the west yorkshire busses?	Share Feedback	Feedback will be shared with bus planning colleagues at Metro.
68	I would hope that not Leeds-London via HS2 are to supplement the existing services, not divert the existing services. The current London services provide express services to the likes of Doncaster, Newark and Peterborough, offering connections to Lincolnshire and East Anglia, which would be worsened if these services were removed or replaced by local services.	Noted	It is anticipated that HS2 will supplement rather than replace existing services.
68	Network Schemes: Neville Hill Depot capacity increases. Should this be reviewed in the likely construction of new depots for the new Intercity Express Trains, which, if the new depots are built, would see less ECML trains stabling at Neville Hill, thereby providing an increase in capacity for other trains.	Noted	While intercity trains may move away from Neville Hill there will need to be an increase in the number of local trains to deliver increased passenger demand.
68	Penistone Line: I would be concerned that any light rail solution may see the line lose some of its integration with the rest of the National Rail network.	Noted	Comment noted.
68	Pontefract Line: As with the Penistone Line, I would have concerns at the introduction of a light rail scheme. This may also prove harder as on this line freight services are also operated, and the lines are also used for diverted long distance services. Could it be possible to electrify these lines as a 'fill-in' scheme, allowing easier diversion of long distance services in times of disruption.	Noted	Comment noted.
68	Could it be possible to electrify these lines as a 'fill-in' scheme, allowing easier diversion of long distance services in times of disruption.	Noted	Metro will work with the rail industry to identify further electrification opportunities as the programme for electrification across the north evolves.
69	A 'Smart Card' system would be essential to overcome the issues of ticketing at un-manned stations.	Noted	Proposal 4: Integration identifies the need to Implement smart card technology.
69	The anticipated increase in passengers MUST be supported by increases in rolling stock capacity at key times, and a reconsideration of the timetabling in some areas - for example, not all trains stop at Bramley in the morning and evening rush hours (Blackpool trains miss this stop). If this was changed, the capacity of the station would increase, and it might become a less frequent occurrence that people are left behind on the station due to over-full trains.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
69	Increased capacity for cycle transport on the trains,	Plan Updated	Proposals 4 and 5 and the Network Plan have been updated specifically reference cycle access and storage of bikes on trains.

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Respondent No.	Full Text	Action	Rationale for Action
69	and the expansion of safe secure storage at stations.	Plan Updated	Proposals 4 and 5 and the Network Plan have been updated specifically reference cycle access and storage of bikes on trains.
69	Stop ALL peak hour trains at Bramley Station	Duplicate - see previous response	-
70	Be nice to see all implemented. The rolling stock issue is most pressing ; withdrawal of the Pacers and replacement with NEW build, not 2nd hand. Regular Direct trains to Goole from Leeds would be very popular.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
70	Better interaction and cooperation with south yorks pte with fares/passes/service ambitions	Noted	Comment Noted.
71	There needs to be big capacity improvements between Huddersfield-Leeds-York. Trains are overcrowded all day, despite very high fares. In fact high fares appear to be being used to suppress demand.	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
71	The new station at Wakefield Westgate will mean that the only access to the station will be off Mulberry Way, which is further away from the bus services that run along Westgate. This goes against the objective of improving connectivity between different modes of transport. Can some form of direct access be made from Westgate to the station, maybe onto the Leeds bound platform?	Share Feedback	Responsibility for Wakefield Westgate redevelopment lies with East Coast and Network Rail. This feedback will be passed to East Coast and Network Rail.
74	I believe the vision should focus on providing a quality service, with connections that work reliably to enable rail to be the mode of choice. To many journeys at present require changes of trains, with poor connections, making journey times uncompetitive. Both frequency, connectivity, and journey time reduction should be key objectives. Like trains should be of higher quality than currently provided by Northern, with no more than 2+2 seating.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study.
74	Current early morning, late evening and overnight services need improvement too.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
79	Persue electrification 25kg	Noted	The route plans identify the aspiration for electrification.
79	Definitely no to tram trains on the whole of the route it would jeopardise any future development to a heavy rail electrification. Explore the tram link from Horsforth to airport only	Noted	Comment noted. Tram train technology is an option that needs considering along with possible heavy rail solutions.
81	The vision is ambitious: a good thing given the poor state of most local trains at present.	Noted	Comment noted.
81	Good to see idea to link airport to Bradford & York as well as Leeds - Harrogate.	Noted	Comment noted.
81	Hallam / Pontefract services - major marketing to highlight the better travel times of trains vs bus & car: once the trains run faster! Very slow & infrequent at present.	Noted	Proposal 4: Integration identifies the need to provide better information to support multi modal journeys.
81	York & Selby: Can't see how a Park & Ride at Micklefield will have enough trains to make it usable. Need at least 6 stopping services per hour or the extra time spent getting there from the A63, A1(M) & M1, parking and waiting outweighs the travel time saving to Leeds.	Noted	Development of proposals for this P&R station need to consider which services would stop at the station.
81	Is there a plan for a new station east of Cross Gates at Thorpe Park / Manston to serve the major new housing & office developments currently being built?	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
81	Re-instate the through-tracks at Cross Gates to allow overtaking by fast trains and add capacity.	Noted	Reinstatement of the through tracks at Cross Gates is not currently considered necessary.
81	Need to electrify to Selby as well so all local services are electric and have compatible speed & acceleration to improve capacity.	Noted	The York & Selby route plan identifies the aspiration for electrification.
81	Objective 4: HS2. If the route doesn't come directly through Leeds station then it won't have the desired effect. A southern-facing terminus is no good either - what about through/direct services to the north? Not many people will connect from local trains if it involves a 20+ minute walk from platform to platform, especially as it takes 5-10 minutes just to exit the current station. In that situation I think more car use to the HS2 station would result.	Noted	Comment noted. RailPlan notes the importance of ensuring the local rail network is well connected to a HSR station in Leeds
82	I'd be interested in more details on the East Leeds Parkway station, especially its location. I have often thought that the re-opening of the railway line from Cross Gates, along Pendas Way to Scholes and beyond could serve Park & Ride facilities on both the A64 and A58.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

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Respondent No.	Full Text	Action	Rationale for Action
82	If my suggestion on the previous question was viable the fast tracks through Cross Gates could be re-laid allowing Express trains to pass slower local trains. This could also reduce delays, as I've often been on a delayed service out of Leeds, because a late Express train is given preference.	Noted	Reinstatement of the through tracks at Cross Gates is not currently considered necessary.
82	I do not use trains at peak times, as I drive to work at Morrisons Head office located between Pudsey and Bradford. I mainly use rail at the weekend or off peak, and therefore am normally able to secure a seat. I have however experienced the rush on a few occasions and suggest the two main reasons people avoid trains at this time are frequency and capacity.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
84	In principle, yes. Some aspects are missing, such as how to implement longer trains without mentioning the need for longer platforms	Noted	Proposal 2: Crowding identifies that longer platforms, or selective door opening, will be needed to allow longer trains to operate.
84	The future electrification of the main routes will leave pockets of diesel lines eg. Huddersfield to Halifax and Huddersfield to Barnsley. This makes no sense. Witness the admitted success of Airedale and Wharfedale sparks effect.	Noted	Comment noted.
84	No provision to allow for longer platforms on the Penistone Line for longer trains. The Northern RUS suggestion of locking out one coach is just daft. Has no-one heard of selective door opening? This is one (not ideal) solution. Essential for the above if the longer platform two at Huddersfield.	Plan Updated	Penistone Line route plan now identifies the need to consider infrastructure or selective door opening to allow longer trains.
84	The Penistone Line is missing from some charts and diagrams. One presumes that this is a sin of omission and not commission!	Plan Updated	Penistone Line data has been added.
84	Huddersfield to Barnsley is an important commuter route in both directions with the close links between the University of Huddersfield and Barnsley college. However, totally support increasing frequency on all local routes. Electrification will make a major transition with much improved frequency up to six trains per hour. This will remove the need to know the timetable - simply turn up and go. Therefore local connections must be improved.	Noted	Comment noted.
84	Car parking at sub-regional centres is also vital for modal shift. Land should be identified at every station to permit car parking where possible.	Noted	Proposal 4: Integration identifies the need for additional car park capacity.
85	In order to attract more commuter car drivers to use the rail network to city centre locations (once capacity is increased to a level which is attractive) consideration needs to be given to the provision of free or at least affordable medium term (under 12 hours) parking at railway stations. This would attract drivers to use the car for part of the journey, then move to the train and complete the journey on foot.	Noted	Proposal 4: Integration identifies the need for additional car park capacity.
88	Ideally would like to see the entire network electrified.	Noted	Comment noted.
92	Your objectives should be - More Trains, More Often to More Destinations with More Stations and Longer Better Quality Trains. I live in Pontefract, a town that has 3 railway stations and existing tracks to numerous destinations but with an infrequent & poor service. Only hourly services to Leeds, 2 hourly on Sundays, West Yorkshires Largest City, often served by a single carriage rail car or seriously poor quality pacer (Bus) trains. Only an hourly service to Wakefield with No Sunday Service.	Noted	Comment noted.
92	Doncaster Line, No Local Service, just an occasional expensive Grand Central Train, None in morning rush hour.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
92	Dearne Valley line (To Sheffield or York, only two trains a day, none in rush hours.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
92	Hull, no passenger services at all. Overall a very poor and virtually useless service to most destinations	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
93	You need to do more. More Trains (Longer Trains), More Often, to More Destinations, Reopen more stations, Reopen more Routes & Keep fares low. Improve car parking and Cycle Parking at Stations (The Leeds Cycle Point is excellent but I live in Pontefract and don't take my bike because I often get refused access due to the low capacity of bikes on trains. There are three stations in Pontefract but services are Poor. Only hourly to Leeds & only every other hour on Sundays Only hourly to Wakefield & NO SUNDAY SERVICE Only two trains a day to York & Sheffield, NONE IN RUSH HOUR No Local service to Doncaster, just an occasional expensive Grand Central Express, NOT IN AM RUSH HOUR. No passenger service to Hull	Duplicate - see previous response	-

Respondent No.	Full Text	Action	Rationale for Action
93	You need to do more, be more ambitious Caldervale Line - Reopen Wyke & Hipperholme stations	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
93	Hallam Line - Run the service more directly not via Castleford.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
93	Have a seperate Leeds - Wakefield Kirkgate via Castleford service.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
93	Reopen Methley station Pontefract Line,	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
93	Reopen the baghill link line and run a service to Ackworth,	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
93	reopen Ferrybridge station.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
93	Continue a service past Knottingley to Doncaster,	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
93	reopen Askern and Womersley stations	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
93	Wakefield Line - reopen Hemsworth ststion	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
93	York & Selby Lines - Run services to York & Selby from Wakefield Kirkgate	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
93	Dearne Valley Line - Run services hourly,	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
93	reopen Ferrybridge, Ackworth and Monk Fryston Stations.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
93	Build Cycle Points at, Castleford, Wakefield Kirkgate, Pontefract Monkhill, Moorthorpe, Bradford Interchange Huddersfield & Halifax stations.	Noted	Comment noted.
93	Be more ambitious, obtain greater funding for a better rail service. BUILD IT AND PEOPLE WILL COME, keep fares low. Improve facilities and maintenance of existing stations.	Noted	Comment noted.
94	I agree with the electrification of the Leeds - Huddersfield Line which will hopefully extend the length of the trains	Noted	Comment noted.

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Respondent No.	Full Text	Action	Rationale for Action
97	I've searched the documents and cannot find references to flood, flood risk or drainage impact which already seriously affect the rail network and performance through impact and damage to rail infrastructure, flooded lines, culverts and bridge structures, stations, station car parks all impacting on service performance. The existing railway drainage network is predominantly ageing or Victorian infrastructure in need of significant investment and future proofing. To meet the planned Railplan objectives, flood risk impact to the network needs to be minimised. Has flood risk impact on the network been assessed for the minimum 100yr? What lessons have been learned and actions implemented since June 2007? Where is flood risk taken into account in the proposed plan? Have the proposed Railplan objectives included flood risk impact? Has the proposed Railplan business case included flood risk impact?	Plan Updated	Proposal 3: Reliability updated to refer to providing greater resilience at times of disruption, including that caused by extreme weather. No detailed analysis of flood impacts has been undertaken.
97	I've searched the documents and cannot find references to flood, flood risk or drainage impact which already seriously affect the rail network and performance through impact and damage to rail infrastructure, flooded lines, culverts and bridge structures, stations, station car parks all impacting on service performance. The existing railway drainage network is predominantly ageing or Victorian infrastructure in need of significant investment and future proofing. To meet the planned Railplan objectives, flood risk impact to the network needs to be minimised. Has flood risk impact on the network been assessed for the minimum 100yr? What lessons have been learned and actions implemented since June 2007? Where is flood risk taken into account in the proposed plan? Have the proposed Railplan objectives included flood risk impact? Has the proposed Railplan business case included flood risk impact?	Duplicate - see previous response	-
97	I've searched the documents and cannot find references to flood, flood risk or drainage impact which already seriously affect the rail network and performance through impact and damage to rail infrastructure, flooded lines, culverts and bridge structures, stations, station car parks all impacting on service performance. The existing railway drainage network is predominantly ageing or Victorian infrastructure in need of significant investment and future proofing. To meet the planned Railplan objectives, flood risk impact to the network needs to be minimised. Has flood risk impact on the network been assessed for the minimum 100yr? What lessons have been learned and actions implemented since June 2007? Where is flood risk taken into account in the proposed plan? Have the proposed Railplan objectives included flood risk impact? Has the proposed Railplan business case included flood risk impact?	Duplicate - see previous response	-
99	Some aspects need bringing forward. Currently the service from Sowerby Bridge is appalling, so much so that I rarely bother with the train anymore. The only train journeys I make nowadays are into Leeds, the major inconvenience of train travel is slightly preferable to the high cost of parking in Leeds.	Noted	Comment noted.
99	Bring in a service like the Dutch Treintaxi. This is a cost effective way of getting to and from stations without having to worry about car parking or non connecting/inconvenient bus services.	Plan Updated	Proposal 4: Integration has been updated to refer to other access modes, including Taxi.
99	If there were such a service in the Sowerby / Sowerby Bridge area, together with an improved frequency then I would undoubtedly use the rail service much more. In fact the whole of the Calder Valley would be a good area for a treintaxi service. (For an explanation of treintaxi google the phrase)	Duplicate - see previous response	-
102	Extra passing loops to allow for increased service and faster journey times, mainly between Huddersfield and Marsden	Noted	Extra passing loops between Huddersfield and Marsden are not currently considered necessary to deliver the planned increase in frequency and faster journey times.
104	On high capacity lines, such as the Wakefield Line better information needs to be provided at Leeds. On Occasion when a London Train has been delayed the next forwarding train to Wakefield is not shown meaning as a passenger I miss the next train going through to Wakefield. This has not been addressed despite my complaints to Network Rail.	Noted	Already identified in Proposal 3: Reliability.
105	Agree; need electrification and	Noted	Comment noted.
105	improved frequencies on routes with only hourly service	Noted	This is already identified in Proposal 1: Connectivity
106	I'm not keen on the idea of doubling the volume of use of the railway - trains stations and facilities are overcrowded enough as it is. All I want is a decent rail service with trains that run on time, don't break down and aren't overcrowded.	Noted	To support on-going economic activity the rail network needs to cater for more passengers. RailPlan is clear that network is currently overcrowded and additional capacity is needed to accommodate growing demand.
106	Also cheaper.	Noted	Comment Noted.
106	Don't entirely understand the document, you could make it much clearer so ordinary passengers can understand. I use the Caldervale line. Yes to better trains. Don't particularly want another station which would increase journey times. Don't care about connections to Manchester airport.	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
106	Just provide more carriages on rush hour trains, where the heating and toilets work, and make sure the trains run on time.	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
106	Better bus connections at Hebden Bridge station would also be good.	Share Feedback	Proposal 4: Integration makes clear the need for integration between rail and other modes including better integration between the bus and rail networks. Suggestions for improved bus connections will be considered separately within Metro.
106	Cheaper fares would be good.	Noted	Comment Noted.
106	Seems to me you are concentrating on airy fairy things which don't matter very much to your existing passengers. Just provide us with a decent service - trains that run on time, that are reasonably comfortable (ie the heating works, the toilets work, and they are cleaned regularly), and a method for getting in and out of stations that actually works. The extra entrance at Leeds station is going to cost a fortune for very little benefit.	Noted	Comment Noted.
106	I would suggest you spend the money instead on decent ticket barriers that work with annual Metro cards. Why not switch to a system like the Oyster card in London which seems much more robust and sensible. I am tired of having to queue to get in or out of Leeds station with my metro card which the machines always spit out. I've changed it several times and it always works once or twice, then never again.	Noted	Proposal 4: Integration identifies the need to Implement smart card technology.
107	Hard not to agree with these but I am disappointed that there is nowhere in the document that makes any reference to improving the shocking service level (frequency and start-time) on Sundays or improving evening service both of which are issues that personally drive me to my car when I'd like to use the train.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
107	York and Selby: Increased Leeds - Garforth frequency to 4 trains per hour	Noted	Comment Noted.
107	More carriages in evening peak. 17:19 Bradford Interchange to York is always crowded both sides of Leeds as it is only two carriages Improved evening shoulder peak service. At the moment, the frequency of services in the peak is great but I have experienced crowding in the 16:00-17:00 and 18:00-18:30 with significant amount of customers getting off at Garforth. These time zones currently only have the standard day service and no additional carriages. Improved evening frequency.	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
107	Garforth has 3 off-peak services an hour but after 20:00 this reduces to 1 which often results in me using the car or using a taxi as the connection times often mean a 50mins+ wait.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
107	A later evening train would also be good and it is frustrating at this time of night that tpexpress trains that terminate at York only cannot be used to infill stops.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
107	Network: Vastly improved Sunday service. On a weekend I would like to use public transport for walking or cycling. On Saturday I can but on Sunday I rarely do due to the lack of service. From my own experience, having the first train to Leeds on a Sunday arrive at 9:30 stops me connecting with the Carlisle train at 09:00 and as there is a frequency of 3 a day on this route I cannot access more northern and western parts of the Dales for walking. With one train an hour on most routes in West Yorkshire connection times are appalling unless using a both-sides of Leeds service. Increased cycle storage on train. Improved evening service	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
107	Increased cycle storage on train.	Plan Updated	Proposals 4 and 5 and the Network Plan have been updated specifically reference cycle access and storage of bikes on trains.
107	Improved evening service	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
107	I feel that I should be made into a cut down more accessible version for most people. As a rail user all I want to know is how you are going to change the rail network in future - I do not necessarily need all the evidence and statistics and government background that your official final document needs.	Noted	Comment Noted.
108	We need more stations to address the mass transit issues in Leeds. Elland Road	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

Respondent No.	Full Text	Action	Rationale for Action
108	and the White Rose centre are on train lines so stations should be built at the very least.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
108	Also I want to be able to get to the airport on train/tram.	Noted	Comment noted.
109	Ensure coaches have sensible seating layout, not face to face and cramped with barely any leg room meaning you have to touch the stranger opposite! I would prefer to see less tables and more one way facing seats. Remove 1st class, its pointless and is often barely used.	Noted	Comment Noted.
111	What about reopening lines to Wetherby, Otley	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
111	and Leeds/Bradford Airport? If it wasn't for the likes of Beeching and Marples wrecking the system in the 1960s we'd have an absolutely fantastic network of lines in and around West Yorkshire.	Noted	A link to the airport is identified in the Harrogate Line route plan.
111	In addition to RailPlan7 I strongly suggest new stations at Thornhill (Dewsbury South),	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
111	Horbury	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
111	and Ossett Parkway,	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
111	Hipperholme,	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
111	Arthington,	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
111	Elland,	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
111	Wrenthorpe,	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
111	Ardsley	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
111	(4 track section Ardsley Tunnel-Outwood with slow line platforms at Ardsley and Outwood);	Noted	Four tracking of the lines between Ardsley and Outwood is not currently considered necessary.
111	Beeston (Elland Road),	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

RailPlan 7 - Results and Responses

Respondent No.	Full Text	Action	Rationale for Action
111	Diggle; shared with GMPTE and eliminating "no-man's land" between Marsden and Greenfield. I'd also like to see several new service patterns; primarily:	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
111	Knottingley - Wakefield Kirkgate; extended to Huddersfield.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
111	Leeds - Huddersfield (all stops via Dewsbury); extending to Manchester Victoria and using the loops at Marsden (up) and Diggle (down). This overtaking would make things easier for TPX services!	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
111	Wakefield Westgate - Huddersfield; extending to Manchester Victoria like a few years ago and giving Slaithwaite, Marsden, Diggle (new), Greenfield and Mossley 2 tph.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
111	New service Huddersfield - Leeds via Normanton, calling at; Mirfield, Thornhill (DS), Horbury & (OP), Wakefield Kirkgate, Normanton and Woodlesford.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
111	New service Leeds - Knottingley/Goole calling at Woodlesford, Normanton, Streethouse, Featherstone, Pontefract Tanshelf, Pontefract Monkhill etc. (alt 2 hourly to Goole).	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
111	It would also be excellent to reopen Harrogate - Ripon - Northallerton, Otley and Wetherby as mentioned earlier;	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
111	the Woodhead line and the old Midland Main line from Normanton to Swinton via Cudworth and Darfield. What do you say to that????	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
111	I agree with all of it but as I said before; we need far far more!!!!!!!!!!!!!!	Noted	Comment Noted.
111	Not really; apart from the sooner it's all in place the better!	Noted	Comment Noted.
113	Generally agree with objectives - however there is no reference to offering an integrated transport solution that allows flexibility and choice between different modes of transport. Rail is one transport solution that needs to accommodate and link between all forms.	Noted	Proposal 4: Integration makes clear the need for integration between rail and other modes including multi modal smart card ticketing.
113	My personal issue and concerns for local rail are: Affordable ticket fares - for example, a peak train fare to London from Leeds in economy class of £265 is frankly unacceptable. Without addressing this problem, doubling ridership will not be possible.	Noted	Comment Noted.
113	Simpler fare prices/ ticketing - introducing smart-cards to allow easier purchase of tickets and more effective pricing for all local journeys will be important.	Noted	Proposal 4: Integration identifies the need to implement smart card technology.
113	Railplan should show integration with other modes of public transport	Noted	Proposal 4: Integration makes clear the need for integration between rail and other modes including multi modal smart card ticketing.
113	Provision should be included for the maintenance/ renewal of older stations - e.g. Wakefield Kirkgate station	Noted	On-going maintenance and renewal of older stations is currently undertaken by Network Rail and the operating companies. The route plan identifies the redevelopment of Kirkgate station.
114	I would like to see the Sowerby Bridge station given more stopping trains to Bradford, Leeds and Manchester per hour and I am pleased to see that this is part of the plan.	Noted	Comment Noted.
114	I would like to see better routes to both Manchester and Leeds Bradford airports.	Noted	The Northern Hub scheme should improve links to Manchester Airport. A link to Leeds airport is identified in the Harrogate Line route plan.
114	Travel to Keighley and Baildon and that side of Bradford is difficult by car but even more so by train from Sowerby bridge. Whilst I can see improvement being made to travel to the major city hubs I would welcome some thought to the local town hubs like Huddersfield and Halifax.	Noted	Comment Noted.

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Respondent No.	Full Text	Action	Rationale for Action
114	Whilst the commuter requirements may be for travel to Bradford and Leeds we need to develop good connections to these other towns to attract local commerce and retail.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
114	Finally I would like to see the station at Sowerby bridge updated with good lighting ,safe places to wait for trains at night preferably enclosed waiting rooms .	Noted	Proposal 5: Journey Experience the level of station facilities that should be available at different stations.
114	see my earlier reply	Duplicate - see previous response	-
116	Pontefract - Possibility of extending to more useful Westgate station?	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
117	The provision of a station to serve the Elland District seems to have been overlooked despite a station in Elland being listed some years ago near the top of a list of future stations. Considering the development of the Lowfields Industrial Estate and the many house bulding sites currently being developed in the area and also the areas population is greater than Hebden Bridge or Mytholmroyd.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
117	My suggestion submitted to you earlier this year to examine the site of the old Greetland station to provide a more cost effective build with more land for park and ride serving not only Elland but Southern Halifax,Greetland,Holywell Green,Stainland,Sowood,Barkisland,,andCopley is not mentioned. Considering this would reduce car movements into Halifax and Huddersfield to catch a train I feel it is worthy of examination,with a very frequent bus service from many routes passing the entrance and a population in excess of 20000 being served. I would welcome information as to what has been done to serve this area so far in any plans.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
117	See my earlier comment	Duplicate - see previous response	-
117	Not at present,except it is good to see some attempt to develop freight as opposed to more congestion on the roads.	Noted	Comment Noted.
118	West Yorkshire has not received anything like the level of investment in public transport that other areas. While London and the South East have received the highest level, Manchester, Sheffield and West Midlands have all seen developments and new facilities not matched in Yorkshire.	Noted	Comment Noted.
118	The Caldervale Line should be electrified to increase capacity and to provide a diversionary route to the Huddersfield Line. Current diversions would be impossible if only the Huddersfield Line is electrified.	Noted	The Caldervale route plan identifies the aspiration for electrification.
122	This is a charter for the transport industry not the welfare of the general public.	Noted	Comment Noted.
	Grossly expensive infrastructure developments simply to move people about. Instead develop local communities to serve all individuals' needs: work, social, educational, leisure. This way, genuine organic communities are developed, not transient entities with minimal dormitory function.	Noted	Comment Noted.
122	I hope none of it comes to fruition.	Noted	Comment Noted.
123	Later last trains from Leeds please	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
124	Achieving change in the present economic and public funding climate may be seen as very difficult. Hence there may be a temptation to be less ambitious. However an ambitious strategy is required to achieve the step change in improvement in the local transport system that is needed to support growth in the local economy. It is precisely because of the economic situation that an ambitious strategy is needed. The current rail system is expensive to run requiring large subsidies. I recognise that subsidy is inevitable. If twice as many passengers can be carried without an increase in subsidy that would represent a huge improvement in value for money.	Noted	Comment Noted.
124	Hallam Line - possible new station at Horbury or by M1 for park & ride?	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

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Respondent No.	Full Text	Action	Rationale for Action
124	Harrogate Line - proposal for electrification and Horsforth shuttle seem good steps forward. It would require a relatively short loop of the current line at Horsforth to reach the airport. The Horsforth shuttle service could then be extended to serve the airport and a possible park & ride facility there. Given the size of LBA there is unlikely to be enough demand to justify a dedicated airport service, however there would be good synergy with an all stations stopping service as trains used to convey people out of Leeds to catch early morning flights could be used to bring commuters into the city. I do not understand the reason for the tram-train proposal. Leeds station is arguably the centre of Leeds. It would not make sense for a tram-train to run on street through Leeds to a destination other than the rail station as given Harrogate's tourist and conference destination many passengers will want to change to trains to other destinations. This would also be the case for airport trains. Tram trains running through city streets would be slower. The historical nature of York means that trams would not be appropriate there. It is light rail that is needed for this line not tram-train.	Noted	Comment Noted.
124	Wakefield Line - Priority should be given to introducing a 2nd fast service to Sheffield. This could call at Rotherham as well as Wakefield Westgate to improve connectivity to a major centre. The local service Leeds-Sheffield and Leeds-Doncaster already provides two trains per hour as far as Fitzwilliam.	Noted	Comment Noted.
124	An alternative to a 2nd local Leeds-Sheffield service would be an hourly Sheffield-York via Pontefract. This would improve connectivity from Pontefract - new station at Ackworth?	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
124	York-Selby Lines - Suggest that further work is needed to look at the long term plan for this line. Is there is a need to 4 track the line out of Leeds when electrification work is undertaken?	Noted	Four tracking of the lines to the east of Leeds is not currently considered necessary.
124	Cross Gates station has unrealised potential and could be developed as a suburban interchange. Could it be rebuilt with a concrete raft over and car parking linked to the Arndale centre.	Noted	Comment Noted.
124	Four trains per hour to Cross Gates could be provided as part of increased frequency following electrification.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
124	New station at East End Park to support regeneration?	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
124	and at Thorpe Park for business park and park & ride?	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
124	Develop a cross city service on the lines of the successful Birmingham line - all stations East Leeds Parkway to Bradford or Ilkley?	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
124	If there were to be 3 trains per hour London-Leeds would the 3rd enter Leeds from the east with a call at East Leeds Parkway. It could then continue through Leeds to Bradford. Will HS2 leave Leeds on it's way north along this route. All these things need to be built in to future proof for the long term.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed. Proposals should be supportive of HS2.
125	The vision could go further by integrating it fully with the vision for all transport across West Yorkshire. For example, it could say that improving rail, particularly making it more affordable for passengers and increasing capacity, is essential to the effective functioning of the roads, because its one of the main ways of reducing congestion.	Noted	Comment Noted.
125	The next generation of rolling stock on the Transpennine route needs to be designed with both commuters in mind (more doors for quicker boarding) and airport passengers in mind (more useful space for luggage) - basically more flexible use of space, e.g. more tip-up seats.	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.

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Respondent No.	Full Text	Action	Rationale for Action
125	Railplan and all the LTP documents need to spell out very clearly an overall strategy - rebalance the West Yorkshire transport network away from car dependency towards a better mixture of cars, collective and sustainable transport modes. This will increase capacity and accessibility, while reducing costs and improving efficient use of the assets we already have and the money available to maintain and improve them. What we should not do is spend lots of money on a few white elephant new roads that just move the congestion along to the next village. The best way to improve rail travel in West Yorkshire is to take control of fares and limit private operator profits, and keep fares affordable while providing capacity. The private operators will still make money, by making less from more passengers, rather than more from fewer passengers, creating a virtuous rather than a vicious circle.	Noted	Comment Noted.
127	improve connecting times between Airedale and Wharfedale line services at Shipley	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
127	Provide a version that can be downloaded or , alternatively, in hard copy.	Noted	Comment Noted.
132	I believe the RailPlan Vision is brief and to the point, it specifies what needs to be done. The RailPlan objectives are fair but maybe focusing on a more integrated and accessible public transport network would make more sense for passengers to travel around West Yorkshire. Integrating the trains, buses and cycleway networks and nodes would encourage people to use public transport. For example there needs to be more faster and frequent trains to all cities and towns in West Yorkshire and also increasing the number of trains and buses to rural areas in the county would encourage people living there to use public transport.	Noted	Comment Noted.
132	Like the Oyster card in London, and the Proposed 'Readycard' in Greater Manchester, West Yorkshire is one of the largest urban areas in the UK, for this reason WY Metro should introduce a smartcard that would be universally used on all modes of public transport. I believe the status quo discourages the public from using public transport because certain modes of transport do not accept certain tickets and passes, e.g. First Huddersfield tickets are not accepted on Arriva.	Noted	Proposal 4: Integration identifies the need to implement smart card technology.
132	London has the underground and various light rail systems and Greater Manchester has Metrolink, West Yorkshire needs to invest in a new light rail system that would cover the whole of the county. I believe the vision is already established with the failed Leeds Supertram bid and the proposed Leeds Trolleybus, it would make more sense economically to extend the Leeds Trolleybus system in the very near future, so as to establish the West Yorkshire Trolleybus system.	Noted	Comment Noted.
132	I believe to make the three city regions of Sheffield City Region, Leeds City Region and Manchester City more economically stronger and sustainable, the three passenger transport executives of GMPTE, WY Metro and Travel South Yorkshire need to introduce more integrated travel arrangements - maybe introducing a 'tri-county smartcard' could be an idea.	Noted	Comment Noted.
132	Network Schemes: I believe priority needs to be given to expanding Leeds City Station or building a new station in Leeds City Centre, increasing the capacity of stations in outer Leeds and also connecting major economic centres such as Bradford City Centre, Leeds/ Bradford Airport and Leeds Aire Valley should be priorities in terms of rail investment.	Plan Updated	The Network Plan refers to the redevelopment of Leeds Station.
132	Hallam Line: This is a major strategic line between Leeds and Sheffield and should be improved dramatically because the economies of both cities can complement each other. The need for more frequent trains must also be a priority.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
132	Huddersfield Line: This line needs investment such as electrification of the line, more frequent and faster trains, longer platforms,	Noted	The Huddersfield route plan identifies the committed electrification of the route, service improvements and the aspiration for platform extensions.
132	more improvements/ upgrades to Huddersfield, Dewsbury and Batley Stations	Noted	Proposal 5: Journey Experience the level of station facilities that should be available at different stations.
132	and more car parking facilities at these stations.	Noted	Comment Noted.
132	Penistone Line: The Penistone Line has not had much investment over the years, rolling stock is outdated,	Noted	Comment Noted.
132	several of the stations need upgrading,	Noted	Proposal 5: Journey Experience the level of station facilities that should be available at different stations.

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Respondent No.	Full Text	Action	Rationale for Action
132	trains are slow because there is only one line going either way - there should be a separate line express trains, if possible.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed. This should consider the case for speed improvements/quicker services on the Penistone Line.
132	Also I believe the tram-trains pilot is a good idea that could be rolled-out across the UK.	Noted	Comment Noted.
132	I believe the draft RailPlan focuses too much on performance and targets but instead needs to be more pragmatic and realistic in how the county's train system can become fit for the 21st century. The draft RailPlan needs to take into consideration other strategies and plans such as unitary development plans/ local development frameworks, National Planning Policy Framework and the respective Local Enterprise Partnerships and City Regions. The draft RailPlan needs a robust and realistic investment plan and procurement methods of funding so as to address the vision and objectives. The draft RailPlan needs to involve the community more, such as the business communities (town centres, business improvement districts, economic areas and shopping centres), local communities (urban neighbourhoods and rural communities) and other communities such as education, transport organisations and stakeholders. This could mean having to take the RailPlan to these communities directly.	Noted	Comment Noted.
133	There is a major contradiction in the area of emission reduction and electrification. Currently electrification transfers the emission from the train to the power station. To fuel the power station more trains are needed to transport the fuel, and emission control products. While lines are locally electrified long distance freight are still diesel. It would seem logical to promote zero emission energy systems for a totally electrified public transport system. The logical solution is to employ nuclear power stations. As these are going to get smaller and safer they could be built near to the transport infrastructure so reducing the need for cross country power cables.	Noted	Comment Noted.
133	High Speed trains are a nice idea but seem to ignore electronic communication developments. The need for physical face to face meetings is reducing, consequently the need for high speed travel to such meetings. The world has not ground to a halt with air lines operating at a around 500 mph rather than 1500 mph as was hoped. So it is with railways which have an optimum nearer 100 mph than 300 mph. If we were a country of wide open spaces then HS trains as alternatives to air travel might make sense, but we are not.	Noted	Despite the growth of electronic communications passenger rail demand and demand for rail freight continues to grow strongly. HS2 is needed to deliver vital additional rail capacity as well as improved connectivity.
133	Practically the integration of tickets really needs sorting as does the integration of transport modes. At least things are improving, for example the advancing of the Ilkley - Keighley bus by 10 minutes was long overdue.	Noted	Comment Noted.
133	The Airedale line has two spurs that could be taken over for regular passenger use. Keighley to Howarth. Skipton to Embsay Skipton to Grassington And not forgetting Skipton to Colne.	Noted	The Keighley and Worth Valley line is already operating steam services and combining this with a regular commuter service is challenging. Metro support in principal the reopening of the Skipton Colne line but at present there is not a compelling and robust economic and financial case.
133	A line to Leeds and Bradford Airport is needed, as is one to Otley. Tram Trains are the likely solution although my personal preference is for suspended monorail systems which can easily follow existing road and with the track fully enclosed are resistant to most adverse climate conditions. Their elevation also makes them flood resistant.	Noted	A link to Leeds airport is identified in the Harrogate Line route plan. Reopening the former alignment from the Harrogate Line to Otley is likely to be prohibitively expensive, as is a
133	Well, for a 200 year old technology railways seem to be doing rather well. I think the tram train concept has a lot to commend it. Also trolley buses. One would think that hybrid technology could produce trolley buses that do not need to be under the wires 100% of the time. As for ticketing, details are not mentioned but a system of pre-paid cards that are deducted when one travels seem to be the way forward. Contactless systems that need not be removed from the pocket are ideal. On railways one is logged in at a station and then logged out and charged accordingly. If one returns the same day return discounts are easily accommodated, as are any other special forms of ticketing. The same system could be used on buses. I do not know all the details of the London Oyster system but i suspect that some aspects of this type of technology must be employed.	Noted	Proposal 4: Integration identifies the need to Implement smart card technology.
133	Finally, can we have a solution to the suicide run required to access Silsden and Steeton Station by foot from Silsden.	Share Feedback	Responsibility for crossings on the A629 lies with the Highways Agency - this feedback will be passed to the Highways Agency for consideration.
135	You regard 20 minutes of standing as acceptable; it is not. On my home line (Caldervale) your only confirmed plans are for bigger car parks! This is NOT an environmentally friendly strategy.	Noted	Comment Noted.
135	See previous comment	Duplicate - see previous response	-

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Respondent No.	Full Text	Action	Rationale for Action
135	Some of your objectives are laudable. We all want a more efficient passenger-friendly service, but your local objectives are disappointing.	Noted	Comment Noted.
136	I do not see why we need any more fast trains between Leeds, Huddersfield and Manchester - four an hour is surely ample. What we need is for those trains to be LONGER than a measly three coaches!	Noted	More frequent services deliver increased capacity and improved connections, specifically between locations to the west of Manchester and east of Leeds.
136	If we do need any additional trains on this route it is the STOPPING service which needs to be increased in frequency, increasing the number of expresses will actually make this more difficult. I think this general point probably applies to other routes as well. I don't think the	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
136	Penistone line could sustain a half-hourly service throughout the day, either in terms of passenger flow or in terms of line capacity; a couple of extra trains at peak times might be feasible and should suffice.	Noted	The route plan for the Penistone Line identifies the aspiration for more frequent services.
136	Would it be feasible to run a semi-fast service over the route Bradford - Halifax - Huddersfield - Wakefield Kirkgate - Barnsley - Sheffield at certain times to cater for through traffic? (Would it be fast enough to justify doing?)	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
138	The constraints limiting access to stations have NOT been properly debated either in the Transport Plan or in the Bradford LDF Core Strategy. Informal evidence already suggests that the lack of daytime car parking is a deterrent to off peak travel: failure to deliver better access for all potential users will prevent a modal swing to rail and worsen existing road congestion in	Noted	Gap 11: Car Parking Capacity, identifies the problem of car parking capacity restricting potential rail use, particularly during inter peak periods. Proposal 4: Integration identifies the need for additional car park capacity.
138	Wharfedale. No insuperable difficulties are seen in meeting the future demand for rail travel implicit in the housing growth planned for Wharfedale in terms of train and infrastructure capacity given the necessary commitment from provided that (a) The DfT provide the necessary additional coaches as and when they become needed, and for the appropriate level of funding for growth to be written into the Northern Franchise Renewal process and (b) Network Rail to provide the necessary infrastructure improvements to allow a more robust and user-friendly timetable.	Noted	The Wharfedale Line route plan identifies the need for additional capacity for long term commuter growth.
139	Platform extensions could do with being planned. No mention of Leeds Bradford Airport rail link?	Noted	Proposal 2: Crowding identifies that longer platforms, or selective door opening, will be needed to allow longer trains to operate.
139	No mention of Leeds Bradford Airport rail link?	Noted	A link to the airport is identified in the Harrogate Line route plan.
142	The objective of doubling rail use will be very difficult to achieve without reopening stations on existing lines but also lines closed in the 1960s. This would allow modal shift from places such as Wetherby, Otley, Addingham, Cleckheaton, Gomersal, Queensbury, Morley Upper, Osssett, Kippax and Holmfirth. Residents of these towns are being penalised just for not having a railway when others have one. This is discrimination considering they pay the same rates and taxes. Outside West Yorkshire, lines to Northallerton via Ripon, Barnsley via Royston and Grassington all contribute to commuter routes to major towns within the WYPTE boundary. Route reopening is happening in Scotland and Wales with a programme of further reopenings. Why not here? Care must be taken not to lengthen journey times by opening/reopening stations as this could be counter productive.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
142	A feasibility study into connecting both stations in Bradford by a cut and cover tunnel or viaduct whilst the land between is undeveloped must be a priority. Just imagine a Harrogate, Otley, Bradford, Halifax, Rochdale, Manchester or Huddersfield, Halifax, Bradford, Skipton through trains. This would ease pressure on a very congested Leeds.	Noted	The cost of connecting the two Bradford stations is unlikely to represent value for money.
142	Electrification must also be an aim. Oil is not limitless or stable in price and supply. Electric trains can use renewable energy however generated and are 33% cheaper to buy than the diesel version and the new lightweight units are now 50% cheaper to operate. Passengers are attracted to rail by fast, frequent, quiet, affordable trains. Electrification and new/newer trains answers these criteria. The "Sparks Effect." With advances in installation and Network Rail's new high output work trains, this should be the first priority as installation is now as low as £400,000 per single track mile. Trans Pennine electrification will advance this aim electrifying two radial routes from Leeds at once. The Aire Valley line is part of an Anglo-Scottish major route. If growth in passenger and freight continues as it has done for the last ten years this route will require quadrupling as far as Skipton with a rail bypass for Skipton to the south of the A65. This will allow fast limited stop and all stations trains to operate on the line simultaneously. To sum up in order of priority. 1. Electrification. 2. New stations opened after electrification of a route. 3. Reopen new lines with electrification on a rolling programme.	Plan Updated	The route plans identify the aspiration for electrification. RailPlan sets out why delivering new stations and/or reopened routes is challenging and not generally included in the plan.
142	I have not had time to evaluate these lines so will reply later.	Noted	-

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Respondent No.	Full Text	Action	Rationale for Action
143	Whilst broadly agreeing with the visions and objectives, I am at a loss to work out why the evidence and the proposals appears to completely overlook the existence of Marsden and Slaithwaite stations (combined passenger usage figures for 2010/11 circa 400,000) and also ignores the existence of a current hourly all stations service between Huddersfield and Manchester Victoria calling at Marsden and Slaithwaite. This oversight or omission suggests a shoddy piece of work based on inadequate research, and undermines the credibility of the rest of the report.	Plan Updated	Full reference to Marsden and Slaithwaite now included
143	I am astonished that WYITA appears to be unaware of the existence of Marsden and Slaithwaite. I refer you in particular to figure 6 on page 28, figure 16 on page 49 and the first table under gap evidence in the appendix. WYITA needs to take into account the existence of two busy stations at Marsden and Slaithwaite, substantially amend the draft report to include evidence relating to the current service to these stations, and to explicitly propose an increase in service frequency to half-hourly to stations between Huddersfield and Stalybridge. Whilst it is commendable that there are proposals to increase the services to half-hourly on other (much less used) routes such as the Penistone line and Wakefield to Pontefract, Marsden and Slaithwaite are much busier than any of the intermediate stations on either of those routes and merit priority for a half-hourly service. Customer information screens are needed at Marsden and Slaithwaite. I am presuming that WYITA are unaware that the PA system at Marsden and Slaithwaite has not been working for several months now, so there is no real-time information available at all.	Plan Updated	Full reference to Marsden and Slaithwaite now included
143	I'm sure I will comment in more detail later, and the rail users groups and councillors covering this area will wish to do likewise. I'm astonished that such a shoddy piece of work got published, even as a draft. I would have thought that prior to publication, someone within WYITA would have noticed that the train service to Slaithwaite and Marsden had been completely overlooked.	Plan Updated	Full reference to Marsden and Slaithwaite now included
145	At least a half-hourly clock-face interval timetable on all lines is highly desirable and should continue into late evening.	Noted	Comment Noted.
145	Sunday has become a day for outings, shopping and sports events so an all-day transport system at this frequency is also desirable although peak-hour extra trains should not be required.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
145	There are currently some historical quirks in the timetables, particularly on the route I use most (Barnsley-Leeds) where late-night trains on Fridays and Saturdays are curtailed. This particular anomaly was introduced in the 1980s because of misbehaviour by drunks using the trains to get home after closing time. Now that closing time no longer exists as in 1980, could the services on Fridays and Saturdays be restored to the Monday - Thursday frequencies?	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
145	Having lived and worked in Switzerland for some years, I miss the clock-face timetables and half-hourly connections available throughout the day in that country (even up to midnight). West Yorkshire is nearly there and it often needs just some very minor adjustments to the timetables to make this possible. Turning to longer-distance journeys, co-operation between South and West Yorkshire, Manchester and Merseyside PTEs in improving journey times between all major centres, not just Sheffield, Leeds, Manchester and Liverpool, would help a great deal. I know that, if the Northern Hub is ever realised, this should improve matters but it still requires cross-PTE co-operation and investment. As before, you are nearly there but quite a lot of attention to detail, especially in connectional arrangements, is required. If you could achieve that, a Tran-Pennine industrial region could enjoy rail transport the equal of Switzerland or Holland.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study.
145	A last point is rail-bus interchange. For historical reasons, this is usually wretched but it is very important in reducing overall journey times and so increasing the attractiveness of public transport.	Noted	Proposal 4: Integration makes clear the need for integration between rail and other modes including better integration between the bus and rail networks.
145	The line I use most often is the Hallam Line, whose trains spend far too long waiting time at Meadowhall, Barnsley and Wakefield. Northbound trains are always held outside Leeds and southbound trains follow too closely the preceding Castleford trains and so dawdle as far as Methley Junction so as not to catch them up. Fast trains must have at least 5min. unnecessary time scheduled between Sheffield and Leeds	Noted	Comment noted.
145	Like I said earlier, if a pan-Northern PTEs co-ordinated plan could be achieved, the regional benefits would be enormous.	Noted	Comment noted.
146	Rolling stock needs to be air conditioned and the equipment has to work - unlike the large number of sweatbox 158's currently serving the region.	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.

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Respondent No.	Full Text	Action	Rationale for Action
146	ALL lines should have at least an hourly Sunday service, with some needing doubled in frequency to half hourly. First Sunday trains into Leeds need to be earlier than at present, Wakefield suffers in this regard currently. Later last trains on ALL lines, old excuses for current service pattern just don't wash nowadays.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
146	Lets have a real push at opening far more new stations using a low cost model.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
146	Promote the Wakefield to Huddersfield line for the excellent connections it offers at Huddersfield for Manchester and it's airport.	Noted	Proposal 4: Integration identifies the need to provide better information to support multi modal journeys.
146	Support this by making the last train from Huddersfield to Wakefield 1 hour later than at present.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
146	Introduce a Sunday service on the line.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
146	Open at least 2 new stations between Wakefield Kirkgate and Mirfield.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
148	Electrification of identified gaps should be a capital advancement to provide additional train paths on local services as well as the economic and environmental benefits that would accrue	Noted	The route plans identify the aspiration for electrification.
148	An intervention prior to completion of Northern Hub between Neville Hill and Crossgates.	Noted	Comment Noted.
149	As Leeds is a city with great night life it would be fantastic to be able to travel home on late night trains to places such as Garforth and Wakefield.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
155	The vision discusses the West Yorkshire suburban railway. The is a lot more to West Yorkshire than the Leeds - Bradford conurbation. Improvements to rural lines are also essential if patronage and customer satisfaction are to improve as desired.	Plan Updated	The word 'suburban' has been removed from the vision.
155	I have not commented on the routes I don't know, ticking the "not sure" box to avoid skewing your results. Regarding the Penistone Line, this route has massive potential, serving many small to medium size towns and villages, as well as providing direct services from Huddersfield to both Barnsley and Sheffield. The proposal to increase service frequency is well overdue, as current services are so infrequent as to be useless for many potential users.	Noted	Comment Noted.
155	Service reliability is also a problem, it is well known that the first line to stop running in poor weather (ice, snow, or leaves on the line) is always the Penistone Line. Services are also far too slow.	Plan Updated	Proposal 3: Reliability has been updated to refer to greater resilience, including during extreme weather.
155	As a Huddersfield resident, with a new job in Sheffield, I'd love to commute by train, but the service is so slow it is almost quicker to cycle the 30 miles than travel by train, and it is certainly more reliable. Moving towards a light rail (tram-train?) solution looks like a good idea, as top speed is limited by the route's alignment. Lighter trains should be able to accelerate and brake more rapidly, giving greater proportion of time at full speed. Larger numbers and size of doors should also enable more rapid boarding, reducing time lost at stations.	Noted	Comment noted.
155	Regarding the Huddersfield Line, the more towards electrification is long overdue. The trans-pennine "express" service is too slow to compete with private vehicle journey times, except when the M62 has a serious problem (accident or breakdown at peak times). Improvements in journey times and service frequency should make train travel more desirable to the travelling public.	Noted	Comment noted.
155	However, it is also essential that the "stopping trains" which serve our smaller stations, such as Slaithwaite are not pushed out to make way for all the fancy new high speed services from Manchester to Leeds. Both services are essential.	Plan Updated	Improved local stopping trains on the Huddersfield Line are now referenced.
156	An objective that does not seem to be stated is to reduce traffic congestion especially at peak times	Noted	This is reflected in the objective to double rail patronage.
156	1. One of the worst congested roads at peak time is the Otley Road. This is busy at most times but during the morning and evening rush hour had tailbacks of more than a mile. A high priority should be to open a station at Otley with suitable parking facilities to reduce traffic on this road. The trains could run either via Horsforth on the Harrogate line or on the line from Ilkley.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

Respondent No.	Full Text	Action	Rationale for Action
156	2. Another nightmarish journey is on the Wetherby Road. There should be plans to re-open the station at Wetherby either from the Harrogate line or from Cross Gates. 3. To improve train times to Leeds from Halifax some trains should not call at Bradford Interchange which takes a long time to reverse the train. The journey time could be cut very substantially. 4. Trains to Leeds from Sheffield and Barnsley which call at Castleford should continue to Leeds using the freight line through Kippax. This would make these journeys faster because the trains would not have to reverse at Castleford and would allow the trains to come into Leeds from the East avoiding the bottleneck of Leeds station.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
156	The need to increase capacity is welcome. It's ridiculous that trains should be so full as to regularly leave passengers behind as frequently happened when I commuted to Leeds from Sandal station	Noted	Comment noted.
158	probably over ambitious given the lack of central government's lack of investment on w.yorkshire's transport	Noted	Comment noted.
159	capacity must be increased if predicted future growth on the local rail system is to be realised.	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
159	Ease of buying 'multi mode' tickets is essential	Noted	Proposal 4: Integration identifies the need to improve multi modal ticketing.
159	More park and ride stations to be opened and if the Leeds trolley bus system ever gets the go ahead integration with heavy rail is essential	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
159	Investigate the Pontefract line for possible future 'tram-train' conversion along side the current Hallam heavy rail and freight services	Noted	This is already identified in the Pontefract Line route plan.
159	Tram-train for LBA	Noted	A link to the airport is identified in the Harrogate Line route plan.
163	To be best long before 2026 the plan should be to ease commuting pressure. To do this promote policies that encourage people to live nearer to their place of work.	Noted	Comment noted.
163	I support maintenance of infrastructure and new rolling stock when required.	Noted	Comment noted.
163	A plan to double rail passengers is to 'predict and provide' for unsustainable mass transit movement and land use spread.	Noted	Comment noted.
164	The above question is too broad - what if you agree with part of it but not all of it? Having a vision and over arching objectives are fine - but what are the actual changes and service improvements on the ground? This is how we - the public - will measure and rate how and what you propose to deliver. The consultation document is far too long and the objectives, proposals and changes are not clear or easy to find in the plans. Time is short when you are a busy individual and taking a few moments (not hours to read through detailed proposals) is sometimes all you have to give. Please Please Please think about a summary sheet or brief descriptions (with links to more detailed information. How about consultation questions aimed at specific areas of the proposals - with brief background information - so that we, as users, can give our views quickly and easily?	Noted	Comment noted.
164	better stock and faster journey times between huddersfield and manchester victoria on the 'stopper' service	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study.
164	AND journey times need improving on the penistone line if you are to improve take up.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, which will include consideration of journey times on the Penistone Line.
165	The aims are reasonable but do seem somewhat insular and overlook the requirements of cross-border travel. Sorting out the fare structure on the Huddersfield line where there is a "no-man's land" between Metro and Travel for Greater Manchester subsidy areas such that it costs more to travel a single stop between Marsden and Greenfield than Leeds to Marsden. People's travel needs are not defined by arbitrary county boundaries (and let's not forget that Greenfield was in the West Riding until 1974). Sorting out anomalies like this will go a long way to helping people who are out of work to access employment opportunities.	Plan Updated	RailPlan has been updated to reference the opportunity that smart card technology and devolution my present in terms of revising fares.
165	I'm glad that the plan for the Huddersfield Line states that the stopper service will be retained, but that must be on the basis of the current stopping pattern, linking Slaithwaite and Marsden.	Noted	Comment Noted.

Respondent No.	Full Text	Action	Rationale for Action
165	On the Caldervale Line, there is a need to give the residents of Pudsey access to the rail network. New Pudsey station's location is useless for anybody without a car, some kind of bus service is desperately needed.	Share Feedback	Proposal 4: Integration makes clear the need for integration between rail and other modes including better integration between the bus and rail networks. Suggestions for improved bus connections will be considered separately within Metro.
168	Harrogate Line needs urgent upgrading in terms of frequency, speed, quality and reliability	Noted	Harrogate Line route plan identifies the aspiration for more modern trains.
168	The whole line from Leeds via Harrogate to York needs electrifying.	Noted	The Harrogate Line route plan identifies the aspiration for electrification.
168	Then you could build a new Station on the existing line near the end of the Airport Runway and extend the existing Airport Long Stay Car Park shuttle bus to carry rail passengers as well.	Noted	Comment noted.
168	It is pointless trying to build a new Tram-Train track from Leeds to the Airport as the demand is so small and the cost would be prohibitive. Far better to invest in upgrading the existing Harrogate Line and rolling stock that could service the Airport every 15-20 minutes. Then York, Knaresborough and Harrogate passengers could get to the Airport by train - which would not be possible with the suggested direct Tram-Train link to Leeds City Centre - that would be a very selfish waste of money - just like Supertram and NGT. More money for consultants - but no better services for passengers.	Noted	The link to the airport has been identified for future development. This will need to consider various solutions for delivering a link from the Harrogate Line to the airport.
168	Trans-pennine electrification is vital - and it should be integrated with the Northern Rail Franchise - NOT separate. Many benefits from synergy.	Noted	Comment noted.
171	Offer incentive / amnesty for penistone village users to get into Huddersfield without having to buy a Metro card then pay from penistone to denby dale, South yorkshire cards allow denby dale to get to sheffield at no extra charge.	Plan Updated	RailPlan has been updated to reference the opportunity that smart card technology and devolution my present in terms of revising fares.
173	How do you expect the street running of a tram train to intrface with a heavy gauge rail network running to a recognised timetable?	Noted	The proposal for tram train needs developing to consider points such as this.
175	Well written, logical and easy to follow	Noted	Comment noted.
179	I agree with the vision but feel the plan lacks the necessary ambition to achieve the vision. The plan seems to be constrained by the rUS, which is about the utilisation of the existing rail network. To achieve the vision requires an expansion of the rail network to undo some of the damage caused by Beeching and his political masters. Priority lines for reopening, using surviving trackbed where possible, are the Spen Valley route, Wetherby, Otley, and Leeds-Bradford Airport.. Both could be tram trains if that facilitates the process.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
179	In addition, Bradford Crossrail should be a top priority (at a fraction of the cost of the London crossrail). This will not only help with the vitally needed regeneration of Bradford, but will also provide through local routes between the Airedale and Wharfedale lines and the Caldervale line and beyond, thus facilitating rail commuting, and business and recreational journeys to and from many places. it will aslo enable through trains from (say) the East Midalnds to Scotland, which will then connect Bradford to east Midlands towns, Sheffield and Wakefield. (Such trains would travel either via Wakefield Kirkgate and Brighouse or via Westgate and use the curve that avoids Leeds station (Leeds is already well connected to Sheffield and Notting ham).	Noted	The cost of connecting the two Bradford stations is unlikely to represent value for money.
179	There is also little or nothing about the need for later trains in the evening,	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
179	and about the need for a proper train service on Sundays i.e. one that starts by 7am and not two hours later as seems to be the case at present.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
179	Also routes without a Sunday service should get them.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
179	Connectivity beteen second and third tier stations and London gets little or no mention. I live in Hebden Bridge and evening connections from London are not good. The Grand central service via Halifax is wonderful, but only three trains a day. This service should be actively supported by Metro and more trains should be facilitated.; ditto the proposed Alliance rail services from Hull to Liverpool via the Calder valley and its proposed WCML service to London. We must get away from 1990s service patterns to ones that suit our present mobile world.	Noted	comment noted.

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Respondent No.	Full Text	Action	Rationale for Action
179	Recognition of HB station as an intermediate grade station is welcome, especially as it is likely to have a one million footfall by 2015-16, and it is to be hoped that both the needed lift	Noted	The route plan for the Caldervale Line identifies accessibility improvements at Hebden Bridge.
179	and an extension to the car park by buying out the coal merchant will be seen as a priority.	Noted	The Caldervale route plan identifies the aspiration an expanded car park.
179	see my answer to question 4. I've not answered q5 as I feel that your proposals need a considered response and not just a tick box. Clealy the whole rail system needs a better service. Other necessary additions should be a direct and semi fast service to Lincoln from Leeds vis the M&GN joint line from Doncaster,	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
179	and a regular service between Pontefract and Doncaster.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
179	There should be an hourly Leeds - Goole service,	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
179	and also between Sheffield and Scarborough via pontefract Baghill..	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
179	There should be a commitment to keep fares affordable,	Noted	Comment Noted.
179	and to keep car parking free at stations to encourage modal shift by those currently using cars for their entire journey. Some OAP concessionary fares have risen in cost disproportionately and i wonder if this is having a negative effect on their usage of the railway. Some single fares have increased by several hundred percent.	Noted	Comment Noted.
179	Linking the railplan to the freight plan, I would like to see modal shift from lorries actively encouraged by better trans pennine freight services. Woodhead, which is out of the Metro area, should be actively campaigned for, and likewise Colne to Skipton.The M62 should not be a lorry ferry from Ireland and NW England to Europe. Their containers should be on trains, and we should also have piggy back services for lorries.	Noted	Comment noted.
180	Improving Access to the Line 1. To encourage use of the Line given the lack of car parking makes it essential that local feeder bus services are improved, particularly for Otley, which is the largest community in the area without a rail link and where major housing development is forecast.	Share Feedback	Proposal 4: Integration makes clear the need for integration between rail and other modes including better integration between the bus and rail networks. Suggestions for improved bus connections will be considered separately within Metro.
180	2. The existing Menston-Otley bus link should therefore be enhanced and extended to serve the areas of Otley north of the Wharfe.	Share Feedback	Proposal 4: Integration makes clear the need for integration between rail and other modes including better integration between the bus and rail networks. Suggestions for improved bus connections will be considered separately within Metro.
180	New bus links are required to link Baildon station with the upper town, within Ilkley itself and linking Ilkley to Addingham and Upper Wharfedale.	Share Feedback	Proposal 4: Integration makes clear the need for integration between rail and other modes including better integration between the bus and rail networks. Suggestions for improved bus connections will be considered separately within Metro.
180	3. Rail-Link bus services should be specifically timed to connect with trains and have flexibility to wait for limited periods in the event of late running.	Noted	Proposal 4: Integration makes clear the need for integration between rail and other modes including better integration between the bus and rail networks.
180	Multi and single journey tickets should be available to give seamless transfer between train and rail-link buses and vice-versa.	Noted	Proposal 4: Integration identifies the need to improve multi modal ticketing.
180	4. A combined local bus and rail timetable should be available for Wharfedale, giving better publicity for leisure and tourism travel.	Noted	Comment noted.
180	Car Parking There is a serious shortage of parking spaces at all stations on the Line, exacerbated by the lack of proper bus connections. Solutions are likely to require considerable investment because of the lack of adjacent available land.	Noted	Proposal 4: Integration identifies the need for additional car park capacity. The Wharfedale Line route plan identifies the aspiration for expanded car parks on the line.
180	I wish to see a specific development programme agreed between the franchisee and Metro to create extra capacity and enhance safety and security.	Noted	Proposal 5: Journey Experience the level of station facilities that should be available at different stations.

Respondent No.	Full Text	Action	Rationale for Action
180	At the same time, encouragement should be given to walking and cycling to stations, which would require a modest investment in safe walking routes.	Noted	Proposal 4: Integration makes clear the need for integration between rail and other modes including walking and cycling.
180	There is an obvious need for additional stations providing access to our major cities. The roads are becoming ever more crowded increasing travel times for both cars and buses and the provision of strategically placed rail stations, providing frequent and fast journeys into the cities, will remove a significant number of vehicles from the roads. It will also help in reducing carbon emissions. A review of the build costs of stations should undertaken as the quoted sum of £8million seems to be somewhat excessive. Will tram/train really work? Not sure	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
189	generally / all routes - more train carriages at busy times - sufficient train staff visible to all passengers so that any assistance needed can be asked for / given	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
190	"Double annual rail patronage" is worthy as a means of reducing environmental impact of travel, but it should be coupled with increasing capacity. Doubling patronage with even more overcrowding is a poor aim.	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
190	Wharfedale:The two-hourly off peak provision sounds generous but in practice it means that if one has a meeting in Leeds in a building a few minutes walk from the station at, say 2.45, one has to take the train at 1.54 - an effective journey time of 10.5 mph. The two options for this route are train and 33/33A bus - but the bus stop is a considerable walk from Leeds station, making it difficult to change flexibly from one to the other if one of the services is delayed.	Noted	Comment Noted.
190	The rail plan comments that rail is good value and comparable to bus. However, if there is more than one person travelling, it is almost always cheaper to use a car. This year's increases in a time of reducing incomes were particularly savage - an 11% increase on an off-peak ticket from Guiseley to Leeds, and a doubling of the cost for an older person with a free bus pass. Our use of the train has therefore reduced.	Noted	Comment Noted.
193	Unsure about the presumption of growth, but support sustainable transport.	Noted	Comment Noted.
193	Have said yes but lack the detail knowledge to know what makes sense and doesn't. Obviously in favour of things that would make my West Yorks wide job and also personal leisure travel with family easier.	Noted	Comment Noted.
193	Where possible improve cycle storage on trains, possible to be greater off peak and at weekends to encourage leisure use. We don't own a car and try to use trains to access recreational cycle routes. Dad plus currently a tag bike and kids bike BUT I'd love to be able to continue as they grow up. Would be great if the Harrogate line got a fixed set of trains not just what was left over!	Plan Updated	Proposals 4 and 5 and the Network Plan have been updated specifically reference cycle access and storage of bikes on trains.
195	I am very supportive of the direction of Railplan7. I think you have identified all the main issues, although there are some areas where you need to be more ambitious. You need to ensure that we have a better service frequency in the evenings and at weekends. It is very frustrating for example to return to Leeds from London and to have to wait for ages for a local connection. This adds significantly to the overall journey length.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
195	Equally, I cannot contemplate using the train for local trips on Sundays or evenings because the frequencies are so poor and the trains stop too early.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
195	When the Leeds Arena opens next year you need to ensure that there are frequent trains back after 11pm. As an absolute minimum all services should run at half hour frequencies from 6am to 12 pm every day.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
195	Crowding is a big issue. I don't support the proposed 20 min threshold. That would potentially mean that anyone boarding the train at a suburban Leeds station could have to stand for their full journey to Leeds. I would suggest 10 mins, though personally I hate standing. If I had to stand every day I would change mode to the car. Every local service should have as many carriages as practical i.e. up to 4. It is frustrating that some of our local trains in east Leeds did for a period have 3 carriages but these were later withdrawn. Few evening peak trains have more than 2 which is ridiculous. We do, however, seem to do better in the am peak which seems odd. Why not both?	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
195	I very much support the provision of real time information screens. The new screens at East Garforth are excellent, it's a shame they have taken so long to be provided. It is also a pity that the recent improvements at East Garforth didn't include painting the footbridge - it is in a very neglected state. I understand it is Leeds CC bridge, but why couldn't everyone have worked together on this?	Noted	Comment noted.
195	You need to improve the barriers at Leeds station. They appear to reject a very high proportion of tickets which is frustrating and causes unnecessary delays. I fully support Smartcards - the sooner the better.	Noted	Proposal 4: Integration identifies the need to implement smart card technology.

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Respondent No.	Full Text	Action	Rationale for Action
195	Electrification is a very good idea. Please make sure, however, that the trains have 4 seats abreast, not five. Though ancient, our local diesel trains at least have reasonably wide seats. The Airedale electrics seats are too narrow for comfort (and I am a skinny person!).	Noted	Comment noted.
195	Please ensure that sufficient parking is provided at stations. Currently you must put off a lot of inter peak travellers eg pensioners, because they can't park. However, you MUST ensure that parking remains free. If you bring in charges you will surely push people back into their cars.	Noted	Proposal 4: Integration identifies the need for additional car park capacity.
195	Higher evening and Sunday frequencies - at least 2/hr 6 am to 12 pm Maximise train lengths to reduce crowding. No longer than 10 mins, but preferably less than that for standing. Bring in smartcards asap and sort out the Leeds barriers. More parking at stations (but it must remain free) More real time displays - these are excellent. Electrification is a must.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
197	Would like to see additional stations in the North of Leeds and support the Arthrington station plan. It is an area of increasing population density and would attract commuters from Otley, Pool and Harewood.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
197	As previously a new station in Arthrington would help relieve some of the commuter traffic clogging up Leeds. North Leeds is poorly served by rail transport currently.	Duplicate - see previous response	-
198	I'd rather have an absolute vision than one relative to everyone else. What we need is something that is fit for purpose, it doesn't matter if it's the best or not.	Noted	Comment noted.
198	Agree with line improvements. Disagree with the need to increase / improve car parking. What's needed is better walking / cycling access - especially I disagree with the need for a multy story car park at Shipley - the road network is insufficient.	Noted	Walking and cycling to the station is not possible for some rail users, it is therefore important that car parks are expanded, but that this is balanced with improvements to other access modes, including walking and cycling.
198	I get a very good service from the trains I use and as part of my job I use them nearly daily for a wide variety of journeys. Overall: keep up the good work!	Noted	Comment noted.
201	No mention of extra parking at rural stations, particularly on Huddersfield/Sheffield Line. Honley and Brockholes need parking provision desperately for example.	Plan Updated	The Penistone Line route plan has been updated to include additional parking at stations on the route.
201	Not bold enough, particularly on Penistone Line.	Noted	Comment noted.
201	Please get more car parking at commuter stations.	Noted	Proposal 4: Integration identifies the need for more car parking spaces.
203	But it seeks to organise things "from the top down" with little link to human aspects and local personalities and peculiarities. It was better to have permanently-appointed local stationmasters to deal with difficulties, and a much simpler ticketing-system with no need to book a month ahead for long journeys, and be required to use particular seats on particular trains. The ending of steam traction lost us an aesthetic delight, and "Beechin" harmed our nation. Machines must not supersede ticket-offices; they "defeat" some passengers and depersonalise their experience.	Noted	Comment noted.
203	Caldervale: Attention needed to the forthcoming "Bunley Curve" from Todmorden. Can alternate Trans-Pennine trains call at Tod, where they'd reverse?	Noted	It is likely that stopping the York - Blackpool services at Todmorden would add to much time to the through journey.
203	Station needed at Elland;	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
203	also at Portsmouth and (perhaps less urgently)	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
203	at greetland	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

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Respondent No.	Full Text	Action	Rationale for Action
203	and Luddenfoot. Later "last trains", weekdays + Sundays, please!	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
203	More "stops" at Walsden, should be mentioned in Table 6 page 28!	Plan Updated	This table has been updated to include Walsden.
203	Disabled access Todmorden,	Noted	The route plan for the Caldervale Line identifies accessibility improvements at Todmorden.
203	Hebden Bridge etc.	Noted	The route plan for the Caldervale Line identifies accessibility improvements at Hebden Bridge.
203	Lines at Bradford - Don't forget nees for Cross-Bradford link!!!	Noted	The cost of connecting the two Bradford stations is unlikely to represent value for money.
203	Airedale: Add a Bradford-Carlisle service.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
203	Extend some Leeds-Settle-Carlisle trains' journeys at both ends.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
203	I disagree with "high SPeed rail by 2030's"! The pace of commerce needs slowing, and the economy based on productive industry and not the false god of money. "there is no life that is not lived in community"(T.S.Eliot). restlessness is not a virtue, neither is unlimited economic growth, which in any case is vulnerable to collapse, a real risk even before 2030! Britain has let slip the concpet of Public Ownership and Enterprise too far where Utilites are concerned. We are"reamed" by over paid captains of industry and merely parascitic shareholders, regarding whom the Coalition Governemtn, which lacks adequate mandate, is connivant if not compliant. I don't wish to be merely destrucitve and unhelpful, but there's a danger to our culture and even to our Christian commitment (by Coronation oath). Thus at the top of page 20 we read that "Rail facilitates a more mobile population which is required to support economic growth". But a) this implies that people more to serve money, rather than money be moved to serve people. a mobile population is a rootless one, of family-impairment through seperation a insecurity and impermanent friendships. And b) although a 60% rise in rail use across W. Yorkshire with fewer car-journeys, is desireable in itself, the propect of replicating in the north the daily "London lunacy" is not desirable - look down on that "ill-founded city" and see scores of crowded 12-coach trains snaking in from all directions every morning, Monday to Friday, and out every evening, having discorged a million or two of people into a "Square Mile" to spend the day talking, phoning & emailing one another, without physical production of wealth, merely because by some quirk of international finance it draws material wealth in from an improverished 3rd world! Apologies if my canvas is over-wide and my portrayals too vague - I do value genuine good work throughout transport planning + provision! Further comments on the "Evidence Appendix" a) "Gap evidence" page - re "Caldervale" add "Walsden" after "sowerby bridge" b) Figure 4 Journey Times into Huddersfield "-the quicker route from Todmorden has been overlooked, e.g. 592 Bus leaves Tod 9.40 Mytholmroyd arr 10.2 901 Bus dep. M'royd 10.14 Hudd. arr 11.4 84 mins as against 94 min shown. (Return 75 mins - better connection at Hebden Bridge). c) Section 2, Route Plans; 2.3 Caldervale details, final item:	Noted	Comment noted.
203	Todmorden accessibility - strictly only one lift is essential, for trains to Manchester and the ticket office may be reached by wheelchair from the carpark by the small southern entrance to the Up platform. But two would of course be a boon, (Incidentally there is disabled acces to both Walsden platforms. that to the Hebden Bridge trains entails a rather long route to the underpass on the Tod. side.)	Noted	The route plan for the Caldervale Line identifies accessibility improvements at Todmorden and Hebden Bridge.
205	I would like to think something will change but I very much doubt it.	Noted	Comment noted.

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Respondent No.	Full Text	Action	Rationale for Action
205	I don't believe they will happen as there's no money and we are not in the South East. There's still a lot of tinkering around the edges, e.g. installing a PIS at Burley Park and Headingley is not exactly innovative is it? There is not the route capacity (poor investment in signalling) the existing trains are insufficient in number, scruffy and life expired, ticketing is little changed from the Victorian age (credit card sized vs Edmondson sized) no integration with other modes of transport - why can't we have an Oyster style card here? However, most of my journeys are OK, but when things go wrong they go very wrong. I don't see any improvement in the next 5 years - the trains will get fuller, scruffier, older and fares will rise and rise, that is if you can get your little piece of card from an unreliable machine that is hard to use or queue at Leeds station as the conductor's machine is broken - or just wave an old ticket at the barrier person at Leeds - they just let you through. TPX have introduced m-tickets - but they don't seem to have trained their staff about them 'Don't do mobile phone tickets mate you'll have to buy another one / can you print it off your mobile phone' - this was Sat 16 June.	Noted	Comment noted.
205	It's an idea but I don't expect to see any improvements in the rail system in my lifetime (I'm 56). As for IEP enhancements - don't make me laugh. IC125's will still be on front line service in 25 years.	Noted	Comment noted.
213	CALDERVALE LINE Increase Huddersfield to Bradford service to half hourly	Plan Updated	Proposal 1: Connectivity refers to improved frequency between Bradford and Huddersfield.
213	HUDDERSFIELD LINE Essential local (stopping) services improved (particularly frequency to half-hourly) and not sacrificed for electrification - which I welcome. Make more use of turnback at Marsden to achieve improvements - perhaps alternate trains using this and continuing to Leeds/ Bradford.	Plan Updated	Improved local stopping trains on the Huddersfield Line are now referenced.
213	PENISTINE LINE Increase Huddersfield to Penistone or Barnsley (easier turnback than Denby Dale) service to half hourly. Improve stock (please!) and ticket issue to increase revenue.	Noted	Comment Noted.
214	What is the point of customer information screens at the smaller stations when the information on these isn't realtime and requires manual updating? You get more accurate information using a rail planner app on your phone than what these screens tell you.	Noted	Comment noted.
214	I commute from Sowerby Bridge to Manchester each working day. I agree with the improvements proposed in these documents but I'm concerned about how much my fare is going to increase to cover these improvements. Currently my fare of £10.70 a day would be reasonable to me with the level of service that is being proposed. At the moment, this fare seems overpriced due to regular overcrowding issues, unit failures, age of the rolling stock and frequency of service. However, should fares increase any further it would make it cheaper to drive to work and pay parking costs.	Plan Updated	It is planned to review cross boundary fares as part of the proposed devolved local franchise.
217	The proposed station at Low Moor is an excellent idea - funds permitting.	Noted	Comment noted.
219	Insufficient improvements to this line, particularly 1. The poor customer experience at Bradford Forster Square.	Noted	The Airedale Line route plan identifies the aspiration for redevelopment at Forster Square station.
219	2. Poor access at Menston, footbridge crossing only.	Plan Updated	Accessibility improvements at Menston have been added to the Wharfedale Route Plan.
219	3. Does not reflect large increase in numbers due to new housing schemes proposed for Menston.	Noted	The demand forecasts take into account planned housing and employment growth at a regional level.
219	4. Delays experienced at Guiseley on Bradford to Ilkley journeys.	Noted	Comment noted.
219	Need to improve connectivity between the two Bradford stations.	Noted	Comment noted.
220	The extra stations seem sensible as long as the car parking is significantly increased,	Noted	Comment noted.
220	and as long as the capacity of Leeds City station is made the best use of by running some currently terminating Aire Valley services/Doncaster services through the station to an eastern terminus at Garforth/South Milford. Opening a spur to Collingham along the old Wetherby alignment would have the same effect.	Noted	Proposals need to be developed to understand how best to use capacity at Leeds Station in the future. RailPlan sets out why reopening former routes is not pursued.
220	In addition the signal blocks between Leeds and Huddersfield/Stalybridge are too long, and adding extra blocks would allow more trains per hour. Longer trains across the region created by adding extra carriages would be a significant capacity boost, and it is far too much to hope the railbuses could finally be junked.	Noted	Comment Noted.
220	Electrification of the Leeds/Harrogate/York loop is a very good idea, and a Horsforth turnback as a prelude to a link to the Airport, as is the lost link in the electrification between Neville Hill and York/ECML east of South Milford.	Noted	Comment Noted.
220	But the glaring omission is of a Leeds Supertram. In an era when the government contemplates allowing local authorities to augment central funds by issuing bonds, it must be possible to implement such a system on a design/build/operate/maintain basis without a PFI. Surely ... ?	Noted	Metro have secured funding for NGT instead of Supertram.

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Respondent No.	Full Text	Action	Rationale for Action
220	See above answers	Duplicate - see previous response	-
220	It would be helped significantly if a planning/management arrangement as is in place for the services running into Waterloo (Network Rail/South Wes Trains) could be put in place with a single Northern/TPE franchisee as the local Network Rail partner. I appreciate that there are other operators through Leeds whose interests would need to be reflected, but in the absence of any Government recombining geographical railway companies it might be a goodish start. Justine Greening might just buy it.	Noted	Comment noted.
223	It represents a small incremental improvement and has no radical or creative suggestions to the challenges of rail travel in W. Yorks, old infrastructure operating close to capacity and old rolling stock. It needs more electrification & more electric trains & longer platforms.	Noted	Comment noted.
225	There is nothing that stands out. What is needed is more local train routes planned and less papering over the cacks.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
227	I agree train carriages are overcrowded especially at peak times and this definitely needs to be addressed with a view to providing better conditions for rail users in the form of more coaches on peak services and better frequencies on well used routes.	Noted	Comment noted.
227	I think the dearne valley line between sheffield and york requires some re-investment and it could facilitate more journeys than are made currently available. there is also the possibility of summertime services extended to scarborough and the east coast as used to be provided to enable better links for rail users along this route who currently have to travel into leeds and change trains.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
227	only that it should be undertaken without any further delay as this plan has been long overdue and held in abeyance for far to long considering the current infrastructure and local and national transport needs	Noted	Comment noted.
228	better train/bus integrated time tables. most importantly outside the major cities, where sometimes the train arrives at say 10 mins past the hour + thje bus goes at 5 mins past the hour. leaving nearly a full hour till the next one.	Noted	Proposal 4: Integration identifies the need for better integration between bus and rail.
229	Huddersfield line hourly service is not good when joining other hourly or low frequency bus & train services from the line between Huddersfield & Manchester. Some poor connections from Huddersfield line to south & east Manchester. Eg via and Guide Bridge (none) Glossop, Hyde. I live at Slaithwaite and tend to travel westwards but fares and services see designed to go to Leeds.	Plan Updated	Improved local services no referenced and proposed to review cross boundary fares as part of developed local franchise.
230	All Projects must past the value for money test. Far too much is being spent consulting on projects that do not have a hope in hell of getting funding. Concentrate on where the people with all the money is living and provide them with good transport links into the city. They will visit and spend in the shops instead of spending money in other towns which are far easier to drive to because they have to drive.	Noted	RailPlan identifies that any scheme must meet value for money criteria.
230	A Rail Station at Arthington with a cycle track to Otley.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
230	Build another Park and ride station at Leeds Bradford Airport just outside of tunnel. No need for a tram train system on the Harrogate Line when one station could serve the Airport just as well. John Lennon Airport in Liverpool is three mile from the Airport but the connecting bus link works for them. As long as the public know how they can travel to that location in order to fly is all that matters.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
230	ARTHINGTON STATION	Duplicate - see previous response	-
232	Where are the projects that will bring the biggest benefits for people around the Wharfe Valley? If you give us a fast and reliable way of getting into Leeds we will use it. In the mean time we all head for Harrogate because it is far easier to drive there than it is to drive into Leeds. Harrogate and its gain Leeds and its loss. Try telling this to the people who run Leeds Market or manage the retail shops around Leeds. You get the transport strategies wrong and Leeds suffers because us workers just can't get there and even if we could there is no where to park. Give me a train station near where I live and you will have my attention and also my disposable income. Ignore us at you peril	Noted	Comment noted.

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Respondent No.	Full Text	Action	Rationale for Action
232	A park and ride train station at Arthington could be built for around £2 million. FACT. I would get the consultants back who did the last feasibility report on Arthington Station and ask them to do it in the right place. Any report based around a disused railway bridge is not good. It turns a simple project into £8 million. It also means the people living around Arthington and this includes Otley, Pool, Harewood and Bramhope get nothing but traffic. It also means the people living in Headingley and all other places into Leeds get all our cars aswell. However when it comes to the weekend we head towards Harrogate. So you don't get our money. Give us a station at Arthington and the cars can remain on the drive or closer to home. A cycle track from Arthington to Otley and Harewood would also be good. We could use it for the commute to work through the week and for leisure at the Weekend. This would go for people who live near Headingley Station. They would get the means to enjoy our part of the world in the process. Arthington is in West Yorkshire but you would not think so when you read Rail Plan 7.	Noted	The cost of £8m is consistent with other recently delivered and proposed new stations. Evidence suggests there is not sufficient demand to justify a new station at Arthington.
232	Station at Arthington. Station at Leeds Bradford Airport. Cycle track to Otley and we are all happy.	Duplicate - see previous response	-
234	Toilets needed at Shipley station	Noted	Comment noted.
237	Wharfedale line and Harrogate line. Last trains leaving Leeds too early. As someone who has lived in a number of large cities in the UK and abroad I find it depressing that public transport options out of Leeds end around 11.15 for people living in places like Ilkley and Harrogate. People in the wider West Yorkshire region do enjoy the leisure possibilities offered by a city like Leeds but are hampered in their access to it by schedules that do not reflect the later night economy that has developed in recent years.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
237	The rolling stock and	Noted	Proposal 5: Journey Experience identifies the need for improved rolling stock, while the route plan includes the aspiration for modern electric stock on the Harrogate Line.
237	journey times between Leeds and Harrogate are also a disgrace.	Noted	Proposal 1: Connectivity identifies the need for quicker journey times. The Yorkshire Rail Network Study will consider possible solutions to deliver quicker journey times.
243	To ensure adequate parking to encourage "park and ride".	Noted	Proposal 4: Integration identifies the need for increased car parking capacity.
243	Fair and understandable fare structure.	Noted	Comment Noted.
243	Facility to collect fare's on route to avoid waiting in Leeds station whilst a good number of commuters queue to get a ticket which should have been issued on the train. (Maybe with a facility to issue manual tickets which the machines break down.)	Plan Updated	Proposal 5: Journey Experience has been updated to include ticket machines at all stations and improved fare collection.

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Respondent No.	Full Text	Action	Rationale for Action
245	<p>General feedback from RNIB on main LTP3 published April 2011 to be discussed separately to this current consultation: Response to the West Yorkshire Local Transport Plan 2011 – 2026- My Journey West Yorkshire Connecting people and places. This response has been prepared by the RNIB Regional Campaigns Officer for Yorkshire and Humber along side blind and partially sighted people from across West Yorkshire. In addition to this it incorporates some national research undertaken by RNIB; (2012) Creating a Business Case for the Bus and Rail Industries. It is hoped that this response will be considered when the West Yorkshire Transport Plan Partnership finalises this Local Transport Plan (LTP). We are delighted to see that this new Plan aims to put customers at its heart. This is evidenced through the extensive consultation exercise which forms the framework for the Plan. We are also impressed by the way the Plan is about the journey to connect people and places together in a way that supports the economy, the environment and quality of life, all vital elements when developing a new Plan about connecting people and places. Findings from research undertaken by RNIB and perspective of blind and partially sighted people (BPSP) themselves show that disabled people would like to travel more; reducing isolation and enhancing quality of life. It is also clear that in the current economic climate that money is tight, particularly for bus providers who are operating in a commercial climate with an ever decreasing state support and subsidies. The bus and rail industries in general see the 'market' of BPSP people as small, not large enough to justify large amounts of investment to ensure that they are able to enjoy the same connection to people and places talked about in your vision. We appreciate that this Plan is for the infrastructure in which the bus and rail industries operate and consequently only has minimal influence. Having said this, it is clear that in order for the Plan to meet its objectives and 'big ideas', public transport needs to attract new fare paying customers away from their cars. Our research and work with BPSP has identified that there are some similarities between a person with sight difficulties making a public transport journey and a sighted person who doesn't usually use public transport making a public transport journey. Both sets of people require knowledge and confidence to make a trip. For those unused to and unfamiliar with the train and bus, it has been observed that in the same way as a person with sight difficulties, an unfamiliar user will seek confidence at every stage of their public transport journey. If such confidence is missing for any stage of the journey, or if a negative experience takes place, then it is likely that the entire journey will be made by car in the future, even if the uncertainty relates only to one short link in a much longer journey chain. In short what is good for a person with sight difficulties is good for that illusive car driver your Plan needs to achieve its goals (please see appendix 1 – the whole journey).</p>	Noted	Comment noted.
245	<p>Clearly, the 'whole journey' outlines some key aspects which people with sight loss and new public transport users need in order to confidently travel. We were thrilled to see that your 'big ideas' included things like 'enhanced travel information', aimed to develop customised, real time information across buses, trains and other modes. We hope that this would include provision of accessible information and consider websites and use of new media. RNIB can help you check your websites accessibility.</p>	Noted	Comment noted.
245	<p>We were also pleased to see 'integrated ticketing' and 'a new approach to buses' as part of the Plan's 'big ideas' all of which will work towards our 'asks' for an accessible transport provision that is easy to use at the beginning of a journey, during a journey and when the journey finishes. We were additionally, pleased to see that one of the priorities for 2012-2014 is to, under the banner of 'Connectivity', develop proposals for a Bus Quality Contract Scheme. We hope that such a scheme include strong customer care and disability awareness training, something many new customers as well as people with sight loss would require if they are to confidently make the leap onto public transport. RNIB would also be open to working in partnership to develop this scheme and help shape subsequent disability awareness training, for example help establish benchmarks.</p>	Noted	Comment noted.
247	<p>I feel that the Railway between Halifax/Bradford and running down the Spen Valley towards Ravensthorpe joining the line from Huddersfield to Wakefield and beyond would give a vital link and also take some pressure off Leeds. Why would anybody want to go to Leeds from Cleckheaton Heckmondwike to go west and south? The fact is they do not. There could also be a link from the line to the south of Dewsbury linking in to the line that runs towards Wakefield, again taking much needed pressure at Leeds and giving Batley/Dewsbury a link with Wakefield. Research done has shown the people of those two towns showed that they would use a link with Wakefield. As far as the Spen Vally line a survey which was run by those against the opening of the line found 98% wanted the line opened and 2% wanted it to remain closed. So hardly democratic to keep it closed. It seems that you only want democracy when it fits what you want to dictate to, and you do not listen when it goes against your views. With the proposed bus cuts which are going to hurt people this would help a lot of people in a lot of the time.</p>	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.

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247	I feel that the Railway between Halifax/Bradford and running down the Spen Valley towards Ravensthorpe joining the line from Huddersfield to Wakefield and beyond would give a vital link and also take some pressure off Leeds. Why would anybody want to go to Leeds from Cleckheaton Heckmondwike to go west and south? The fact is they do not. There could also be a link from the line to the south of Dewsbury linking in to the line that runs towards Wakefield, again taking much needed pressure at Leeds and giving Batley/Dewsbury a link with Wakefield. Research done has shown the people of those two towns showed that they would use a link with Wakefield. As far as the Spen Vally line a survey which was run by those against the opening of the line found 98% wanted the line opened and 2% wanted it to remain closed. So hardly democratic to keep it closed. It seems that you only want democracy when it fits what you want to dictate to, and you do not listen when it goes against your views. With the proposed bus cuts which are going to hurt people this would help a lot of people in a lot of the time.	Duplicate - see previous response	-
247	I feel that the Railway between Halifax/Bradford and running down the Spen Valley towards Ravensthorpe joining the line from Huddersfield to Wakefield and beyond would give a vital link and also take some pressure off Leeds. Why would anybody want to go to Leeds from Cleckheaton Heckmondwike to go west and south? The fact is they do not. There could also be a link from the line to the south of Dewsbury linking in to the line that runs towards Wakefield, again taking much needed pressure at Leeds and giving Batley/Dewsbury a link with Wakefield. Research done has shown the people of those two towns showed that they would use a link with Wakefield. As far as the Spen Vally line a survey which was run by those against the opening of the line found 98% wanted the line opened and 2% wanted it to remain closed. So hardly democratic to keep it closed. It seems that you only want democracy when it fits what you want to dictate to, and you do not listen when it goes against your views. With the proposed bus cuts which are going to hurt people this would help a lot of people in a lot of the time.	Duplicate - see previous response	-
248	Much more parking is needed on the Wharfedale Line at Menston, where the lack of facilities leads to parking on residential streets and a huge impact on residents. Guisley has the same problem. Both These places are densely populated and see a lot of commuters and also many shoppers going into Leeds. If the stated goal is to increase rail use these must be more parking.	Noted	Proposal 4: Integration identifies the need for increased car parking and the Wharfedale route plan includes the aspiration for expanded car parks at Menston.
248	The same problem exists at Weeton on the Leeds/Harrogate/York line.	Share Feedback	Metro will share this feedback with colleagues at North Yorkshire County Council.
248	A light rail connection from Ilkley to Skipton would ease pressure on Leeds station.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
248	There is a great need to improve pickup/drop off facilities at Leeds.	Plan Updated	The Network Schemes plan has been updated to refer to redevelopment of Leeds station environs to cater for growing demand.
249	Please make sure there are toilets at Foster Square in the refurbishment!	Noted	Comment noted.
250	In terms of the key highlighted freight flows, the RailPlan doesn't include the current flows of domestic waste between consolidation centres in Greater Manchester and Roxby. The Large cement distribution centre at Dewsbury is also served by regular rail flows from Hope and Oxwellmains. I would suggest highlighting the Dewsbury facility on the map labelled "Figure 2", along with the line through Sheffield station as a key freight flow. Under Gap 20 (Freight Network Capability), as well as enhancing gauge and loop/siding lengths it is also worth mentioning that the general lack of capacity on core freight routes in West Yorkshire is restricting continued growth. In addition to the core intermodal routes, the completion of "in-fill" W10 gauge clearance on diversionary routes around Leeds should also be highlighted as an important priority for future investment. This work will help to maintain performance of the network in times of timetable perturbation and provide Network Rail with greater flexibility when planning their access strategy. If you require any further input please let me know.	Plan Updated	Figure two has been updated as suggested and reference made to capacity on core routes.

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Respondent No.	Full Text	Action	Rationale for Action
254	Dear Sir, 'My Journey West Yorkshire' Local Transport Plan 2011 -2026. Public consultation response 8th May – 2nd July, 2012. 1.I refer to your email notification yesterday about the above consultation period for the LPT. 2.I note there are only two locations for the drop in sessions at the Civil Hall and Wellington House for Leeds residents. Could you please consider additional venues at Garforth and Rothwell, for these residents of Leeds, as you have done so in the past, who form a substantial number of travellers affected by the latest proposals? 3.Having gone through the various documents on line, I am pleased to see a number of suggestions being incorporated into the LTP that I have been campaigning for many years, namely, and using your text in parts: 1.An extension of the electrified network between Leeds and York, Selby and Hull to allow more electric train services to be operated. Such electrification would secure greater reliability, increased capacity, environmental benefits and cost reductions. 2.More electric train rolling stock, so as to deliver reliability and environmental benefits, as well as cost reductions. 3.A greater investment in stations to ensure they meet passenger expectations. 4.A recognition that there is a gap in strategic rail service connectivity across the north of England. 5.Improve safety and security improvements including CCTV & better lighting at 10 locations across West Yorkshire.	Noted	Comment noted.
254	However, can East Garforth rail station be included, as this issue is long overdue? Refurbishment of East Garforth Railway Station facilities. This would improve passenger facilities, safety and confidence in using the trains, and reduce fare dodging between stations particularly when it is unmanned. I repeat the items below:- a)Repaint the footbridge and all fencing. Please contact Councillor Tom Murray who is actively dealing with the outstanding re-painting refurbishment works to East Garforth Rail Station pedestrian footbridge. However, help is needed as progress has stalled due to lack of funding. b)Replace all damaged sections of platforms – already recently undertaken. c)Strengthen the deterrent facilities at the end of the platforms– already recently undertaken. d)Cut back all the overgrown trees especially to the southern side of the footbridge to open up the dark shrouded area. Clear all rubbish. Outstanding matters. e)Remove the single shelters and provide more open longer covered shelters with more seating. Outstanding matters. f)Provide modern up to date real time passenger information– already recently undertaken. g)The recently installed ticket machine has a limited facility not accepting cash payments as at Garforth Station. Needs changing. h)Improve the security on the station with better and more visible cameras. The CCTV has never worked for many years, and needs replacing urgently. i)Improve the clarity of the public address system on the platforms. j)Instigate a regular and published maintenance programme. Never seen one. Other improvements and timescales.	Noted	Comment noted.
254	1.I continue to seek a greater number of modern carriages per train on the Leeds York/Selby Lines. 3.I also have stated above that I wish to see the Leeds- York/Selby Lines electrified to see more modern electric trains running.	Noted	Comment noted.
254	2.I wish to see the complete refurbishment of Garforth Railway Station footbridge and ramped extensions with integrated facilities for full access for disabled users to and from both platforms Aberford Road and Station Road.	Noted	Comment noted.
254	4.Improve more direct transport links between Wakefield – Garforth- Cross Gates – Wetherby.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
254	5.Provide a rail link from Leeds to the Leeds and Bradford Airport.	Noted	A link to the airport is identified in the Harrogate Line route plan.
254	6.I wish to see proper timescales and monitoring to all the above matters. Please send me a written or email acknowledge of my comments and your intended actions in writing as soon as possible, and keep me informed of the next stages.	Noted	The route plans set out a series of aspirations but delivery is subject to funding being secured. It is therefore not appropriate to commit to timescales in this plan.
256	There are unspoken issues lying behind the plans, which have yet to find a solution: 1) from the passenger's point of view it is immaterial which company's train/bus we're on yet they are run as if this matters. 2) buying rail tickets on-line is a 'game', and coping with baggage on board trains can be a nightmare - the rail operators seem to think they are airlines, but they are NOT!	Noted	Comment noted.
256	3) the reliability of bus connectivity from main stations at peak hours will not be solved while local roads are packed with cars - rush hour jams can scupper the most efficient of network plans.	Noted	Comment noted.
256	4) while it remains the same cost to drive solo from London to Keighley in a gas guzzler car as it does to take the train, and when tickets are not available from Edinburgh to Leeds at the required time/cost, my relatives will keep driving even though they'd rather not.	Noted	Comment Noted.

Respondent No.	Full Text	Action	Rationale for Action
258	<p>WORKING TOWARDS A 'CROSSRAIL' METRO SYSTEM FOR THE LEEDS CITY REGION – DEVELOPING A RAIL VISION FOR 'KEY ECONOMIC CENTRES' AND A 'CORE' ENGLISH CITY! The Railplan for the period up to 2026 is to be welcomed. Rail planners at Metro work hard in challenging circumstances to deliver what is feasible and the Railplan objectives are realistic, feasible and affordable. However we need to persuade local politicians to show more political willingness and ambition so as to be delivering by 2026 a world class transport system for our region which sees significant extension of the scope of the rail network. Railplan should therefore include a more specific commitment to a programme of new stations and network extension so as to bring the benefits of rail to more people with the environmental benefits arising from reducing car journeys. New Stations Until HS2 frees up capacity on the present ECML and increased inter-regional services on the York-Manchester line probably meaning that new stations would simply slow through trains, new stations need mainly to be concentrated on the following lines, in addition to those already committed: Airedale: Armley Canal Road, Kirkstall, Riverside (Clariant site – see note below), Kildwick and CrossHills (N Yorkshire), Manningham in addition to committed Kirkstall Forge and Apperley Bridge Wharfedale: Esholt, Guiseley Silverdale, Otley (line-reopening) Calder Valley: West Bowling, Low Moor, Luddenden Foot Harrogate : Horsforth Woodside, Cookridge, Airport (new line) York Line: Seacroft Hospital, Pendas' Way, Scholes, A64, Whinmoor/Thorner , Thorpe Park Business Park, Selby East (N Yorkshire if planned major housing development 'Olympia Park' proceeds) Castleford Line: Hunslet, Methley Wakefield Line: East Ardsley Huddersfield Line : White Rose Centre – funded by the centre and on the basis of a reduction in the number of car journeys for both shoppers and employees. It is difficult to comprehend the present situation whereby shoppers can get on a train at Horsforth and travel, albeit with changes, to the Metro Centre in Gateshead or to Sheffield Meadowhall but can't travel by train to nearby White Rose. There is much valid debate as to the wisdom of constructing and expanding out of town shopping centres but White Rose exists and lack of a rail station gives a competitive advantage to other centres such as Meadowhall. For our local centre to be able to compete effectively as well as reducing the often excessive volume of car traffic a rail station is essential. The owners of White Rose could be willing partially to fund. Riverside Station at Clariant Site : This station would serve a major housing development adjacent to an already electrified rail line and should not be ruled out simply because of the commitment to Apperley Bridge and Kirkstall Forge. A station would reduce car journeys as commuters would not need to travel by car to neighbouring stations. There are already closely spaced stations on the local network where operational problems have been minimised at Garforth and East Garforth only a kilometre or so apart. Riverside would therefore contribute to justifying Metro level frequencies on the Airedale line – minimum of 8 tph. Taken together Riverside and Apperley Bridge could be served by a one-directional 'left-turning' bus meaning some peak passengers boarding at one station and alighting at the other. Hence a peak time commuter living adjacent to the Church in Calverley would travel to Leeds in the am peak from Riverside but would alight in the pm peak at Apperley Bridge and then catch the bus to Calverley. Electrification All lines to be electrified in the Railplan period, including the Harrogate line to York, on standard 25kV</p>	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
258	A Extension of the Harrogate line to Leeds Bradford airport using full trains not tram – train	Plan Updated	The Harrogate Line route plan has been updated to refer to either tram train or rail link. Analysis needs to be undertaken to confirm the most appropriate solution.
258	B Reopening the line to Otley and its eventual reconnection to the Harrogate line	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
258	C Reopening the Wetherby line initially as far as Thorner but with a spur to Whinmoor to serve major new housing development planned in the context of the East Leeds Extension	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
258	D Cross Bradford surface rail line allowing new train path Shipley to Leeds These new or reopened lines could allow Tyneside Metro style frequencies within just Leeds e.g. from the Airport to Whinmoor/Thorner. In fact it should be possible to operate the Airedale line from Bradford into Leeds and then on to Garforth with metro style frequencies of a minimum of six trains per hour being the eventual aim within the current Railplan timescale	Noted	The cost of connecting the two Bradford stations is unlikely to represent value for money.

Respondent No.	Full Text	Action	Rationale for Action
258	High Speed Two – WHERE IS LEEDS CENTRAL STATION TO BE? My preference is for an entirely underground station at one of two city centre sites these being a. 'Southbank', referred to above, which would offer excellent links to the M621 motorway as well as buses from the south and east of Leeds and which could eventually also link to an east-west regional rail tunnel for local trains from Skipton and Huddersfield to go on to York and Selby b. 'Eastgate' i.e. under the present central bus station – good bus links and would be easier to build in an east-west regional rail tunnel with connections to the north-south tunnel at City Square Of the two I would prefer Southbank, which could allow longer term for both the present Leeds City rail and bus stations to be closed and for one massive underground transport rail hub to be created as well as freeing valuable city centre development land. This is no different to the ambitious Stuttgart Century 21 rail scheme which involves putting the main station entirely underground!	Noted	HS2 are expected to announce the proposed route for HS2 to Leeds later this year.
258	FUTURE CROSSRAIL – LEEDS CITY CENTRE TUNNELS The long term objective should be to create an 'urban rail network' akin to that in many continental cities, with Germany and Switzerland offering the best examples. Leeds had its central area tram subway project back in the 1940s. Other provincial British cities do of course boast central area underground rail systems so such networks are neither taboo nor impossible in Britain. However the systems in Glasgow, Liverpool and Newcastle do not presently incorporate tram operation in what are essentially heavy rail tunnels. Central area tunnels in Leeds become viable financially if they allowed for regional trains to share the tunnel with municipal trams. Tunnels in many German cities have trams and trains sharing the same underground infrastructure. At one point trolleybuses in Essen also shared the tunnels – maybe they still do. A basic inner Leeds tram system should therefore be re-evaluated. The Crossrail proposal offers a high quality and comprehensive way of achieving two Railplan proposals: Proposal One: Connectivity : Provide improved connectivity through quicker and more frequent services between the key economic centres not just within West Yorkshire, but across the North of England. Such a system akin to a continental S-Bahn would mean quicker 'no modal change' access to HST2 and LBA. Proposal Four: Integration: Provide high quality integration between rail and other modes – largely by providing direct time-saving access to major city centre traffic objectives such as Leeds University and new shopping centres Leeds Trinity and Leeds Eastgate Crossrail would also contribute to the economic development of both Leeds and the city region through offering a permanent development of the rail system positioning Leeds in the European transport 'big league'. Hence it offers the transport equivalent of a statement of municipal and regional pride, with ensuing economic and environmental benefits. While clearly an expensive and long term project, striking developments in government willingness to fund rail projects in England coupled with an apparently sincere desire to devolve significant planning and funding powers have occurred over the past few months along with Leeds being designated as a 'core' UK city. Hence the commitment to electrify the main trans-Pennine route plus the reconstruction of the Oxford to Bedford rail line via Milton Keynes. Perhaps we might be able to move from the present 1.5% of GDP being spent on UK capital infrastructure projects to something exceeding Germany's 3%! To make a regional metro system work local politicians need more effectively to promote Leeds as the heart of a region whose population within a one hour travel to work or to shop by train is about that of Scotland, if not slightly more, edging towards six million people. Only tunnels can effectively link major traffic objectives at speed without the need to follow the street system inherited in Leeds at the latest from the Victorian era. Urban planning can also promote the use of rail – hence there should be some 'points value' in proposing large scale housing or general development adjacent to suitable station sites. In the light of the apparent greater central government willingness to fund new rail infrastructure Railplan could evaluate the following 'Crossrail' scheme: Leeds East-west 'Crossrail' Tunnel A future east-west tunnel (Skipton/Huddersfield/Wakefield/Sheffield/Doncaster to York/Selby/Hull) would be viable if inner Leeds rapid transit involving trams linking St. James's Hospital with possible western destinations such as Kirkstall and Bramley. Stations to be at Wellington Street, Westgate, City Square, Eastgate or Southbank if that were chosen location for future HST2	Noted	Comment noted.
258	1. Electrification of the line Leeds to Knaresborough and then on to York	Noted	This is already identified in the Harrogate Line route plan.
258	2. Diversion of the Ilkley line to serve Leeds-Bradford airport and its linking to the Harrogate line north of Horsforth – some peak hour express trains retained to Leeds city station	Noted	Comment noted.
258	3. Diversion of the 'strengthened' Harrogate line into tunnel just south of Burley Park with new underground stations at South Headingley, Leeds University, the northern part of the city centre near to the new arena, Leeds Town Hall and Leeds City Square, with a possible southern extension to a 'Southbank' site adjacent to the Asda HQ/Tetleys site	Noted	Comment noted.
258	4. Electrification of the lines to Bradford and Sowerby Bridge via Halifax	Noted	This is already identified in the Caldervale Line route plan.
258	5. Diversion of the Bradford/Sowerby Bridge line to run via line adjacent to Jack Lane and then into tunnel to new underground Southbank station	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
258	6. Introduction of trams sharing the tunnel between Headingley and Southbank and their onward street running at the northern end to Lawnswood and at the eastern end to Seacroft via St. James' s Hospital with eventual southern extensions to Middleton, Rothwell and the Five Towns	Noted	Comment noted.
258	7. Reinstatement of the line to Otley from Menston and then its continuation to meet the Harrogate line at Pool	Noted	Comment noted.
258	8. Possible new line leaving Bradford line at Tyersal and serving planned expanding housing development at Holme Wood Bradford before going on to Birkenshaw, Birstall or Liversedge This network could be self-contained and operate either with conventional trains or entirely as tram train network with some very outer end street operation when needed (e.g. in Otley/Liversedge). However the tunnel with trains and trams through it possibly every 2-2 ½ minutes is the backbone of the system. CONCLUSION For thirty years or so the Tyne & Wear Metro has offered an excellent example of high quality public transport which serves a local area intensively while at the same time facilitating connections with regional and national rail services. At recent prize-giving I met a couple of ex-students in their first year at Northumbria University who effused at length over the practical and cultural benefits of the Metro. The newly renovated stations are iconic and confer an international status on Newcastle frankly Leeds lacks. Hence the stations are destinations and meeting points in their own right. Monument leads directly into Eldon Square – wouldn't it be great to have direct links from underground stations into the new Trinity and Eastgate shopping centres? Plus regional cultural identity has been strengthened: 'Metro – The Musical'!	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
259	Visions are alright putting to practice is not ,I have been on a South west train it is much cheaper ,cleaner and on time unlike Northern Rail unlike the Calderline but Halifax is treat as poor relation in all travel requirements!	Noted	Comment noted.
262	It would appear that the Penistone line will get minimal improvements compared to most other routes. I use this route on a regular basis and have to put up with overcrowding at peak times, slow journey times and poor quality rolling stock. The station and parking facilities at Denby Dale are very poor.	Noted	Comment noted.
264	I have sent a long document on this to ltp@wypte.co.uk and also to Mr Nutter	Noted	-
264	Harrogate line should be fully electrified at 25kV and trains as opposed to tram trains should run to the Airport	Noted	Comment noted. Electrification is identified in the Harrogate Line route plan.

Respondent No.	Full Text	Action	Rationale for Action
264	<p>WORKING TOWARDS A 'CROSSRAIL' METRO SYSTEM FOR THE LEEDS CITY REGION – DEVELOPING A RAIL VISION FOR 'KEY ECONOMIC CENTRES' AND A 'CORE' ENGLISH CITY! The Railplan for the period up to 2026 is to be welcomed. Rail planners at Metro work hard in challenging circumstances to deliver what is feasible and the Railplan objectives are realistic, feasible and affordable. However we need to persuade local politicians to show more political willingness and ambition so as to be delivering by 2026 a world class transport system for our region which sees significant extension of the scope of the rail network. Railplan should therefore include a more specific commitment to a programme of new stations and network extension so as to bring the benefits of rail to more people with the environmental benefits arising from reducing car journeys. New Stations Until HS2 frees up capacity on the present ECML and increased inter-regional services on the York-Manchester line probably meaning that new stations would simply slow through trains, new stations need mainly to be concentrated on the following lines, in addition to those already committed: Airedale: Armley Canal Road, Kirkstall, Riverside (Clariant site – see note below), Kildwick and CrossHills (N Yorkshire), Manningham in addition to committed Kirkstall Forge and Apperley Bridge Wharfedale: Esholt, Guiseley Silverdale, Otley (line-reopening) Calder Valley: West Bowling, Low Moor, Luddenden Foot Harrogate : Horsforth Woodside, Cookridge, Airport (new line) York Line: Seacroft Hospital, Pendas' Way, Scholes, A64, Whinmoor/Thorner , Thorpe Park Business Park, Selby East (N Yorkshire if planned major housing development 'Olympia Park' proceeds) Castleford Line: Hunslet, Methley – poss conversion to tram operation Wakefield Line: East Ardsley Huddersfield Line : White Rose Centre – funded by the centre and on the basis of a reduction in the number of car journeys for both shoppers and employees. It is difficult to comprehend the present situation whereby shoppers can get on a train at Horsforth and travel, albeit with changes, to the Metro Centre in Gateshead or to Sheffield Meadowhall but can't travel by train to nearby White Rose. There is much valid debate as to the wisdom of constructing and expanding out of town shopping centres but White Rose exists and lack of a rail station gives a competitive advantage to other centres such as Meadowhall. For our local centre to be able to compete effectively as well as reducing the often excessive volume of car traffic a rail station is essential. The owners of White Rose could be willing partially to fund. Riverside Station at Clariant Site : This station would serve a major housing development adjacent to an already electrified rail line and should not be ruled out simply because of the commitment to Apperley Bridge and Kirkstall Forge. A station would reduce car journeys as commuters would not need to travel by car to neighbouring stations. There are already closely spaced stations on the local network where operational problems have been minimised at Garforth and East Garforth only a kilometre or so apart. Riverside would therefore contribute to justifying Metro level frequencies on the Airedale line – minimum of 8 tph. Taken together Riverside and Apperley Bridge could be served by a one-directional 'left-turning' bus meaning some peak passengers boarding at one station and alighting at the other. Hence a peak time commuter living adjacent to the Church in Calverley would travel to Leeds in the am peak from Riverside but would alight in the pm peak at Apperley Bridge and then catch the bus to Calverley. Electrification All lines to be electrified in the Railplan period, including the Harrogate</p>	Plan Updated	RailPlan sets out why reopening former routes and new stations is not included but will be reconsidered where there is a compelling business case and funding available.
267	Best operator by 2026 is easy to trot out as a 'motherhood and apple pie' statement but seems to lack realism. Can you really ensure this?	Noted	Comment noted.
268	In general I agree with the objectives of the plan, but why do you want to double the number of passengers, when passenger experiences are sometimes poor now! My perception of the plan after an admittedly quick read is that it states the obvious and just tinkers with the problems. I think it should be much bolder and have a political dimension to it. Part of your objectives should be to get local politicians on the case, councillors, MP's, MEP's the whole lot, and weld them into a co-ordinated cohesive group demanding a better deal for West Yorkshire. Liverpool has done it, and Sheffield to some extent.	Noted	The plan acknowledges the need to double patronage and improve passenger experience.
268	If you are really serious about connectivity be bold, I have two suggestions. I know it will be costly and take time but you should really think for rest the 21st Century now! If you don't even think about/lobby/ask/investigate/get politicians deeply involved it won't happen. 1. Relay tracks between Ilkley and Skipton and have a West Yorkshire Circle Line or even Fig8 Line if you adopt point 2 below. Just think trains could run all day connecting up some of your busy stations Guiseley, Ilkley, Bingley and those in between.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
268	2. Join both Bradford stations up to make your West Yorkshire Figure of 8 make train travel in WY really flexible and at the same time give Bradford a boost it needs it.	Noted	The cost of connecting the two Bradford stations is unlikely to represent value for money.
268	I have said all I want to say except will our comments really make much difference? I don't think so politicians and those close to them i.e the lobbists, big party members, corporate business will do just as they please.	Noted	Comment noted.

RailPlan 7 - Results and Responses

Respondent No.	Full Text	Action	Rationale for Action
270	Dear Sirs,I am unable to pick over the detail of the plan,but would offer the following suggestions. RAIL FARES.Off peak fares should be charged on all services arriving before 0745. This would cause a shift to earlier services and free up space on high peak trains to attract car drivers who rightly will not pay high fares to stand.Off peak fares should be valid up to one month. Singles should be priced at no more than 60% of returnsincluding off peak.Cross Country fares are too expensive and should be reduced.	Plan Updated	Fares will be reviewed as part of the proposed devolved local rail franchise and planned smart card ticketing.
270	ELECTRIFICATION.This is needed from Leeds-Sheffield(via both Barnsley and Rotherham),York and Liverpool,also Sheffield-Rotherham-Doncaster. Though some of these routes are partially outside WYPTE's area through working along entire routes is relevant to West Yorks.The St.Pancras-Sheffield express services MUST be extended to Leeds even if it means rewriting the franchise.	Noted	Comment noted.
270	ROUTE IMPROVEMENT.Extra tracks on the Aire Valley route are needed to allow slow freight to advance without holding up passenger services.The cross- Bradford rail link should still be built.There is surely demand for rail services from Leeds to Tadcaster and Wetherby if this is feasible and affordable,also from Bradford to the Spen Valley.Shipley/Bradford junction needs to be improved to allow faster speeds.Skipton-Bolton Abbey should have an occasional rail service using a pacer or 153.	Noted	The need for additional capacity on the Aire Valley route is identified. The cost of a cross Bradford link and other line reopening is not likely to represent value for money.
271	Have some comments Halifax to Huddersfield connectivity should be in the plan Journey times from Bradford to manchester should be more ambitious Passenger experience on CV line should be more ambitious	Noted	Comment noted.
271	Electrification of Calder vale	Noted	Electrification of the Caldervale route is identified in the route plan.
272	More emphasis on green modes of transport	Noted	Plan identifies the need for sustainable access modes.
273	New station in Colne Valley on the Huddersfield to Manchester line in the Milnsbridge area. This has been reported in The Huddersfield Daily Examiner today, although I'm not sure why it takes public pressure to get these things noticed that they are needed. If the line is 4 tracked and electrified as outlined in the Northern Hub plans this would not slow down the fast TPE services.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
273	New station at Elland, again not really sure why this has never been realised when trains pass through to Halifax,Huddersfield,Bradford,Leeds and Manchester,is this not a good idea?The Manchester,Huddersfield and Halifax/Bradford stoppers could call at Elland opening up new leisure and commuting opportunities.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
273	A new station in Ossett,Ossett Parkway,as recommended in the ATOC Connecting Communities Report.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
273	Ravensthorpe Station to be redeveloped as maybe a Parkway station with Wakefield bound platforms,big car park,bus services,renamed Ravensthorpe & Thornhill Parkway.Schedule stops at the station into the timetable for Manchester service and the Wakefield services,this would take pressure off Leeds station as people from Dewsbury could travel to Wakefield by changing at Ravensthorpe.A new Wakefield to Manchester service calling at Wakefield Kirkgate, Ossett Parkway, Ravensthorpe, Mirfield, Brighouse, Elland, Hebden Bridge and Rochdale.	Noted	Comment noted.
273	I am also surprised that there is no desire or any plans to start the reopening of the Spen Valley line,with the reopening of the new Low Moor station,when that eventually opens.The track bed in still intact with no obstructions and could easily be reinstated although I agree it would be costly but worth it and in my opinion is a complete no brainer.Cleckheaton and Heckmondwike have decent sized populations but have been severed from the national network in some kind of mad fit of pique in the past.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
273	A station at Liversedge could also be opened and a new alignment to join the Wakefield line in the Huddersfield direction,although this would involve conflicting movements as the train crossed over to join the Wakefield line. This would enable trains to call at Ravensthorpe,making the station a major junction for West Yorkshire rail travel and giving the people of the Spen Valley an alternative to solely buses and connect the towns to Huddersfield and Leeds as well as Wakefield as I'm sure a lot of people from the towns work in the larger West Yorkshire towns and cities.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
273	Reopen the Horbury Curve to link Bradford and Huddersfield to South Yorkshire and the East Midlands. Again the trackbed is still in place and could easily be reinstated. When the Huddersfield line is electrified are we going to have "diesel running under the wires"?	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available. It is likely that some diesel services will continue to operate on electrified routes.

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Respondent No.	Full Text	Action	Rationale for Action
273	Improvements to the stations on the Huddersfield line ie real time screens,car parking,bus services,ticket machines and taxi phones. A new platform at Batley and extra track on the old track bed to enable the quick passing TPE trains to maintain punctuality when passing through Batley. This platform could be accommodated adjacent to platform 2. This is probably a bit fanciful but if the service increase to 2 trains per hour is to be realised on the Huddersfield line plus the Manchester stopper then this maybe a good idea.	Noted	Improvements to stations on the Huddersfield Line are noted in the route plan. The Northern Hub scheme will consider the need for additional capacity at Batley.
273	Could Metro also start selling Day Rovers at a) other retail outlets other than staffed rail stations,bus stations and post offices,what happens if you want to travel on a Sunday or live near a unstaffed station? ie convenience stores,supermarkets and newsagents b) on the train from the conductor c) from ticket machines, this would allow you to buy on line too and collect from the ticket machines,you can buy TfL Travelcards on line and collect from machines so why not the Day Rover?	Plan Updated	Plan updated to refer to availability of tickets from a range of outlets.
275	Basically, I find the LTP/railplan 7 to be bewildering, protracted & Kafkaesque documents produced by consultants seemingly talking to themselves.....	Noted	Comment Noted.
276	travelling by train is quick and should be enjoyable, I hope plans will succeed	Noted	Comment Noted.
277	More should be done for Bradford, such as expanding the train stations or joining the two main stations.	Noted	The cost of connecting the two Bradford stations is unlikely to represent value for money. The route plans already identify the aspiration to improve the two Bradford stations.
277	Bradford train station should be made into a bigger hub to ease congestion in Leeds. Building a crossrail and joining the two stations in Bradford could help the Bradford economy as well as improving the rail experience for Bradfordians.	Duplicate - see previous response	-
278	Whilst it is probably not within of the Railplan I believe that railways should be regarded as infrastructure and that benefits are beyond money values. Of course they should be run efficiently and assessment of benefits to society made. Many years ago a friend of mine said "I've never heard of a road closing because it doesn't make a profit" which maybe summed it up. In Greater Manchester money has been found to relay and electrify existing railway lines, build new tram routes, stations and buy new trams. Changing from the Manchester Metrolink to an unpleasant old crowded Huddersfield train at Manchester Victoria starkley highlights that there is something wrong with railway policies and funding. On the Huddersfield line there appears to be pressure on local services by long distance TransPennine services. The existing TransPennine services are usually only a small number of coaches. I have not seen why there is the need for 6 expresses per hour when the train lengths could be increased. There are requests for additional stations on the Huddersfield line (Golcar and Diggle) which clearly would be of social benefit but increasing the frequency of TransPennine trains makes this harder. I travel from Slaithwaite to Greenfield, Mossley and other stations to the west and object to the proposal that these stops should be withdrawn under a semi fast scheme so that there can be more expresses. These trains can be packed yet only use 2 or 3 carriages (even when the train is longer). Presumably the short platforms have something to do with this. The hourly service is not so good when connecting to other services and can ruin a night out when one is cancelled or worrying if going to the airport.	Noted	Comment Noted.
279	as well as improving the existing network you need to seriously think about reopening some railway lines that were closed under Beeching even if it means force purchasing houses that have been built on some of the routes i.e. Otley & Wetherby	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
279	new stations to be built at Kirkstall on the Airedale/Wharfedale line & Arthington on the Harrogate line	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
280	Huddersfield Line - Manchester Airport to Leeds, needs to be a dedicated servicve at least every half-hour, (15 mins peak-times) with simple timing (ie on the hour) and simple round pricing. The stock needs to be more akin to rapid transit transport units, enabling more capacity of pasangers. Double deker units? but I suspect the tunnels wouldn't suffice? make it quality and brand it - the no.36 Leeds ripon bus a fantastic example - look at how well that works!	Noted	Comment Noted.
280	The cross boundary pricing between at marsden / greenfield / stalybridge needs reviewing. Both for local residents and tourism: the real rail ale trail, walking and events such as the friday whit marches. maybe have a day rover just for that line?	Plan Updated	It is planned to review cross boundary fares as part of the proposed devolved local franchise.

RailPlan 7 - Results and Responses

Respondent No.	Full Text	Action	Rationale for Action
285	By instigating a circular route linking Knottingley/ Pontefract/ Castleford/ Normanton/ Wakefield Kirkgate/ Streethouse/ Knottingley a more frequent service could be achieved to Leeds if it connected with Castleford/Leeds Hallam line trains + give better service from 5 towns to Wakefield.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
285	There is no mention of increasing capacity for cycles on trains. This is a major hurdle to increasing cycle/rail journeys and reducing car use. Cycle parking at stations does not meet the need of cyclist who need their cycle at both ends of their rail journey. There is a need to move back to more staffed stations particularly to improve safety + security.	Plan Updated	Proposals 4 and 5 and the Network Plan have been updated specifically reference cycle access and storage of bikes on trains.
286	The difficulty is the variety of stock at present standardised gangwayed electrical stock is required which would give greater flexibility and simplify N/U/LLR hill requirements.	Noted	Proposal 3: Reliability identifies the need for standardised rolling stock.
286	Continuous development of systems is required. The present stop/start procedures interrupt cash flow and often cause increased cost to budgets. Strategic park & ride schemes work if cost of use is kept to a minimum.	Noted	Comment noted.
287	Need a better link between Manchester Victoria and Picadilly. Although this is not part of the area that is being looked at. Any modification to rolling stock at peak times would be a godsend.	Noted	The Northern Hub scheme will such links.
287	A lot of traffic from Hebden go to Huddersfield. There is no straight forward rail journey.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
290	The proposals for Steeton and Silsden station to increase parking provision is absolutely ridiculous. There are two major items needed to help Steeton. 1. Make all buses go via the station, thereby reducing the need for car parking. 2. the plan that has been worked up by Steeton and Silsden Parish Councils transport working group needs to be taken on board. The plan involves taking a spur road from the trunk road, along the line of the disabled access footpath. There is ample space to make a one way road system with a drop off point, additional disabled parking and an exit road via the wood yard access road. The land needed is in the ownership of Bradford Council and Northern Rail, discussions have been held with both parties and they are happy for this scheme to proceed. We did produce outline proposals but were unable to take these forward to a fully worked up plan due to lack of funds. The cost for this scheme has been estimated at coming in withing the £500 k mark. I would be happy to sit down and discuss our thoughts and ideas. Please contact me on	Share Feedback	Comments shared with bus planning colleagues at Metro.
290	Talk to the Parish Councils at the upper end of Airedale, you ignore local knowledge at your peril. It's time that consideration was given to the views of the people most affected by these proposals	Noted	Comment noted.
293	I think it would also be useful to have an objective around better integration of rail with other forms of sustainable transport (bus, cycling, walking etc) and including integrated ticketing	Plan Updated	Proposal 4: Integration refers to integration with other modes.
293	The Caldervale line is already significantly overcrowded at peak times so extending a number of car parks before improving the rolling stock will only make matters worse and decrease customer satisfaction. Additionally, it seems utterly nonsensical to provide free car parking yet charge for secure cycle storage, as is the case in New Pudsey. Encouraging more people to cycle to the station and securely lock their bikes up has to be cheaper than paying for expensive car park extensions.	Share Feedback	Your comments on the charge for cycle parking will be shared with colleagues at Metro and Northern Rail.
297	More stations need to be opened in East Leeds.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
300	Very good as far as it goes. This depends on government funding- although the Wakefield line is inadequate and suffers from ageing and unsuitable stock, not as bad as the Huddersfield line, where TPE trains are totally unsuited to coping with a mix of long and short distance traffic (journey from Manchester airport midday!) and the whole route is heavily overloaded. The Hallam line is undersold, maybe better when Kirkgate Station is sorted.	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
300	General need for additional car parking as most car parks full before 0800.	Noted	Proposal 4: Integration identifies the need for increased car parking capacity.
300	Pontefract line suffering from attrition - will close if not boosted, needs connecting to main line. Goole extension should be reviewed.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
304	more buses to connecting areas especially to and from colleges	Share Feedback	Comments shared with bus planning colleagues at Metro.
306	1. The Caldervale line should be electrified.	Noted	Electrification of the Caldervale route is identified in the route plan.

Respondent No.	Full Text	Action	Rationale for Action
306	2. As soon as possible "Pacer" trains should be replaced followed by the "Sprinters". Modern replacement trains should be procured. They should have greater capacity and room for future passenger growth.	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
306	3. Timetable for Calder Valley line should be re-examined. The earlier finish of the Saturday night service compared with the Monday to Friday service is madness. The hourly Sunday service and hourly evening frequency is clearly based on out of date transport ideas.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
306	4. The plans should look at cross regional travel including costs. The current large cost of crossing regional boundaries should be looked at ie the evening price of a ticket Todmorden to Manchester Victoria compared to Littleborough to Victoria. The new Burnley to Manchester service via the Todmorden curve will be less successful if too pricy. The early finish of the Leeds to Preston service prevents East Lancashire passengers staying later in Leeds or completing journeys from further afield.	Plan Updated	It is planned to review cross boundary fares as part of the proposed devolved local franchise. The plan has been updated to identify the need for improved evening services.
306	5. Linking the services. Currently its difficult to get from Bradford interchange to foster square this is just one example of poor connections.	Noted	Comment noted.
308	Why not reinstate the "through roads" at Cross Gates to provide overtaking facilities and faster running.	Noted	Additional tracks at Cross Gates are not currently considered
309	Would like to see stations reopened at Kirkstall, White Rose and Armley - vision of integrated transport system - really liked the bus/train idea.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
309	Leeds needs another main station.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
309	Rolling stock on Calderdale line desperately in need of a facelift. WiFi should be available on all trains and at all main stations.	Noted	The Calderdale route plan identifies the aspiration for improved rolling stock.
309	Leeds Station ingress/egress an appalling customer experience from the ticket barriers to the placement of noticeboards and ticket machines/offices in such a way that queues form across walkways.	Plan Updated	The Network Plan refers to the redevelopment of Leeds Station.
309	Bramley Station needs a bigger car park and a	Noted	Proposal 4: Integration identifies the need for increased car parking capacity. However at present there are no plans to expand Bramley car park.
309	bridge to link the platforms.	Noted	Comment noted.
309	Should be possible to buy a ticket at a machine (using a card) at Bramley station or have an arrangement with local shop. Why can I not buy a monthly ticket on Leeds platform?	Plan Updated	Proposal 5: Journey Experience identifies the need to provide ticket machines at all stations.
309	Unmanned stations with long isolated approaches are unsafe and intimidating eg Bramley, New Pudsey and Headingley. In conclusion, suggestions are because I care so do not treat suggestions as criticisms but as indicators of involvement.	Noted	Comment noted.
309	Need more stations everywhere	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

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Respondent No.	Full Text	Action	Rationale for Action
309	Not enough actual detail on the how and what for me to be able to comment. The service is good and infinitely preferable to the bus service (and still cheaper than the bus). I notice that more and more people are using Bramely station so you should take pride in that. The introduction of electronic signs has been surprisingly beneficial in terms of my customer experience. I would not have expected them to make such a difference but they do. I live on the road leading to the station so parking is an issue so extend the car park please. The lack of pavement on the west bound side means that a bridge linking the two platforms would be brilliant. Generally, why is it so difficult to find out where a train is going especially in Leeds where a train might be parked across platform a or b or c and have destination notice boards a considerable distance away from the carriages. Why not use the Paris Metro system where the trains have a name so that you can look at the front of the train, see its name and so know where it stops. All too often the trains in Leeds have Leeds written on the front regardless of their actual destination. Could you also reinstate the train between 38 & 08. I can get a train from Leeds to Bramley at 08, 22 and 38 past the hour - an irregular regular service. What happened to the train between 38 and 08? Finally, can you please do something about the barriers at Leeds not reading tickets. It is a depressing experience for both passengers and the station employees who have to spend all day clicking passengers through. Thanks for the service though - much more preferable to the bus.	Noted	Comment Noted.
311	New diesel rolling stock is essential. The 142's + 144's offer poor ride and poor capacity. Additional routes need to be re-opened.	Noted	Comment noted. RailPlan sets out why new or reopened routes have not been included.
311	Stations such as Halifax and Keighley need extra platforms	Noted	The plan identifies the need to improve connectivity - the infrastructure needed to deliver this has not yet been determined.
311	The Airedale line needs extra capacity - Some services need to terminate at Keighley.	Noted	The route plan for the Airedale Line identifies the need for additional capacity.
311	The Carlisle service needs to be more frequent -this needs to fit in with commuter service - Leeds- Glasgow needs re-instating.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
311	The Penistone line needs a better frequency and the light weight train idea is not a good idea. Penistone needs a better service	Noted	This has already been identified in the Penistone Line route plan.
311	A good plan in parts - not enough of substance in other parts. No guarantee of new rolling stock (I know this needs DfT approval). Keighley and some other larger stations still do not have toilets?	Noted	Comment noted.
311	Why are new lines not being built or re-opened and also existing lines improved. Why is there no commitment to opening new routes.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
311	More bus/train combined ticketing is a good idea - The rail dales bus ticket now operating is a good scheme and this type of thing is the way forward.	Noted	Proposal 4: Integration identifies the need to improve multi modal ticketing.
311	Overcrowding remains a big challenge.	Noted	RailPlan sets out that sufficient passenger capacity needs to be provided.
311	Park and Ride-more needed at Keighley/ Shipley etc etc	Noted	Proposal 4: Integration identifies the need for increased car parking capacity. The Airedale Line route plan identifies the aspiration to expand the car park at Shipley. There are currently no plans to expand car parking at Keighley.
313	Airedale Line service is brilliant, but will continue to suffer as more people use it and congestion increases. The 6.56 from Keighley/Leeds, I would say, in the 1st 12 months has doubled in popularity based on the passengers seen on the platform each day.	Noted	Comment noted.
315	You have hit the main issues that are why people do not use the train as much as they could, slow trains, overcrowding, infrequent services and poor reliability. The potential is there and Metro need to show their teeth with the Government and push hard for the funding to achieve the goal set in this document.	Noted	Comment noted.
315	Caldervale line is the poor relation to the Huddersfield line and needs significant investment, Halifax station is still inadequate for the number of people that use it and now it has 3 trains a day to London as well, more facilities are needed such as a shop and cafe, don't stop now thinking the job is done because it isn't.	Noted	Comment noted.

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Respondent No.	Full Text	Action	Rationale for Action
317	Would welcome later last trains on Airedale line - other routes might like them too	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
317	More certainty about replacing or improving sub-standard diesel railbuses	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
321	In the table at bottom of page 48 (sub regional connectivity times) I think that the target times are not achievable. 19 minutes Leeds > Halifax is pie in the sky. 33 minutes Harrogate to Bradford similar. The direct lines were shut years ago. There must be some major error in your figures.	Noted	The targets are based on comparable car journey times. It is acknowledged that some of the targets will be challenging to deliver by rail.
321	Rolling stock. With electrification of the lines to Manchester Piccadilly and York, every effort must be made to retain the displaced Class 185 units within West Yorkshire. Caldervale Line. Could displaced Class 185s be used on this route.	Noted	Comment noted.
321	Airedale Line. Keighley Rail station is a poor gateway to this busy town.	Noted	Comment noted.
321	I do not think a new station at Kirkstall Forge is required as location is too remote. The old Kirkstall Station would be much better site.	Noted	Comment noted.
321	Hallam Line. Wakefield Kirkgate station is a disgrace. The whole area should be cleared and a new station designed for passengers, with a booking office should be built. The fact that it maybe listed should not stop demolition.	Noted	A programme of redevelopment at Kirkgate Station is already being undertaken.
321	Harrogate Line. The main priority on this line is the deteriorating condition of Kirkstall Viaduct. Small trees are now growing out of the outside of the parapet. Network Rail should be made to restore this 1840s structure to a long term stable condition before any further money is spent on this route.	Share Feedback	Comments shared with Network Rail.
321	Penistone & Pontefract Lines. I don't think light rail solutions can be used on heavy (heavy freight) routes together Wakefield Line. I think Wakefield Westgate is a really nice station	Noted	Comment noted.
322	Wharfedale Line: Timings for Bus connections at Menston to & from Otley are too close for comfortable connections.	Share Feedback	Comments shared with bus planning colleagues at Metro.
323	For the Wakefield Line I would like to see more use of the EMUs as opposed to the DMUs.	Noted	Comment noted.
326	Improved parking facilities are required at stations if patronage is to be increased. For example, there are a dozen or so parking spaces at Honley, Increase the parking, increase the passengers.	Plan Updated	The Penistone Line route plan has been updated to include additional parking at stations on the route.
326	The bus service timetable does not coincide with when the trains arrive and depart!! This is something simple to co-ordinate and does not cost millions!!	Share Feedback	Comments shared with bus planning colleagues at Metro.
326	The passenger usage on the Penistone line is higher than income from the route would suggest. I frequently use the line, and if I were not honest I could easily travel without purchasing a ticket, I am sure that a significant number of people don't purchase a ticket because the conductor is too lazy to collect fares.	Share Feedback	This feedback will be shared with colleagues at Northern, who are responsible for fare collection on this route.
328	I live nearly 3 miles away from the nearest rail station in Menston, so my option for rail travel is to walk, drive or get a bus to Menston, then in to the centre of Leeds. As do most people of Otley, I lament the closure of the junction at Otley. With a population of 15,000 and an expanding local economy and increasing popularity as a commuter residential area and market/tourist town, it's becoming increasingly more difficult on the roads with congestion, and local bus services are infrequent and unreliable. I appreciate the great expense involved in funding a new railway station, but find it sad that a lot of younger people struggle to live in Otley without a car because of poor transport links compared to other local areas (for example Ben Rydding, with 25% of the population and businesses and much better transport links).	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
328	I would like for a survey of needs to be done in Otley and immediate surrounding area, to assess need and desire for a rail link. The need/demand question should sit outside funding available, in the interest of an open and honest consultation process.	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
333	<p>I think that someone should look at old maps of the railways in Britain pre Beeching, see what the legacy of political dogma behind his report created and the subsequent mess we are in now. "NEW" stations along the Airevalley corridor!!!! they were there!!!!. Expanding the lines to 4 track!!!!!! Guess what, they were there too. Forster Square, one of the busiest stations in Britain converted to a siding and now so far away from the Exchange/interchange that the cross Bradford railconnection is not probably feasible. So many opportunities missed. Need more depots??? Best joke so far, again see pre Beeching. Do the names, Manningham, Low Moor, Hammerton Street, Farnley, Holbeck etc etc ring bells? All the "ideas" in this report are rehashes of old stuff prettified for current consumption. Most of this should happen before I depart this mortal coil BUT I doubt if 80% of it will happen with the lack of joined up thinking governments have for rail in this country. The solutions are easy, the political/business will to provide them probably is just hot air, and the story of the boy who cried wolf seems apt</p>	Noted	Comment noted.
333	<p>Stop peak hour trains for Skipton that currently call at Shipley. The number of people who catch this just to save 2 minutes to get to their cars instead of coming from the Forster Square bound platforms is a joke. They cause overcrowding just for being lazy. Get the electrical system and signalling up to mainline standard to more efficient electric London trains can be utilised. Remember pre Beeching, the Thames Clyde Express, The Waverley!!!! Unless someone makes a positive decision regarding the Huddersfield line and gets an infrastructure that will encompass fast train times and integrated signalling then that will remain a shambles as it currently is. I doubt it will happen, it may be planned but the proof etc.... Also the thing that makes me laugh is that with a minimal amount of track modification it would be possible to run from the ECML into St Pancras and then back out to the mainland continent. It's not rocket science but this could be an option to alleviate some problems in West Yorkshire.</p>	Noted	Comment noted.
333	<p>If you can build it they may come. You are trying to re-invent the wheel. You are trying to compete against political dogma and so much lack of joined up thinking it is a wonder it has progressed this far. I really hope it comes off, but having lived through all the "modernisation" of railways since 1955 I will only believe it when I see it. By the way there are many old photographs showing tracks through Leeds station. All pre Beeching of course. Boy has this country suffered under that politically biased report</p>	Noted	Comment noted.
334	<p>WEST YORKSHIRE LOCAL TRANSPORT PLAN RAILPLAN 7 2012-2026 (8 May 2012) COMMENTS FROM THE UPPER CALDER VALLEY RENAISSANCE SUSTAINABLE TRANSPORT GROUP BACKGROUND The UCVR Getting About Group exists to promote improved and sustainable transport in, to and from the upper Calder valley in West Yorkshire. It is part of the Upper Calder Valley Renaissance (UCVR) programme, initiated by Yorkshire Forward to create a connected, creative and The Upper Calder Valley Renaissance (UCVR) Sustainable Transport (ST) Group, formerly sustainable valley. The upper Calder valley covers an area from the borders of the former Todmorden Urban District (Walsden to the South West and Portsmouth to the North West) through Todmorden, Hebden Bridge, Mytholmroyd, Luddenden Foot to Sowerby Bridge and Copley. The area also embraces a number of hilltop villages and settlements which rely for most of their services on the towns and large villages in the valley bottom. It is about 10 miles long and 5 miles wide. RESPONSE 1. We have seen the response from Railfuture Yorkshire branch, and we are in general agreement with their comments.</p>	Noted	Comment noted.
334	<p>2. We welcome the vision for rail in West Yorkshire, "For West Yorkshire to have the best suburban railway in the country". We welcome the four rail objectives, especially that of doubling annual rail patronage by 2026. We would see this, however, as an absolute minimum, given that growth on some parts of the network over the past decade has been higher than this. We will not generally comment in this submission on things that we agree with, to save time and space. We are very concerned, however, that the plan does not have the ambition that we wish to see. We think it is vital not only to achieve your four objectives but also to achieve the modal shift away from private transport which will help deliver the nation's vital climate change objectives. It seems to us that the draft document has been unnecessarily constrained by the Route Utilisation Strategies (RUSs). These documents are about the utilisation of the current rail network. We note your comment on p50 that "there is limited capacity to accommodate further growth". Our answer is to build that capacity. We believe that the current rail network in and to/from West Yorkshire is inadequate. The network needs to be expanded, partially to undo some of the worse mistakes of the Beeching era and partially to develop entirely new lines that are needed in the 21st century. An example of the former is the Spen Valley route from Bradford to Dewsbury via Low Moor and Cleckheaton; this might best be served by tram-trains.</p>	Noted	Comment noted.
334	<p>The prime example of a new route is Bradford Crossrail, which is vital to the regeneration of that great but declining city and which should open up a whole range of new direct destinations from the Caldervale Line.</p>	Noted	The cost of connecting the two Bradford stations is unlikely to represent value for money.

Respondent No.	Full Text	Action	Rationale for Action
334	3.In this submission, we will concentrate on the Caldervale Line and its feeders.	Noted	Comment noted.
334	4.We want to see new stations on the Caldervale Line at Elland, Hipperholme/Lightcliffe, and Cornholme/Portsmouth.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and
334	4.We want to see new stations on the Caldervale Line at Elland, Hipperholme/Lightcliffe, and Cornholme/Portsmouth.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and
334	4.We want to see new stations on the Caldervale Line at Elland, Hipperholme/Lightcliffe, and Cornholme/Portsmouth.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and
334	5.Travelling from the upper Calder valley to Huddersfield is not easy. Travel by train means changing trains at Halifax or Brighouse, with a wait on the station. The direct bus service from Hebden Bridge takes an hour, and there is no direct service from Todmorden. Most commuters to Huddersfield, therefore, use their cars, resulting in severe congestion on the roads in the rush hour. There is a significant and growing level of commuting from the upper valley to Huddersfield, in particular university staff and students; public sector workers; and sixth formers attending Greenhead College. We understand that Huddersfield University sees the potential for more live-at-home undergraduates from the upper valley, and a direct rail link would facilitate this. We consider there is an urgent need for the early introduction of a direct service from the upper Calder valley to Huddersfield; this service might best start in east Lancashire, using the soon to be re-opened Todmorden curve, reversing at Todmorden.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
334	6.We would like to see a passenger service to Bury using the East Lancashire Railway from Castleton Junction.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific
334	7.We want much improved inter-regional connectivity using the Caldervale Line. We value the Grand Central open access service to Wakefield, Doncaster and London. We would like to see this timetable expanded. We also welcome the proposals by Alliance Rail to run a Hull- Liverpool service via the Calder valley line. We also welcome their proposal for a WY to London Euston service via the WCML, which will improve connectivity to a number of important intermediate cities including Milton Keynes.	Noted	Comment noted.
334	We also welcome the proposals by Alliance Rail to run a Hull- Liverpool service via the Calder valley line.	Noted	Comment noted.
334	8.Service patterns – Sundays. The poor service on Sundays needs addressing urgently. Services start late on the main Caldervale route and there are no local services on the Brighouse route. This is not acceptable in our current era of an active seven-day week. We seek a first service from upper valley stations no later than 07.30 on a Sunday as this will enable a connection to be made with the Grand Central service at Halifax, and will enable the catching of earlier trains leaving Leeds and Manchester for onward destinations.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
334	9.Service patterns – later trains. There needs to be a later last train from Leeds. 22.37 is too early. A later service would enable people to use the train to attend plays and concerts (for example) in Leeds. It would also enable connections with later trains from London and from North Yorkshire, the North East and Scotland.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
334	10.Service patterns – more trains and a faster service to Leeds. This could be via Brighouse, thereafter calling only at Dewsbury. It could be an additional service from Blackpool, making Leeds – Blackpool half hourly. A second service from Lancashire is now needed, as evidenced by the loadings on the current hourly service. An alternative journey for the second service could be to run to Sheffield via Brighouse, Wakefield Kirkgate (reverse) and Barnsley. Our line urgently needs line speed improvements, to be accompanied by track improvements (especially between Todmorden and Burnley), tripling the line between Mytholmroyd and Luddendenfoot to enable fast trains to overtake slower trains, and by new signalling allowing trains to run much closer together, thereby enabling a more intensive timetable to be introduced. Blackpool- York trains should all stop at Sowerby Bridge. There should be two trains an hour between both Sowerby Bridge and Mytholmroyd, and Halifax and Bradford. Walsden needs an improved service. The Manchester semi-fast should also stop at Littleborough.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.

Respondent No.	Full Text	Action	Rationale for Action
334	11.As you have identified, good train-bus connections are vital. There needs to be good communication between the rail operator and bus operators as to train late running, so that connecting buses can be held (obviously there has to be a finite time limit to this, except for buses meeting last trains). This should be built into the timetable and the service contract. At Hebden Bridge, the local buses have been known to depart, on time, just as a delayed train is arriving. This should not happen. We are also concerned about poor scheduling e.g. the retiming of the 19.08 "E" bus to leave HB station at 19.24 which means that passengers arriving on the 18.56 arrival from Leeds now have a 28 minute wait, which is unacceptable.	Share Feedback	Comments shared with bus planning colleagues at Metro.
334	12.Rolling stock. The Pacers need to go as soon as possible and certainly by 2016. High density seated 150s should be confined to stopping trains on short routes only. When the 185s and 155s are overhauled, we request that the airline seats nearest the cycle storage area are turned to face that area, so that cyclists can keep an eye on their bikes; the same applies to the luggage areas. Toilets need to be in working order and there should be at least two on all units used on the line. We trust that 185s cascaded after electrification will remain in the region, and feel that the Caldervale Line is an ideal "home" for them. In the longer term, we would expect the Caldervale lines (Manchester, Preston and Brighouse routes) to be electrified.	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
334	13.Fares. We are concerned that fare increases are making rail unaffordable to an increasing number of passengers. This applies to full price fares, but also to the concessionary fares for over 60s, some of which rose by several hundred per cent in January 2012. There need to be discounts for those working part-time for whom a Metro card or rail season ticket is not financially viable, and who therefore have to pay the full undiscounted fare on days that they travel. Carnets may be the answer here or an any ten day (say) "season ticket". Smart cards may resolve this problem, but if like the Oyster, it will bring potential problems of their own. The "no man's land" between Walsden and Littleborough should be abolished so that Metro and GM tickets both finish at the same station (Todmorden rather than Walsden due to Walsden's poor service).	Plan Updated	It is planned to review cross boundary fares as part of the proposed devolved local franchise.
334	14.Station facilities. We welcome your recognition of the three strata of stations in the region. However, we feel that the minimum standard for all principal town stations should be either a passenger lift or some other means by which people with significant mobility impairment can use both (or all) platforms. We also feel that all stations in this category should have such basic facilities as heated waiting rooms, platform canopies, a ticket office and toilets. Thus, Todmorden is lacking canopies and toilets and Sowerby Bridge lacks most facilities except canopies. These omissions need rectifying. We consider waiting shelters on smaller stations should have proper seating, rather than the "prop-up" type. We do not want to see ticket gates on our principal or local stations.	Noted	Comment noted.
334	15.Accessibility. We support your accessibility target. The Friends of Hebden Bridge Station have, for some years, been campaigning for a passenger lift at that station and we trust this will become a reality during this decade; the same applies to Todmorden.	Noted	Comment noted.
334	16.We very much support the need you have identified for more car parking at stations. We consider parking should remain free in order to increase the likelihood of modal shift from car to train rather than introducing parking charges which may have the opposite effect of causing some current rail users to change to car for the whole of their journey. We would point out that Hebden Bridge and Todmorden station car parks normally (i.e weekdays in the school and university terms) fill up earlier than indicated in your documentation. We are pleased that car park extensions at Sowerby Bridge and Todmorden are planned. Hebden Bridge car park needs, at least, doubling, and we would urge that the coal merchant is "bought out" so that the business can be transferred to a new site, and the land used to increase the size of the station car park. When this is done, we suggest a fairly small number of places are reserved for use after 09.30 to ensure car parking is available for leisure travellers. The very small number of rail users parking spaces at Halifax is a real issue, as is the lack of a free City Bus. Mytholmroyd station needs car parking. Brighouse station car park needs vigorous enforcement to keep it reserved for train users.	Noted	Comment noted.
334	17.Freight. We consider Bradford should have an intermodal railhead, and that there should also be one in the Elland area.	Noted	The location of freight terminals is determined by freight private companies.
334	18.Finally, we would draw your attention to our submission to DfT regarding the replacement franchise(s) and ask that you consider very carefully the points that we make in that document. We advocate a single franchise for the north of England. We attach a copy.	Noted	Comment noted.

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Respondent No.	Full Text	Action	Rationale for Action
335	Vision and objectives OK so far as they go, but rail journeys are almost never people-journeys, only a stage in a journey. The vision and objectives should somehow reflect this, the point being that RailPlan should serve people and not the providers of railways. The need to improve integration is generally well covered in the narrative that follows.	Noted	Proposal 4: Integration makes clear the need for integration between rail and other modes including walking and cycling.
335	New stations such as Kirkstall Forge and Apperley Bridge on the Airedale Line will be very welcome. Might be shown on future maps.	Noted	Comment noted.
335	The draft RailPlan fails to do justice to the work which has already taken place to integrate rail with cycle journeys in the region, including the installation of secure, covered cycle parking facilities at some 120 stations in the Leeds travel-to-work area in 2010, the opening of the first Dutch-style CyclePoint at Leeds station in 2011 and prospectively the introduction of "O V Fiets" type cycle hire facilities at a number of Northern stations in West Yorkshire sometime in the next year. A big push is now needed to induce travellers to switch to active travel modes wherever their regular journeys to/from stations are less than 3-4 miles through education, publicity and more direct inducements. The latter may include charging more, not less for station car parking and continuing to make cycle-rail integrated travel a smooth and even enjoyable experience. ATOC has also been given £250,000 to develop through ticketing for "PlusBike", a development that should be acknowledged (or even encouraged) in RailPlan. There remains the knotty problem of improving integration where people elect to carry their own bikes on trains. The interim solution, which is a mish mash of different rules and practices is not satisfactory to TOCs or users. RailPlan could give a lead here, maybe by aiming for a common policy based on a realistic charge for bike carriage. That would at least offer customers a plain choice. Happy to advise further on any of this.	Plan Updated	Proposal 4: Integration refers to integration with other mode - including cycle. The network plan refers to the consideration of cycle hire schemes.
339	Well set out Plan backed up with good evidence	Noted	Comment noted.
341	While the plan cites the economic benefits of exploiting the links between the region and other centres like Manchester and York, it does not give much attention to the scope for reinstating the line between Skipton and Colne.	Noted	Metro support in principal the reopening of the Skipton Colne line but at present there is not a compelling and robust economic and financial case.
341	The plans for the Airedale Line should include reinstating the line from Skipton to Colne.	Noted	Metro support in principal the reopening of the Skipton Colne line but at present there is not a compelling and robust economic and financial case.
343	definitely need more carriages on commuter trains. I gave up working in Leeds because of this issue.	Noted	Comment noted.
343	a station at Luddendenfoot would be lovely but I doubt a priority	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
343	just to reduce overcrowding. I would make train travel my preferred mode of transport if it was not for this	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
344	Objective 2- not quantified- by how much is it intended to improve scores. Objective 3- How is it possible to have better value for passengers and taxpayers at the same time- isn't this a subsidy against fares argument- government policy appears to be for passengers to pay more and taxpayers less. Strongly disagree with support for high speed rail. No evidence that it provides value for money solution so directly contradicts objective 3, money would be better spent on small improvements to existing network	Plan Updated	A target for passenger satisfaction is now included. HS2 brings important economic benefits, but must be balanced with improvements to the local network as set out in the plan.
344	Have only commented on the Huddersfield line as this is the one I use regularly. The three main problems I see as Operating costs. Overcrowding. Timekeeping. The railway seems to have got into a mindset of frequent short trains- I would argue the current service frequency is fine and that what is needed is longer not more frequent trains- this requires less crew and track capacity. Currently there is little capacity between Huddersfield and Leeds to overtake stopping trains- there should be extra loops on spare railway land at Mirfield (towards Leeds) and Batley (towards Huddersfield). This would greatly improve timekeeping. All trains on this route should be second class only- first class is a luxury reducing train capacity and makes overcrowding worse.	Noted	The need to reduce operating costs (improve value for money) provide sufficient capacity and improve reliability are set out in the plan.
344	This extra capacity would allow the stopping service to be improved- there could be a stop beyond Morley for the White Rose Centre and one reinstated for Golcar/Milnsbridge.	Noted	Improvements to stopping services is no identified in the plan. It is challenging to make the case for new stations. New stations will be considered as opportunities for funding arise.

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Respondent No.	Full Text	Action	Rationale for Action
344	I don't believe this is a public consultation at all as minds are already made up. I will contact you in six months time to ask what changes have been made as a result of this 'consultation' document and why my ideas have been ignored (which they will be!)	Noted	Comment noted.
345	The Town Council is generally supportive of the Railplan. It is important to increase the number of trains calling at Normanton and a half hourly service would be of great benefit to the people of the Town. There is a significant impact on the quality of life of passengers that currently use the hourly service. The length of the platform should be increased to allow longer trains to call at Normanton. Currently there are not enough seats available and many passengers have to stand. We are supportive of the electrification of the line and would hope that this will bring a better quality of rolling stock which will in turn improve the customer experience. The Town Council feels that the quality of the route is being compromised by calling at Castleford and we would suggest that the train from Normanton could go straight through to Woodlesford via Altofts.	Noted	RailPlan sets out the need to provide sufficient passenger capacity and improved connectivity.
345	The extension of the car park at Normanton is desperately needed as the car park is at capacity at most times of day. The car park is chaotic and it would be useful to have a traffic management system such as clearly defined entry and exit points and a properly defined drop off area. It is vital that any extension to the car park is properly lit and that any landscaping does not impact on safety of users.	Noted	The aspiration to expand the car park at Normanton is included in the Hallam Line route plan.
345	It was suggested that a Trans-Penine service could be introduced for the Wakefield area. Normanton Train Station has a long history and one which should be celebrated. It was once a fantastic station and will celebrate 175 years in 2015. It would be nice to see this celebrated in some way.	Noted	Comment noted.
346	The most urgent concerns are the poor condition of many trains (Skipton line a notable example of what should be aimed for) and	Duplicate - see previous response	-
346	the desperately unfair difference between tickets booked in advance and those bought on the day even for travel on the same services.	Duplicate - see previous response	-
347	The most important concerns are the poor condition of many trains (Skipton line a good example of what should be aimed for) and	Noted	Proposal 5: Passenger Experience identifies the need for improved rolling stock.
347	the desperately unfair difference between fares for journeys booked in advance and those booked on the day even for travel on the same services. This is especially unfair to those unfamiliar with the system, not having access to a computer, and travelling from an unmanned station where pre-booked tickets cannot be collected.	Noted	Comment Noted.
347	The Penistone line will not accommodate increased frequency unless double tracking is reintroduced at further points on the line. Uncollected fares not only give a wrong indication of use but also clearly affect revenue.	Noted	The route plan identifies the aspiration to increase frequencies. Specific infrastructure solutions have not yet been identified.
348	The Huddersfield - Manchester Victoria route hardly features yet Slaithwaite and Marsden stations have seen enormous growth. The stopping service between Huddersfield and Manchester needs developing with a target of getting a half-hourly all-stations service between Huddersfield and Manchester Victoria, with a new station to serve Golcar/Milnsbridge	Plan Updated	Full reference to Marsden and Slaithwaite now included
348	Overall, an excellent piece of work but please don't forget us in the Colne Valley	Noted	Comment noted.
350	1. Caldervale route: don't forget many people want to get out of West Yorkshire - especially to Manchester, and service is very poor. Rolling stock old and dirty, trains slow. We need newer diesel trains pending electrification and	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
350	more semi-fast trains	Noted	Comment noted.
350	2.Do not agree with light rail option for Penistone route	Noted	Comment noted.
350	Can rail service providers do simple things like ensure trains are clean and presentable - Northern Rail does not compare well to say Arriva Trains Wales	Share Feedback	Your comments will be shared with Northern Rail.
351	The overall vision and objectives are excellent. It is less clear how achievable they are - as the increased capacity and new trains will be very expensive. At a time of economic difficulties and public spending constraint it is not clear how the improvements will be funded.	Noted	Comment noted.
351	We are particularly interested in the Airedale schemes. We agree with the identification of the key challenge as capacity. Planned platform lengthening is essential but there is no timescale given.	Noted	The timescale for delivering platform lengthening is not yet known.
351	Car park extensions and station improvements proposed are welcome.	Noted	Comment noted.

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Respondent No.	Full Text	Action	Rationale for Action
351	We note the proposed future development of four aspect signalling. This would be welcome. However many of the benefits in the Leeds-bound direction would be achieved by a more limited scheme to improve headways from Bingley to Shipley. Between Keighley and Skipton where stations are spaced further apart the three aspect signalling is adequate - however the presence of two level crossings is the source of much delay (to road and rail) - there are no plans to remove these.	Plan Updated	The Route Plan for the Airedale Line has been identified the aspiration to provide additional infrastructure for ongoing demand growth, refelcting that other solutions may deliver the necessary capacity.
351	A lovely vision but we doubt that it is realistic.	Noted	Comment noted.
352	on the airedale line the reopening of the link across to Burnley would have a positive impact on the economy and give an useful extra route for freight	Noted	Metro support in principal the reopening of the Skipton Colne line but at present there is not a compelling and robust economic and financial case.
354	It would help if I could read a copy of the draft Railplan but when I try I keep on getting a default message refusing me access. What I hope it would include is replacing local village station lost over the years to give people an alternative mode of transport other than the car. In many instances it takes longer to get to the nearest rail station than to complete your original journey.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
354	Make access to existing and proposed routes easier by providing more stations.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
354	As stated previously I have not been allowed to see the plan. Is there any way of seeing or being sent a paper copy?	Noted	Comment noted.
354	Received via separate email: My first comment is that West Yorkshire is much larger than Leeds on which your plan seems to concentrate, especially taking into account the proposal for a new tram system. But even if Leeds is going to be the major centre how are the rest of going to get there?	Noted	Comment noted.
354	Comments are made about station facilities being poor. This may be the case but firstly you have to have a station for it to be poor, and the proposals for the very few additional stations appear to be centred on a very small area and or only mentioned at the end of the report as an afterthought. The village where I live, used to have a number of stations all now gone, has a diverse community travelling to many part of Yorkshire to work but now easy access to rail transport. The nearest stations already have car parks at capacity with no additional land available to expand and are not accessible by public transport. In fact the journey time to get to a station is longer than completing your journey by car. I would suggest that your requirements to double usage is going to be very difficult with existing facilities which brings me back to my original point about increasing/replacing the number of stations throughout West Yorkshire to give greater and easier access to the rail network. Again comment is made about offering modern facilities at stations but of course you have to have a station in the first place.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
354	Mention is made of ticket availability. Using the internet is one solution but you then have the problem of queuing up at ticket machines when you get to the station. Wakefield Westgate used to have an excellent ticket office and staff where you could discuss your journey requirements and all the options available. This has now been closed for some time and the office remains empty. You now have to discuss your requirements at a ticket window where everyone else is waiting for tickets and your discussions constantly been interrupted by station announcements.	Noted	Comment noted.
354	Connectivity is regularly mentioned but this is now very difficult since the deregulation of buses with in many instances connectivity having no disappeared. Also following a recent meeting with Metro about further reductions to bus services any limited connectivity will apparently become even more difficult. This would be much less of a problem if stations were reintroduced to residential settlement. Connectivity is also difficult due to congestion on the inadequate road systems and people are more comfortable being stuck in a traffic queue in their own transport and journey times are much quicker when you can access your car a few metres away from your property rather than having to walk to a bus stop and then wait for a bus before you even start your journey.	Noted	Comment noted.
354	Of course you will say everything comes down to money. Then why spend all this money on HS2. Again the only real benefit appears to be for Leeds, in West Yorkshire, which I would suggest is not the centre of the universe. I regularly travel to London which can be achieved in less than 2 hours from Wakefield and having been on journeys when lost time has been made up or arriving in London early and have had to wait outside Kings Cross for a platform presumably travel times could already be reduced. I believe HS2 money could be better spent on addressing local travel issues, which in itself would be beneficial to local commercial businesses.	Noted	HS2 is being developed and funded at a national level. This plan seek to pave the way for further investment in the local rail network in addition to HS2.
354	The transfer of freight from the roads to rail would also be of great benefit to traffic congestion.	Noted	RailPlan identifies the need to move more freight by rail.

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Respondent No.	Full Text	Action	Rationale for Action
354	Track capacity is mentioned as an obstacle. Surely this could be addressed by taking local trains of the main lines at stations so that express trains are not delayed. This would be especially achievable where new stations are built.	Noted	Comment noted.
354	Opportunities also appear to have been lost where new bus stations have been built with them not been located immediately adjacent to other transport facilities. Walking from one to another is less than ideal for many members of communities and especially during weather conditions we are experiencing at the moment.	Noted	Comment noted.
354	Wakefield is mentioned as a key economic centre then surely facilities should also be promoted throughout the Wakefield area to provide connectivity to other economic centres for both workers and goods. As with other areas Wakefield is also required to provide a substantial amount of residential properties within their next plan period. Without access to more sustainable modes of transport then road congestion and delays to public transport is going to get worse. Why cannot a levy be put on every property built to be spent on providing/improving rail stations.	Noted	Comment noted.
355	You cover some of my concerns but question to the number of trains that will call at stations like Mytholmroyd, which has been (2008 timetable) left with 1 train an hour - a Sunday service - 7 days a week. Not everybody goes to Leeds to work. Has Mytholmroyd been targeted to accomodate Low Moor as Metro Chairman Stanly King as late as 2007 did.	Noted	Proposal 1: Connectivity identifies the need to improve frequencies at Mytholmroyd.
355	First address service patterns. More trains call at all stations and	Noted	Comment noted.
355	send Metro team to look at all stations on the Calder Valley line on issue of park and ride schemes. Talk to the people that use the service.	Noted	Comment noted.
355	Yes. Station facilities. more station partnerships. introduce a star rating for stations like they use for hotels. Provide heated waiting rooms and proper seats so we don't have to sit on a piece of metal. Don't forget you are in competition with motors. Provide the same comfort as a motor car.	Noted	Comment noted.
356	I agree with them, however I feel that they are not fully addressed in the plan.	Noted	Comment noted.
356	I have commented on the lines I use. I still think that the plans are well below what is needed to run a service fit for the 21st Century.	Noted	Comment noted.
356	It is an improvement but still not up to date enough for the current demand. Take a look at how they run the train system around the Newcastle area. They have trains every 3 mins. and a monthly pass is a third of WY prices! Why not use them as "best practice". There seems to be an awful lot of money spent on checking tickets, but not so much on actually running the service. I regularly have my pass checked 4 times per 50 minute journey (although that is only an 11 mile journey) - so there are enough staff to check but the service is still unacceptably slow and very infrequently on time. The priorities are misplaced. Also there is no integration with buses. However the bus service in WY is so disgusting I doubt integration would help. I know many people who have had to stop using train services to work as there are no buses to connect, or worse still the services have been withdrawn. In short you have a long way to go. I have lived in WY for 12 years, used a train at least once a week - but often daily - yet can count on 2 hands the number of times my train has been on time.	Noted	Comment noted.
357	Your vision that West Yorkshire should have the best suburban railway in the country by 2026 is laudable - but you are setting the bar very high. If this vision is to be fulfilled, there are, in my view, certain prerequisites: 1. Electrification of the entire network. This will, in my view, have a number of benefits: a) quicker journeys, b) retirement of the unlovely Pacer units, c) use of new electric rolling stock, or older stock refurbishment to a high standard, with good acceleration to help achieve the substantial reductions in journey times that will be necessary for rail to be considered a value for-money alternative to the private car outside of peak periods as well as during the peaks, d) reduced carbon emissions by the network as a whole, e) reduced operating costs for the franchise holder, hopefully reducing the level of subsidy required, f) faster growth in patronage - probably enabling the target of doubling rail patronage by 2026 to be exceeded.	Noted	Comment noted.
357	2. Increased train frequencies. All local services in the country should operate at least half-hourly on weekdays and hourly on Sundays. This is essential if the goal of the best suburban railway in the country by 2026 is to be achieved; bear in mind, for instance, that suburban services in London and Glasgow mostly operate to this frequency or better, and the Tyne and Wear Metro and Manchester Metrolink networks have even higher service frequencies.	Noted	Proposal 1: Connectivity already identifies the need for a minimum half hourly frequency.
357	3. A denser network of stations. In my view, this is essential if the desired increase in patronage is to be achieved. Suggested sites for new stations are given in my response to Question 6.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

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Respondent No.	Full Text	Action	Rationale for Action
357	4. An attractive fare structure and range of tickets. this too is essential in order to boost patronage, especially off-peak. A range of options could be considered, such as counting the period before (say) 7.30am as off-peak, reduced-price Metrocards valid for only off-peak travel, train-only zonal Metrocards for people who drive to their nearest station and use buses infrequently or not at all, discounts at certain retail outlets for Metrocard holders, etc.	Plan Updated	Fares will be reviewed as part of the proposed devolved local rail franchise and planned smart card ticketing.
357	Network schemes: as "improved connectivity to stimulate economic growth" is cited as a key challenge, it should be moved from "Future Development" to "Planned". Airedale line: the potential for a new station at Kildwick & Cross Hills (just across the PTE boundary in North Yorkshire) should be investigated.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
357	Also, the potential for running through Skipton-Leeds-Doncaster services as to increase capacity at Leeds station for terminating trains should be examined.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
357	Caldervale line: the potential for new stations at north Wortley in the vicinity of Tong Road (B6154), Laisterdyke, Bowling Park, and Hipperholme should be investigated.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
357	Harrogate line: the proposal to open a station at Horsforth Woodside, which appears to have been dropped, should be revived and the feasibility of providing a station at the point where the Harrogate Line crosses over the A659 road as a station for Pool-in-Wharfedale should be examined.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
357	Also, the proposed tram-train line to Leeds-Bradford International Airport should be continued beyond the airport to a junction just north of Esholt Junction, with a station being provided in Yeadon. This would give a direct link between Bradford city centre and the airport, which is not included in the Railplan.	Plan Updated	The Wharfedale Line route has been updated to refer to a Bradford - Airport rail link.
357	Huddersfield line: the potential for combining the Manchester Victoria-Huddersfield-Leeds local services, to improve connectivity between the Colne Valley, North Kirklees and Leeds, should be investigated. Also, on the line to Wakefield (not shown on the diagram on p. 69), the potential for a station at Thornhill, planned several years ago but not implemented, should be reviewed in view of the designation of Dewsbury/Batley area as a growth hub and the possibility of new housing being built in the locality.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
357	Penistone line: if patronage is to increase at the desired rate, the potential for providing increased car parking space, rather than just formalising on-street parking, should be investigated as a matter of urgency.	Plan Updated	The Penistone Line route plan has been updated to include additional parking at stations on the route.
357	Pontefract line: the potential for a new station to serve Methley and Mickletown, which have seen new housing developments in recent years, should be investigated.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
357	Wakefield line: the potential for a new station at Wrenthorpe, between Wakefield Westgate and Outwood, should be investigated.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
357	York & Selby lines; the potential for a station at Osmondthorpe, close to where the line crosses over the A63, should be investigated.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

Respondent No.	Full Text	Action	Rationale for Action
357	<p>The West Yorkshire rail network is quite comprehensive and enables journeys to be made between most of the major settlements in the county. However, it has one serious omission: a line connecting Bradford, Dewsbury and Wakefield. The line which connected these towns until its closure in the 1960's passed through several sizeable settlements - Cleckheaton, Liversedge, Heckmondwike, Ossett. The population along this route has doubtless grown in the meantime, but the road network is poor, comprising only short stretches of dual carriageway in addition to the M62 and M606 motorways, which are the main traffic arteries in the area. Consequently, bus services are slow. I am certain that the area would benefit greatly from the restoration of this link, although I appreciate that rebuilding a line completely is much more expensive than adding a passenger service to a freight line. However, this did not discourage the Scottish government from rebuilding the Bathgate to Airdrie line (which serves a much less dense population than a Bradford-Dewsbury-Wakefield line would) and deciding to rebuild the Waverley line (Edinburg-Hawick-Carlisle) from Edinburgh to Tweedbank. On pages 13 and 14 you discuss devolution of responsibility for the specification, management and funding of local rail services to the West Yorkshire ITA. This would undoubtedly have advantages, such as freeing local rail projects from the straitjacket of having to have a benefit-cost ratio (BCR) of at least 2:1 under the current investment rules. However, it could have the side effect that government subsidies for local rail services would no longer be paid automatically. I can foresee a situation where the government announces that a 'pot' of money with a certain value is available and ITAs and local authorities must bid for the share of the 'pot' that they consider necessary in order to subsidise their local rail services. It is entirely conceivable that the total of the individual bids will exceed the value of the 'pot' (and everyone knows that to get the amount you actually need, you bid for a little bit more). Authorities that are allotted amounts well below their bids will be in a difficult position; should they cut services, raise fares (or ask their local TOC to do so if this is permitted by the DfT), ask local businesses to contribute, impose a levy on local businesses, try to get revenue from advertising, etc.?</p> <p>The rail industry has embarked on a period of major changes following the McNulty report, and this Railplan must be flexible enough to adapt to these changes, not all of which are apparent as yet. However, the West Yorkshire ITA and the WYLTP Partnership must proceed with boldness, otherwise the Railplan's Vision and Objectives will not be realised.</p>	Noted	Comment noted.
360	<p>I consider that there is a major lack of efficient public transport in Pool-in-Wharfedale for travelling to Leeds or Harrogate. Buses are only one an hour, making the use of a car more of a necessity.</p>	Share Feedback	Comments shared with bus planning colleagues at Metro.
362	<p>The vision and objectives must be such as to lead to the expansion of rail services in terms of service frequency and overall capacity making better use of lines that could with minimum physical investment carry more services in order to make the overall pattern more attractive for both local and inter-urban journeys.</p>	Noted	RailPlan sets out the need to provide sufficient passenger capacity and improved connectivity.
362	<p>I agree with what is proposed but more needs to be said about specific detail and more is needed! We need to see upgrading of services along the Caldervale Line corridors both via Bradford/Halifax and via Brighouse. There is a crying need to replace the remaining Class 142 "Pacer" and Class 150 trains with modern rolling stock. (Continued use of Class 155/158 may be acceptable for a few more years.) When Transpennine Express is electrified via Huddersfield this will release higher quality Class 185 units which would be ideal for inter-urban services on the Caldervale Line.</p>	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
362	<p>There is latent demand for rail travel at Brighouse station if only a better service could be provided. Service frequency Bradford-Brighouse/Huddersfield needs to be improved, linked with improved the provision of extra services Halifax-Leeds. Obviously if any extra Leeds-Halifax trains continued to Brighouse this would reduce the need for trains to turn back at Halifax. A more efficient timetable could be devised giving both improved journey times Bradford-Huddersfield and better overall value for money. (Consideration might be given to a circular Leeds-Bradford-Halifax-Brighouse-Dewsbury-Leeds service, which with semi-fast operation Brighouse-Leeds would have a Halifax-Leeds journey time via Brighouse of about 32 minutes. See also next point.) Journey times on the Manchester-Todmorden-Brighouse-Leeds route should be speeded up by having fast running Manchester-Rochdale and Brighouse-Leeds. Brighouse-Leeds via Dewsbury with one or two stops would take a just little over 20 minutes, a big improvement on current journey times. This would also give faster journey times between upper Calderdale and Leeds. Trains running direct Brighouse-Leeds might stop at just Mirfield and Dewsbury.</p>	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.

Respondent No.	Full Text	Action	Rationale for Action
362	There is an absolutely obvious need for a new station at Elland, on the Brighouse line. Elland is comparable in population with Brighouse, Sowerby Bridge and Hebden Bridge and that it has no station defies logic. Elland could be served by trains on the Bradford-Huddersfield route (hopefully with increased frequency) and on the Manchester-Tod-Brighouse-Leeds route, hopefully with a speeded-up journey into Leeds. (Given a comparable number of trains/hr there is little doubt that Elland would be at least as successful as Low Moor and perhaps considerably more so.)	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
362	On the Bradford-Manchester route making the current hourly semi-fast service half-hourly would be welcome. However, more needs to be done for those intermediate stations omitted by the current semi-fast. One measure that could almost certainly be implemented in the short term (months rather than years!) would be for the York-Blackpool trains to make regular stops at Sowerby Bridge (as they currently do peak-hours only) and if possible also at Mytholmroyd. This would restore service frequency between these stations and Halifax/Bradford to what it was before 2008.	Noted	Comment noted.
362	Open-access train company Alliance Rail is offering to operate a 2-hourly fast service from Bradford to London Euston via the Calder Valley route, Manchester Victoria and Crewe. This should be welcomed because it could form part of an enhanced inter-urban service between on the Bradford-Manchester route serving Halifax, and other principal stations. The proposed open access service should be incorporated into the future overall timetable plan for the Caldervale Line. Also in the more short term Alliance Rail's associate company Grand Central wants to run an extra service in the morning from Mirfield to London Kings Cross via Brighouse, Halifax, Bradford and Leeds. This could form part of the additional frequency that is clearly needed between Halifax and Leeds.	Noted	Comment noted.
362	Low-cost signalling improvements to give additional block sections between Milner Royd Junction, Luddendenfoot and Hebden Bridge need to be prioritised to allow more flexible timetabling, improve performance and help the introduction of additional services. However there is no doubt that some additional services could be introduced without this. There is also a need for additional signalling between Halifax and Bradford (I think this may already be planned), which could be introduced alongside the reinstatement of Platform 3 to allow more flexible operation at Halifax. Capacity improvements of Halifax should have the aim of creating more platform space for the increasing numbers of passengers not just providing a "turnback facility".	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
362	At stations such as Halifax there needs to be a staff presence throughout the hours of train operation. Current moves towards early-evening ticket-office closure are a disappointing trend given increasing passenger numbers. In the future as growth continues the possibility of reintroducing ticket offices at stations such as Sowerby Bridge, Brighouse and other unstaffed halts should be considered.	Noted	Comment noted.
362	There is a need for bold thinking about possible future investment. Reinstatement of the disused route between Bowling junction and Laisterdyke in Bradford could provide a fast route from Halifax to Leeds with a journey time of 25 minutes. HADRAG, The Halifax & District Rail Action Group has produced an aspirations document which discusses the above and other points in more detail. I will email a copy. JSW (Note: Copy received but not added to spreadsheet)	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
362	See previous comments.	Duplicate - see previous response	-
364	To replace much of the old (life-expired and potentially life-threatening... in a collision !) Trains with "electrics" > have ridden on the First Capital Connect stock, through London to Brighton, it is in a different class than our short, cramped rolling stock > thinking that they are likely to be 'cascaded' to us in Manchester, Leeds, and locally ?. We also must have New-Build, the last time this happened, was as long ago as the introduction first "Calder Valley" DMU's in the 1960's...which is far too long ago, don't you agree ?. Hoping there is going to be electrification, this side of Manchester, not just hollow promises ?.	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
364	We need to get on with things in this area, as we seem to be at the "end of any lists" for tangible improvements, such as badly needed Rolling Stock, some of which was sanctioned, then went on to be cancelled by : very out of touch and short-sighted persons, who frankly out to be MADE to travel on our trains (send 'em on detached duty !) for a couple of months... they would soon wake up to reality, i can tell you !. Let us be POSITIVE with all that is long- overdue and planned.	Noted	Comment noted.
365	The public transport serving Pool-in-Wharfedale is very poor with only one bus per hour in most cases. In order to get to Leeds, it is necessary to first catch a bus to Otley, which adds both time and cost. A station in Arthington would go a long way to making travel to and from Pool very much easier. ,	Share Feedback	Comments shared with bus planning colleagues at Metro. There is not likely to be a case for a new station at Arthington.
365	I think that the draft rail plan is fundamentally good.	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
366	Harrogate Line on behalf Harrogate Line Rail User Goup Ensure that Woodside is not forgotten	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
366	Suggest that if Tram/Train is to be considered for connection to LBA why not consider it from Horsforth only which does not then conflict with current heavy rail and London trains	Noted	The link to the airport has been identified for future development. This will need to consider various solutions for delivering a link from the Harrogate Line to the airport.
366	I do not think a tram can cope with an annual footfall of over 4million please leave the line possibly for a 25 kg.with new electrified new rolling stock Replace old redundant trains with some new stock,not secondhand	Noted	Comment noted.
366	Look at the possibility of introducing more car parks along the line, I helped with a station inspection for the old Rail Passenger council in 2003 and discovered that parking space at most stations are practically non existant.	Noted	An expanded car park at Horsforth is identified and Metro are working with North Yorkshire to consider further car park opportunities.
366	Efforts should be made to ensure that ticket offices staff should be maintained as this is currently under threat to be reduced It also helps with security and our complicated ticket/fare system ,particularly for elderly passengers	Noted	Comment noted.
366	As an ITA authority you should be looking at intergrated ticketing and intrgrated bus connections	Noted	Proposal 4: Integration identifies the need to improve multi modal ticketing.
366	A lot of the stations in West Yorksire are not DDA friendly an example is the Headingley, Leeds bound platform is only accessable by a narrow circular staicase.,what about wheelchair users it desperately needs a ramp	Noted	The route plan for the Harrogate Line identifies accessibility improvements at Headingley.
366	I am also concerned that the turnback facility at Horsforth as outlined in the YHRUS on which work has started,by Network Rail including the new signalling scheme which is due to be finish by the end of October 2012 Is not included in Northern Rails current plans for any extra trains between Leeds - Horsforth as shown in YHRUS plan As we are getting towards the end of the franchise my concern is this scheme could be forgotten if we get a new TOC and would request that Rail plan 7 ensures that this is protected	Noted	Use of the Horsforth turnback is included in the Harrogate Line route plan.
366	Finally NO TO TRAM/TRAIN ON THIS ROUTE	Noted	Comment noted.
366	Most of my comments apply to all W.Yorks not just the Harrogate Line The whole of West Yorkshire 's Rail services suffer from serious overcrowding and is essential that this is addressed by asking for more rolling stock before we have a major accident with too many standing passengers not withstanding that we need more funding	Noted	RailPlan sets out the need to provide sufficient passenger capacity.
367	The vision and objectives are OK but do little for inhabitants of the city of Leeds (largest population in West yorks) where the majority do not have access to rail services and bus services are just unattractive, expensive and far too slow. Experience and evidence shows trams to be more expensive to introduce and operate than conventional trains, so it is difficult to undestand any rationale for this using public funding, particularly over existing rail routes. The vision, to be truly sustainable,must include modes which provide the potential to be fully automated to keep costs low and allow high frequencies.	Noted	Comment noted.
367	Affordable high frequency and reliability are more importantant than high quality "expensive to operate" trains.	Noted	Comment noted.
367	Electrification is essential using rolling stock from elsewhere to build initially.	Noted	Comment noted.
367	The Airport needs a fast link served by existing rioute with high frequency Leeds, Harrogate and York trains, not a dedicated stand-alone, expensive slow tram-train with street running.	Noted	Comment noted.
367	There appears to be little prioritisation based on underlying demand, and no reference to future operating costs to improve the viability. The ability of taxpayers to access local rail is limited, particularly in the city of Leeds, where the whole northern quadrant of the city has no rail route at all (i.e. the area between the Harrogate Line and the Leeds-York Line). Provision should be made for modern, driverless Light-rail schemes needing to serve places not already served by the main line suburban network (e.g. the northern quadrant of the city of Leeds itself) where high demand exists and where public transport by bus is the only alternative to car but is slow, expensive, uncomfortable and generally unattractive. The rail plan should address this inequality by examining the provision of modern and sustainable technology. It is more expensive to travel 5 miles by bus in Leeds (Roundhay-Leeds @ £2.80) than it is 6.5 miles Leeds to Horsforth @ £1.95 by rail. This imbalance between both quality of service (rail) and high price (bus) needs addressing.	Noted	Comments noted.

RailPlan 7 - Results and Responses

Respondent No.	Full Text	Action	Rationale for Action
369	The draft Railplan says nothing about ownership. The majority of people want to see the railways nationalised. Private companies will always have profit as their only motive. Transport should only be in public ownership, whether council or state ownership. I think it's terrible that your draft Railplan doesn't even mention taking the railways away from private companies and back into state ownership, to run the transport systems for the benefit of everybody and not simply for private companies to make profits. Please start discussing nationalisation. I would use the railways frequently if they were publicly owned but nearly never if they continued to be privately owned.	Noted	Comments noted.
369	I think all towns and suburbs of cities should have a railway station and good services. Some reasonably large places still do not have a railway station at all e.g. Otley	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
369	As stated previously I am disappointed that there is no discussion at all of nationalisation. Also it is disappointing to see economic growth stated as a priority at many places throughout the document. Continuous economic growth is of course impossible yet this document completely assumes that it is. A better draft RailPlan should focus on serving all the people living here, not some absurd idea of economic growth. Railways should be planned for and operated for the benefit of the people, not for business.	Noted	Comments noted.
370	Something needs to be done to address overcrowding at peak times and the frequency of service, especially in the mornings - there a quite long gaps at times and then a number of trains bunched together. An improved service later in the evenings from Leeds, especially at weekends would be welcomed - the last train on a Saturday night is about 10:40, meaning the vast majority of nights out involve a taxi home.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services. Proposal 2: Crowding identifies the need to provide sufficient capacity.
372	Fast, reliable and efficient. We need more frequent services for local services from Leeds - a better urban service. Prices for travel keep on rising and rising every year, for the same service - which are increasing quicker than peoples wages which makes public transport expensive. Day tickets are way too expensive (day rover) compared with other rail networks, such as London's and other cities in Europe (eg Milan, Zurich, Berlin, Vienna). Also why is there no Young Person discount available on Metro Day Rover tickets? Also, why can't you buy a Day rover ticket for Peak Travel times?	Plan Updated	Fares will be reviewed as part of the proposed devolved local rail franchise and planned smart card ticketing.
372	A travel card system like that of London's Oyster Card would be a much easier and efficient way for paying for and using in the ticket barriers.	Noted	Proposal 4: Integration identifies the need to implement smart card technology.
372	Toilets on trains, especially on older trains can be in discussing conditions some times. Sometimes, if a train only has one toilet, and then that toilet has become out of order, then you have no alternative - not good when this if from the beginning if the journey.	Noted	Proposal 5: Passenger Experience identifies the need for improved rolling stock.
372	Waiting for delayed trains at Leeds on the Airedale line (platforms 2, 3, 4 & 5), at peak trains can be very frustrating, as you are not always told what is going on, and the platforms get dangerously overcrowded - as there can be 2 full train loads of people for the Skipton and Ilkley trains standing on one thin platform (eg 2 & 3), which is not a pleasant experience. In the past I have been sitting on a train in Leeds to Skipton, were at the last minute we have been told to all get off the train and change onto another train, and during this process, the platforms get seriously over crowded with people being hurdled over to another train and platform, which adds delays to your journey, and again frustration due to the lack of communication given to you by the station.	Share Feedback	This feedback will be shared with colleagues at Northern Rail and Network Rail, who are responsible for delivery of services at Leeds Station.
372	The Morecambe and Carlisle trains are very old, especially the Morecambe trains, which makes the journey unpleasant. In the winter, condensation builds up on the Morecambe trains, with leaks. In the summer time, on a hot day, on the trains used on the Carlisle line, there is no air conditioning, - but also you can't open the windows - what about passengers welfare? At peak times these services also seem to only have 2 carriages, which is not enough.	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
372	There is still over crowding on the Skipton Trains at peak times from Leeds, even with the introduction of a new train at 5:39pm. - More carriages are needed to avoid this - everybody pays the same for their ticket. Everybody should be entitled to a seat. The trains remain crowded until at least Keighley - 25 minutes into the journey. When will this ever change!? It has been going on for years now. Thank you.	Noted	RailPlan sets out the need to provide sufficient passenger capacity.
372	Double decker trains like in other countries, eg, Sydney, Milan, Venice, Berlin, Paris, Zurich. Bigger trains will enable more passengers to travel in comfort and ENJOY their journey - does commuting have to be a chore?	Noted	RailPlan sets out the need to provide sufficient passenger capacity. Double deck trains would likely need significant investment as there will not fit through current bridges and tunnels.
372	How long do we have to wait until something is done?	Noted	Comment noted.

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Respondent No.	Full Text	Action	Rationale for Action
373	The vision does not adequately cover the needs for Harrogate, Knaresborough and the surrounding areas. The plans need to incorporate the proposals made by Brian L Dunsby, Chief Executive, Harrogate Chamber of Trade and Commerce.	Noted	Comment noted.
373	The plans need to incorporate the proposals made by Brian L Dunsby, Chief Executive, Harrogate Chamber of Trade and Commerce.	Noted	Comment noted.
374	I agree with the overall objectives. But I think there is much more you can include in LTP Objective 1: Economy. 1> Rail link to Leeds Bradford airport from the Leeds city centre. All businesses especially multi-national require good transport links. Leeds Bradford airport sits secluded. A 65 & A660 to the city centre are usually have a lot of traffic jams in peak hours further increasing need for good rail links.	Noted	Comment noted.
374	2> Connecting Bradford Interchange to Bradford Forster Square. If these were linked there could be trains plying between Leeds and Bradford in a ring route. This would increase the frequency and hence the capacity of the trains on this route. Also going further if stations were introduced in the suburbs along these lines e.g. Armley, Kirkstall, Horsforth etc it would benefit lot of passengers in these suburbs who use the car and don't use bus since it does not help in reducing times into the city centre.	Noted	The cost of connecting the two Bradford stations is unlikely to represent value for money.
374	As suggested previously Airedale and Caldervale lines could be connected by connecting the Bradford stations and introducing more stations in the suburbs.	Noted	The cost of connecting the two Bradford stations is unlikely to represent value for money.
375	A Tram/ train line is not suitable for the Penistone line.	Noted	Comment noted.
376	There is not enough about developing new rail lines. Suggested stations are Allerton-Bywater, Arthington and Scholes. Frequency of services is not mentioned in the plans; in the late evenings and weekends the services are too infrequent to use.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
376	Frequency of services is not mentioned in the plans; in the late evenings and weekends the services are too infrequent to use.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
377	The Federation of Small Businesses (FSB) in West Yorkshire believes that the vision and objectives outlined are sound. However, we are concerned about the timescales involved in High Speed 2, and how long it will take for West Yorkshire businesses to access it. The benefits of High Speed 2 will not be realised in this region for 15 to 20 years. Whilst we accept that the development and delivery of High Speed 2 is a long-term project, we believe that far more economic benefit would be realised more quickly in West Yorkshire if rail development for the line began in Leeds. It will be difficult to assess the economic benefit that has come to the region in the 2030s purely as a result of High Speed 2 when the South of the country, and other European countries, have had it for a considerably longer time.	Noted	HS2 is being developed at a national level. Metro are lobbying for HS2 to be delivered sooner, or for a link to Phase 1 so that benefits can be enjoyed from 2026.
377	Development of the Caldervale Line is crucial if more businesses are to be encouraged to switch from car usage to rail usage. The Caldervale Line must be seen as a cost effective and viable alternative to the M62 for business users in the Bradford and Calderdale districts. The Huddersfield Line is extremely popular but FSB West Yorkshire is not convinced that the proposed plans are sufficient enough to resolve the overcrowding issue, particularly if the aspiration for intermodal Trans-Pennine freight along the Huddersfield Line is to be realised.	Noted	Comment noted.
377	FSB West Yorkshire welcomes the re-development of Wakefield Kirkgate station and the proposed development of East Leeds Parkway station. We believe that the lack of secure parking,	Noted	Redevelopment of Kirkgate station is currently being delivered.
377	no ticketing facilities and	Plan Updated	Proposal 5: Journey Experience identifies the need to provide ticket machines at all stations.
377	safety concerns over the subway in the unmanned Wakefield Kirkgate station, act as a deterrent for rail users. In March 2012 we conducted a transport survey of small businesses in West Yorkshire. Our survey found that just 27% frequently use public transport in their business, whilst 37% believe that fares should be lowered. This suggests that 10% more businesses may be inclined to switch from car usage to rail usage if fares were lowered.	Plan Updated	Plan sets out why changes to fares have not been specifically proposed.
377	Generally, our members do not use the West Yorkshire Metro Card Scheme. We believe that there is merit in considering how small businesses can be rewarded for frequent rail travel with discounted fares. The Metro Card Scheme is a good way of discounting frequent travel within a one week period, but business users often have less regular and unpredictable patterns of commuting. The Corporate Metro Card is also not appropriate for micro-sized forms as it only provides discounted travel if businesses can find more than 5 employees to use it on a regular basis. We would therefore welcome a Metro Card Scheme that provides discounts to businesses for a set number of journeys made in a one month period.	Noted	Proposal 4: Integration identifies the need to implement smart card technology - which will present the opportunity to consider such ticketing opportunities.

Respondent No.	Full Text	Action	Rationale for Action
377	Finally, whilst it is pleasing to see car park extensions to popular stations on the Caldervale, Hallam, Pontefract, Wakefield and Wharfedale Lines, the FSB is concerned about the prices charged for parking at railway stations in West Yorkshire. The high cost of one day and overnight parking at Leeds and Wakefield stations are of most concern. Our members value the ability to park at smaller railway stations either free of charge or at nominal cost, as this makes rail use more convenient and cost effective. Additional car parking spaces will enable more businesses to use rail as a viable alternative to the car, however, we would counter against parking charges being increased. The FSB would also support the introduction of reduced parking charges at Leeds and Wakefield stations during off-peak periods to encourage more rail use as £12.00 for a few hours is not a discount. We believe that if businesses are to use East Leeds Parkway as a park and ride scheme car parking charges must not be on a par with those fees charged in the City Railway Stations - the parking charges must be lower, with off-peak discounts given.	Noted	Comment noted.
378	Electrification of the Harrogate Line	Noted	This is already identified in the Harrogate Line route plan.
378	A halt to be built south of the Horsforth tunnel for the Airport, with a 20 minute service into Leeds, service by a buslink to the airport.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
378	Reconnection of Otley via tram/train or train to the main rail network	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
379	We wish to confirm LBIA's continuing support for the development of a tram train link from the Harrogate Line to the airport. This is a key long term objective for improving the accessibility of the airport. In addition, we support the intention to investigate further options for improving accessibility to the airport from Leeds, Bradford and York. These, along with Harrogate, are key settlements within the airport's catchment area. The airport is reviewing its surface access strategy, and we would welcome continuing dialogue on the potential options for improving access to the airport from these settlements and from nearby railway stations.	Noted	Comment noted.
380	RailPlan Vision: For West Yorkshire to have the best suburban railway in the country by 2026. Connecting people and places by rail in a way that supports the economy, the environment and quality of life. Is this a realistic vision given the investment that is being made in London & SE, Manchester, Tyneside, Merseyside, etc? Should a Vision be a bit more sensible – "a network that meets the needs of Yorkshire"? Rail Objective 1: Double Rail Patronage. Agreed. An essential element is integration of rail and development planning e.g. directing new settlements to sites that can be rail linked. Should there be reference here to LA Core Strategies? Rail Objective 2: Improve Passenger Satisfaction Scores. Agreed. Investment in stock is crucial. Rail Objective 3: Develop a rail network that secures better value for money for passengers and tax payers. Agreed. However, this must be on a basis which is comparable with rest of UK – London gets far more per capita than the provinces but Yorkshire is particularly poorly funded. Rail Objective 4: Exploit the benefits of HS2. Agreed. Essential to have connectivity at Leeds to spread benefits even if this requires radical redevelopment of parts of the station and/or City Centre South.	Noted	Comment noted.
380	Network: It is important to provide enhanced pedestrian and cycle links between Leeds city centre and station. Better taxi provision. More car parking with better access. Overall station masterplan needed – integration with HS2. Airedale Line: Agreed.	Plan Updated	The Network Plan refers to the redevelopment of Leeds Station.
380	Caldervale Line: Agreed – interim enhancements needed in advance of potential electrification.	Noted	Comment noted.
380	Hallam Line: Agreed. Is there potential for additional stations at Stourton, Methley, Allerton Bywater, etc?	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
380	Harrogate Line: Agreed. Is there potential for new station at Arthington to relieve rural area parking load at Horsforth.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
380	Huddersfield Line: Agreed. Issue with diversion of most TP services to Victoria – will increase journey time to Manchester Airport.	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
380	Poor late evening frequency needs addressing.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
380	Wakefield Line: Agreed. Potential for additional stations at Middleton or White Rose but we accept capacity constraints on route may make this difficult.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
380	Wharfedale Line: Agreed. Additional evening frequencies needed.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
380	York & Selby Lines: Agreed. Important to provide links to significant residential development proposed in the area.	Noted	Comment noted.
380	Figure 6: Current Local Service Frequency Wharfedale Line: Four trains per hour, two trains per hour to Leeds and Bradford – 4 trains per peak hour to Leeds Table should stress that evening/Sunday frequency is lower, making leisure journeys less practical – very different to London & SE. Should be minimum of train every 30 mins (even if Shipley connections are required).	Noted	Comment noted.
380	GAP ANALYSIS Gap 1: Train Service Frequency A number of West Yorkshire stations still have poor train service frequencies which will not support proposed housing and jobs 'growth points'. Agreed – especially evenings/weekends. Gap 2: Journey Times Rail journeys to other key cities such as Manchester and Sheffield are slow. In some cases, the train journeys are longer than the car journey. Agreed. These need to be improved as part of integration with HS2.	Noted	Comment noted.
380	Gap 7: Train Capacity Peak trains are already at capacity on many routes into Leeds and demand is forecast to continue to grow. Without additional capacity demand growth will be restricted which will in turn restrict economic growth. Agreed. This is crucial issue in delivery of vision and objectives. Gap 8: Train Strengthening The quality and quantity of rolling stock available ... makes it difficult to deliver planned train capacity for local services. Agreed. This is major issue on NW Leeds suburban services. Gap 10: Stations as Gateways The facilities and passenger capacity at Leeds station are not considered sufficient given the anticipated demand growth. Agreed. LCT has offered to contribute to discussion re a Masterplan but not been contacted to date. Gap 12: Integration with Sustainable Modes Passengers find it difficult to connect with other transport modes at some Stations. Signage in the locality of some stations does not encourage walking and cycling journeys to and from the station. Agreed. The environs of the station are as important as the station itself.	Noted	Comment noted.
380	Gap 14: Buying a ticket It is not possible to buy a ticket at all WY stations as many do not have a ticket office/ machine. On train ticket conductors are not always able to sell customers a ticket due to overcrowded trains or faulty ticket machines. Agreed. Integrated smartcard ticketing is essential. But also evidence of poor performance by train staff (e.g. fares not collected between Burley Park and Leeds even if train is not busy) and machines installed on train side of barrier at Leeds could speed flows. STRATEGY Proposal 1: Connectivity Strategy: Provide improved connectivity through quicker and more frequent services between the key economic centres not just within West Yorkshire, but across the North of England. Agree with connectivity targets but little said about increased frequency outside the standard day (e.g. evenings and Sundays). Is there potential for new lines – airport, Allerton Bywater, etc could be mentioned? Proposal 2: Crowding Strategy: Provide sufficient capacity to meet continuing passenger growth. Agree with targets. Proposal 3: Reliability Strategy: Improve rail reliability and punctuality. Accept that these targets are probably best one can get on national basis but they should really be tighter – a ten minute delay can mean missing a connecting service and potentially an hour's wait at times. Proposal 4: Integration Strategy: Provide high quality integration between rail and other modes. Agree with targets, with integrated ticketing a key issue. No discussion of 'bus & ride' initiatives which could be put in place for development areas away from stations.	Plan Updated	Plan updated to refer to evening services and collecting fares. Plan sets out why new lines are not included.
381	Broadly agree, but with caveats and comments which are set out in detail in our responses to questions 6 & 7. Our response in full is included as answers to questions 6 and 7, but it has not been possible to copy the formatting, graphs, footnotes and references, across to this on-line survey form. As it will be much easier to follow in a formatted word document, we have sent a copy in the original format (word document) to:	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
381	<p>S M A R T Slaithwaite and Marsden Action on Rail Transport The action group for public transport in the Colne Valley of Yorkshire Response to Consultation on Draft Railplan 7 1.Summary 1.1.Data relating to the train service at Slaithwaite and Marsden is missing from the report. Whilst it would be welcome to have some understanding as to why this is, it is more important that this is rectified by inclusion of the missing data. 1.2.According to its website, WYITA is the driving force co-ordinating the provision and development of high-quality public transport services for everybody within West Yorkshire. WYITA's duty is to 'secure or promote the provision of a system of public transport which meets the needs of the area', should ensure that is remedied and that the needs of the whole area, including Marsden and Slaithwaite, are taken into account in reports shaping its public transport policy. Both the Yorkshire Rail Network Study and Draft Railplan 7 fail to do this. 1.3.Specific proposals for service improvement at Slaithwaite and Marsden are missing from the report. If the proposals within the report were to be implemented in full, the outcome would be to leave Slaithwaite and Marsden as two of only four stations in West Yorkshire to have a service which is no better than hourly. 1.4.As the final version of Railplan 7 will inform the franchising process, it is important that it contains Metro's aspirations for maintaining and improving the train service, and that it covers all routes within West Yorkshire. Without substantial amendment so far as the service to Slaithwaite and Marsden is concerned, it fails to do this.</p>	Plan Updated	Detail of the local service between Huddersfield and Manchester has now been included.
381	<p>1.5.SMART supports, in general terms, the vision, general objectives, proposals and implementation plan subject to the comments and caveats set out in paragraphs 5, 6 and 7 below. However, the line-specific proposals in draft Railplan 7 for the Huddersfield line are inadequate. We advocate a range of proposals specific to the Huddersfield to Stalybridge route. 1.6.SMART's proposals for the Huddersfield to Stalybridge route can be summarised as follows: -Increase frequency to half-hourly calling at all intermediate stations between Huddersfield and Stalybridge; -Increase capacity for freight, express and local passengers; -No increase in the number of expresses until the infrastructure is provided to enable this to be done in addition to a half-hourly local passenger service and freight traffic. Increased capacity for express services can be provided by lengthening existing trains; -Local connectivity to be maintained; -</p>	Noted	Comment noted.
381	Improved quality of rolling stock following electrification; -	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
381	Real-time passenger information to be provided at both Slaithwaite and Marsden, as a high priority; -	Noted	Already identified in the Huddersfield Line route plan.
381	Station accessibility improvements at Marsden to be prioritised; -	Noted	The route plan for the Huddersfield Line identifies accessibility improvements at Marsden.
381	-Investment should be made in secure car parking provision at Slaithwaite (including CCTV).	Noted	RailPlan identifies the need for CCTV at all stations.
381	Platform extensions at Slaithwaite and Marsden; -	Noted	The possible need for longer platforms is identified in the route plan for the Huddersfield Line.
381	A new station at Golcar/Milnsbridge;	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
381	Implementation of the Northern Hub proposals in full, including reopening the disused Standedge tunnels; -	Noted	Comment noted.
381	Sunday services to be improved; -	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
381	Bus substitution during engineering works to be minimised; -	Noted	Comment noted.
381	A commitment to investigate and remove cross-boundary fare anomalies 1.7.It is stated that the plan will be regularly reviewed and updated . We would submit that it needs substantial change now to rectify the lack of data, analysis and proposals for train services at Marsden and Slaithwaite.	Plan Updated	It is planned to review cross boundary fares as part of the proposed devolved local franchise.

RailPlan 7 - Results and Responses

Respondent No.	Full Text	Action	Rationale for Action
381	<p>Continuation from response under question 5 2. About SMART 2.1. SMART (Slaitwhaite & Marsden Action on Rail Transport) represents rail users from Slaitwhaite and Marsden in West Yorkshire, and are active in trying to promote better services for local people trying to use the train services for work and leisure. 2.2. These stations are currently served by an hourly service between Manchester Victoria and Huddersfield with additional trains running at peak hours. 2.3. One of the difficulties encountered by SMART over the years has been that Huddersfield to Manchester Victoria is the only service in West Yorkshire which is operated by Northern Rail's west division based in Manchester (and before that by First North Western). The train service is managed and staffed from Manchester, but management of the station facilities takes place from York. Links between Metro and Northern Rail's west division are not as close as those with Northern's east division and this has in the past resulted in a lack of consultation on changes to service patterns.</p>	Noted	Comment noted.
381	<p>3. Objectives of Railplan 7 3.1. West Yorkshire Integrated Transport Authority is a statutory body under the legal provisions of the Transport Acts 1968 and 1985. Together with the Executive, its duty is to 'secure or promote the provision of a system of public transport which meets the needs of the area'. 3.2. The plan will inform the specification of the next rail franchises in the North as well as helping make the case for devolution of responsibility for rail away from the DfT. Railplan will set out the ambition to have a greater role in rail decisions at a local level. The draft plan sets out West Yorkshire's rail vision to have the best suburban railway in the country by 2026, supported by 4 key Objectives: -To double rail patronage in West Yorkshire; To improve passenger satisfaction; To develop a rail network that is more affordable to use, invest in and run; -To exploit the benefits of high-speed rail when it arrives in West Yorkshire in the 2030s. 3.3. "The draft plan sets out priorities and interventions by each line of route. It is intended that these plans be used to develop business cases to influence the DfT and the rail industry (who currently make the major decisions and hold the budgets for rail) to invest in them." 3.4. It is stated that this Railplan covers all passenger rail routes within and to West Yorkshire. 3.5. The content of Railplan 7 needs to be analysed according to how effectively it fulfils these objectives, and we consider it here with particular reference to how it meets these objectives and aspirations in relation to train services at Slaitwhaite and Marsden. 3.6. Railplan 7 will inform WYITA's input into the franchise renewal process, so it is essential that it fully sets out their aspirations for future service patterns for many years ahead, for all routes within West Yorkshire.</p>	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
381	<p>4. Analysis of data 4.1. Data for the Huddersfield to Manchester Victoria route is largely missing from draft Railplan 7. Although information is provided about frequency of trains , train capacity and growth forecasting , punctuality and reliability , and quality of rolling stock , none of this information relates to trains serving Slaithwaite and Marsden. This omission needs to be rectified. 4.2. We are surprised that Metro does not acknowledge the existence of an hourly service between Huddersfield and Manchester Victoria. This is the only service to call at Slaithwaite and Marsden stations, and it is not listed as one of the train services on the Huddersfield line . However, services at a number of poorly-used stations well outside the West Yorkshire Metro area, for example Cattal, Hammerton, Poppleton, Ulleskelf and Church Fenton, are listed. 4.3. The only data relating to Slaithwaite and Marsden is the ORR data for station usage, and some limited information about station facilities, car parking, accessibility and passenger information. 4.4. Immediately, the data upon which Draft Railplan 7 is based fails in its stated objective to cover all passenger routes in West Yorkshire. 4.5. In the absence of any data in the report, we will attempt to provide some of the missing data. Some of this will be anecdotal or based on estimates, but nevertheless, this represents a much better basis for analysis and decision-making than the absence of data from draft Railplan 7. We strongly recommend that Metro should obtain and include data for Slaithwaite and Marsden on a comparable basis to that provided in draft Railplan 7 for all other routes within West Yorkshire.</p> <p>4.5.1. Frequency of trains 4.5.1.1. Slaithwaite and Marsden stations are served by an hourly daytime service calling at all stations between Huddersfield and Manchester Victoria, with some additional trains at peak hours. 4.5.1.2. A Sunday service on the entire route between Huddersfield and Manchester Victoria, funded by TfGM, was introduced in December 2006. Although this represents an improvement on the previous two-hourly service between Huddersfield and Marsden, it has also resulted in a deterioration in the service for three months of the year (six months during 2012/13) when Standedge Tunnel is closed on Sundays for engineering work. When the tunnel is closed, there is now no Sunday train service at all. 4.5.2. Train capacity and Growth forecasting 4.5.2.1. SMART does not have the information to make an assessment of current peak demand and capacity, nor to make a prediction as to future growth forecasts. However, the service does suffer from overcrowding at certain times of the day on some sections of the route. Over a period of approximately eight years during which recorded usage has more than doubled with minimal increase in the overall seating capacity both at peak hours and during the daytime. It should therefore come as no surprise that overcrowding has become an issue of concern. 4.5.2.2. Passenger growth since 2004 at intermediate stations between Huddersfield and Stalybridge (75%) has been substantially greater than across Northern Rail's network as a whole (38%) .</p> <p>4.5.2.3. Given the increase in recorded usage over recent years, we would anticipate that the potential growth in usage in future years would be not less than that generally predicted for other routes. Indeed, given the increasing popularity of the Colne Valley both for commuting and as a tourist destination (plus the proposed redevelopment of the redundant Globe Worsted Mill in Slaithwaite for employment purposes, aiming to create upwards of 700 jobs) we would anticipate that potential growth would be greater than on many other routes within West Yorkshire. 4.5.3. Punctuality and reliability</p>	Noted	Detail for Huddersfield - Manchester services has been added.

Respondent No.	Full Text	Action	Rationale for Action
381	<p>4.5.4. Passenger usage 4.5.4.1. ORR data for usage of Slaithwaite and Marsden stations shows passenger figures for 2010-11 of 207,416 for Slaithwaite and 185,846 for Marsden. 4.5.4.1.1. This does not take into account travel using Metrocards and rovers, for which we understand Metro adds a further 25% to the ORR data. 4.5.4.1.2. It also fails to take account of the well-documented and long-standing problems of passengers travelling without tickets, caused by the inability or unwillingness of conductors to sell tickets on trains. It is our understanding and experience that this is principally a problem with Manchester-based conductors. As Huddersfield to Manchester Victoria is the only service within West Yorkshire to be staffed by Manchester-based conductors, we believe the problems passengers experience in buying tickets will be substantially greater than elsewhere within West Yorkshire, and accordingly the actual usage of this service (both in absolute terms and relative to other services in West Yorkshire) is substantially understated. 4.5.4.1.3. Likewise it is unlikely to take into account the use of the service by passengers doing the "rail ale trail", whose tickets are likely to be between Stalybridge and Dewsbury (or points further afield) and therefore will not show up in figures for Slaithwaite and Marsden. 4.5.4.2. Adding 25% for passengers using Metrocards and rovers gives figures for total usage of the stations in the region of 259,000 and 232,000 respectively, before further adjustment is made for the rail ale trail and uncollected fares. 4.5.4.3. Even before adjustment is made for Greater Manchester Traincards, rover tickets and uncollected fares, the adjoining stations of Greenfield and Mossley in Greater Manchester generate a further 573,004 passenger journeys. Slaithwaite and Marsden are amongst the stations which have poor service frequencies. Of the stations with a frequency of hourly or worse, Slaithwaite and Marsden are 3rd and 5th busiest within West Yorkshire. A similar situation applies at the other two stations served exclusively by the Huddersfield to Manchester Victoria service, where Mossley and Greenfield are 3rd and 4th busiest within Greater Manchester. The current level of usage and the record of increasing usage over recent years amply justify an increase in frequency to half-hourly.</p>	Noted	Detail for Huddersfield - Manchester services has been added.
381	<p>4.5.5. Integration 4.5.5.1. Bus access at Slaithwaite and Marsden is satisfactory, with bus stops close to all platforms at Slaithwaite and Marsden. 4.5.5.2. Curiously (given the general shortage of data relating to Slaithwaite and Marsden) the lack of usage of the car park at Slaithwaite station is commented on at length, though there is no attempt to analyse why large numbers of passengers choose to park on surrounding streets (principally security concerns). 4.5.5.3. We strongly agree with regard to the limitations on the ticket range. 4.5.5.4. Whilst SMART accepts the assertion that fares within West Yorkshire generally offer good value, the same cannot be said of cross-boundary fares.</p>	Noted	Detail for Huddersfield - Manchester services has been added.
381	<p>4.5.6. Passenger Information 4.5.6.1. Slaithwaite and Marsden stations have no real-time information. A long-line public address system has worked only intermittently over the past 10 years, and has been particularly unreliable at times of disruption.</p>	Noted	Already identified in the Huddersfield Line route plan.
381	<p>4.5.7. Station facilities 4.5.7.1. The report correctly identifies some of the deficiencies in station facilities at Slaithwaite and Marsden. Access to platforms 1 and 2 at Marsden is substandard.</p>	Noted	The route plan for the Huddersfield Line identifies accessibility improvements at Marsden.
381	<p>4.5.8. Freight traffic 4.5.8.1. Whilst SMART is concerned with the service provided to passengers, the data and evidence provided in relation to freight traffic is indirectly relevant in so far as the route through Slaithwaite and Marsden carries freight traffic. We note that the volume of freight is forecast to double between 2006 and 2030. We further note that the Huddersfield to Stalybridge route is the only one currently cleared for traffic to the W8 loading gauge, so it is likely that the bulk of any increase in Trans-Pennine freight traffic is likely to be on the Stalybridge to Huddersfield route. On a busy route, this has implications for the allocation of paths for express, local passenger and freight services.</p>	Noted	RailPlan sets out an aspiration for inter regional, local and freight traffic between Huddersfield and Manchester.
381	<p>4.5.9. General comments 4.5.9.1. The mix of expresses, local passenger services and freight, and the lack of suitable places for expresses to overtake, affects both reliability and capacity, and has resulted in unsatisfactory "skip-stopping" of some local peak-hour services. 4.5.9.2. We are aware of the proposal for "skip-stopping" of trains which would remove the links between Slaithwaite/ Marsden and Greenfield/Mossley (or possibly other combinations of stations on the route. We regard this as a retrograde step, which will be damaging both to the interests of passengers and to the economies of these villages and towns. One of the weaknesses of the Yorkshire Rail Network Study is that it makes an assumption, uniquely, that Slaithwaite and Marsden are served by such a "skip-stopping" service.</p>	Noted	Comment noted.

RailPlan 7 - Results and Responses

Respondent No.	Full Text	Action	Rationale for Action
381	5. Railplan Vision and General Objectives 5.1. SMART supports the Railplan vision and general objectives . 5.2. We would particularly highlight the potential for an improved train service at Slaithwaite and Marsden to contribute to LTP objective 1 (Economy) and Objective 3 (Quality of Life) These are challenging objectives, but we believe that with political will they are achievable and that Slaithwaite and Marsden should share in the objective of being part of the best suburban railway in the country by 2026. 5.3. We support the rail objectives set out in paragraph 2.3. We would particularly highlight improving passenger satisfaction scores by dealing with delays, and indeed reducing the potential impact of delays, as an objective which could be achieved quickly and at modest cost.	Plan Updated	Full reference to Marsden and Slaithwaite now included
381	6. Strategy 6.1.Proposal 1 6.1.1. SMART supports proposals to improve connectivity . Our principal concern is local connectivity. 6.1.2. In general terms we welcome proposals for increased frequency at various locations. Railplan 5 listed a half hourly service to Slaithwaite and Marsden as a priority objective . Since then, usage of Slaithwaite and Marsden stations has more than doubled, strengthening the case for an increase in service frequency. No explanation is offered in draft Railplan 7 as to why what was a priority objective 12 years ago is now not an objective at all. 6.1.3.We fail to understand why, whilst there are proposals to increase (from hourly to half-hourly) the service frequency on several other lines (some not even within West Yorkshire and all with considerably fewer passengers according to the latest ORR data), there is no aspiration to increase the service frequency to Slaithwaite and Marsden stations. SMART strongly advocates that Railplan 7 should specify an aspiration for a half-hourly service frequency serving Slaithwaite and Marsden, based on the same reasoning applied elsewhere within West Yorkshire for increasing service frequency.	Plan Updated	The plan has been updated to refer to half hourly services between Huddersfield and Manchester.
381	6.2. Proposal 2 6.2.1.SMART supports the proposal to provide sufficient capacity to meet continuing passenger growth . Provision of a half-hourly service to intermediate stations between Huddersfield and Stalybridge would assist in meeting this objective.	Plan Updated	Provision of a half hourly service is now referenced.
381	6.3.Proposal 3 6.3.1.SMART supports proposals to increase reliability and punctuality . Additional track capacity is needed to accommodate traffic growth without compromising reliability, taking into account the need to provide increased capacity for express passenger, local passenger and freight services. Our proposals for future service patterns on the Huddersfield to Stalybridge route are set out in our response to the route-specific proposals.	Noted	RailPlan sets out the need to provide sufficient passenger and freight capacity.
381	6.4.Proposal 4 6.4.1. SMART supports the proposal to provide high quality integration between rail and other modes	Noted	Comment noted.
381	6.5.Proposal 5 6.5.1. SMART supports the proposal to provide trains and stations which offer more modern facilities and are accessible to more people including meeting the relevant DDA requirements . Notwithstanding the efforts of Friends of Slaithwaite Station, neither Slaithwaite nor Marsden stations can be considered as welcoming gateways. Facilities are poor, and maintenance is poor. 6.5.2. Proposal 5 includes an improved quality monitoring system. If there is any monitoring system at all at present, we have seen no evidence that it results in any action to remedy deficiencies.	Noted	Comment noted.
381	6.6. Proposal 6 6.7.SMART acknowledges and supports the proposal to ensure sufficient network capacity to enable forecast freight growth in West Yorkshire , with the proviso that capacity for increased freight traffic should not be obtained by reducing local passenger services. Passing loops should be provided to allow local passenger trains to operate without hindrance from increased freight traffic.	Noted	RailPlan sets out a strategy for both passenger connectivity and freight and it is important both are delivered.
381	6.8. Proposal 7 6.9. SMART supports the proposals to minimise the carbon footprint and emissions of rail travel . In addition to the environmental benefits of such a course of action, reduced fuel usage should enable cost reductions which can be passed on to passengers in the form of lower fares.	Noted	Comment noted.
381	7. Implementation Plan 7.1. SMART broadly supports the implementation plan, but with the following caveats and comments. 7.1.1. We strongly agree that new stations should be built at various locations across the network but we are disappointed that the detailed proposals only include three new stations (for which we understand funding has already been identified and committed), when there are many more possible locations for new stations. We strongly support the provision of a new station to serve Golcar and Milnsbridge.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

Respondent No.	Full Text	Action	Rationale for Action
381	<p>7.1.2. "Revised ticketing arrangements to incentivise travel in the off peak periods" should not be a euphemism for fare increases at peak times. Most commuters do not have a choice about when they work, and should not be penalised for work patterns over which they have little or no control. Management of growth in demand at peak hours should be done by increasing capacity, not by seeking to price passengers into travelling at other times or by other modes of transport.</p> <p>7.1.3. SMART proposes an additional intervention in relation to ticketing. Metro should seek to remove cross boundary fare anomalies and reduce cross-boundary fares. 7.1.3.1. We believe that the fare through Standedge tunnel between Marsden and Greenfield (the "tunnel tax") is, per mile, one of the highest in the country. In addition to unfairly penalising passengers simply for their requirement to travel across a county boundary, the tunnel tax results in some perverse and illogical travel decisions. At a time when the railway industry and government should be doing everything in their power to encourage more people to use the railways in preference to cars, the tunnel tax is causing significant numbers of travellers drive across the Pennines and then catch the train ("rail-heading"), rather than use the nearest station. This creates unnecessary car journeys and results in parking problems at Greenfield and Marsden. 7.1.3.2. Railplan 6 made reference to cross-boundary fare anomalies. Our expectation is that Metro, TfGM and the train operating companies will address this with an urgency which has been sadly lacking for the past 39 years. When SMART has raised this with the transport authorities and train operating companies, we have been either given a vague hint that it is being looked at (which never resulted in any further action or even communication), or the response that the situation had existed for a long time coupled with an outright refusal to look at what obstacles are preventing a sensible cross boundary fare structure. We do not consider that the fact that the relevant organisations have chosen to ignore the problem for a long time makes this an acceptable situation. Fares should be standardised across PTE boundaries. 7.1.3.3. TfGM have acknowledged the need to address this issue, and a similar commitment from Metro would be welcome.</p>	Plan Updated	It is planned to review cross boundary fares, and fares more generally, as part of the proposed devolved local franchise.
381	<p>7.1.4. SMART proposes two additional interventions in relation to Sunday services and engineering work. 7.1.5. As travel patterns have changed over the years, the demand for Sunday services has increased substantially both for work and leisure purposes. It is no longer acceptable to have a substantially reduced service on Sundays, nor is it acceptable to have routes closed for engineering work on Sundays for substantial parts of the year.</p>	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
381	<p>7.1.6. Bus substitution does not provide an adequate replacement either in terms of journey quality or journey time, and should be used as little as necessary. Metro should therefore seek to provide enhanced Sunday train services. Metro should also seek to minimise any inconvenience to passengers resulting from engineering works. We have commented further on this ssue in our response to line-specific proposals.</p>	Noted	Comment noted.
381	<p>8. Line-specific proposals 8.1. We welcome electrification, but we do not believe that provision of six trains per hour between Leeds and Manchester represents the best use of available capacity, nor does it represent the best use of additional capacity created as a result of electrification. Without infrastructure improvements which go beyond those already committed, we do not believe it will be possible to provide six expresses without compromising the ability to provide a half hourly local passenger service calling at the four existing intermediate stations between Huddersfield and Stalybridge</p>	Noted	This is already identified in the Harrogate Line route plan.
381	<p>plus new stations at Golcar/Milnsbridge and Diggle; compromising the ability to accommodate the predicted increase in freight traffic; and compromising reliability, punctuality and the ability to recover from disruption. 8.2. There are already four fast trains per hour between Leeds and Manchester; we do not see any significant benefit to passengers from increasing this to six trains per hour. Effectively this results in a train every 10 minutes rather than every 15 minutes, which is a marginal benefit. Whilst acknowledging that there is a need to provide additional seating capacity on express services between Leeds and Manchester, this can and should be provided by lengthening the four existing trains, rather than using up valuable paths running two and three carriage trains.</p>	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

Respondent No.	Full Text	Action	Rationale for Action
381	<p>8.3. In general terms, we welcome improvements to local rail services as part of electrification. The report makes no mention as to what these improvements might be, and from what baseline. Taken in combination with other sections of draft Railplan 7 , it is apparent that those planned improvements do not include Slaithwaite and Marsden. 8.3.1. SMART is aware of proposals for “skip-stopping” of local services, which in our view represent not an improvement but a significant deterioration in services, and which work against Metro’s stated policy to improve local connectivity. We look to Metro to aspire to an increase in service frequency to half hourly at Slaithwaite and Marsden, with no loss in connectivity between these stations and the adjoining stations within Greater Manchester at Greenfield and Mossley. TfGM are keen to ensure that opportunities are created to increase off-peak frequencies at local stations between Stalybridge and Huddersfield , and the same commitment from Metro would be welcome. 8.3.2.A half-hourly local service between Huddersfield and Manchester, calling at all intermediate stations between Huddersfield and Stalybridge, should be introduced. 8.3.3.Any new franchise agreement should include a requirement for a half-hourly daytime service on completion of electrification and the Northern Hub proposals.</p>	Plan Updated	Provision of a half hourly service is now referenced.
381	<p>8.4.We endorse the proposal for customer information screens at Marsden and Slaithwaite . As neither station has a functioning public address system, and mobile phone reception at Marsden station is poor, our view is that these two busy stations, in that order, should be given the highest priority for provision of customer information screens as funding becomes available. Customer information screens should be provided, and they need to convey accurate information, and be maintained. 8.5.Accessibility improvements at Marsden station need to be more than a vague aspiration for future development. The steps to platforms 1 and 2 need to be replaced with ramps as a matter of urgency. 8.6.Investment should be made in secure car parking provision (including CCTV) at Slaithwaite. There is potential for Slaithwaite to be used as a park and ride station serving surrounding villages if security issues are addressed. 8.7.Platforms at Slaithwaite and Marsden should be extended to accommodate four-carriage trains. 8.8.We propose a new station at Golcar/Milnsbridge. Any change in service patterns and capacity enhancements (including the provision of passing loops) should take account of this, and no action should be taken which will make reopening a station at Golcar any more difficult. Provision of a new station at Scar Lane, Milnsbridge, to serve Golcar and Milnsbridge, was listed in Railplan 5, and is identified in the Kirklees Unitary Development plan.</p>	Noted	Comment noted.
381	<p>8.9. We see the forthcoming electrification of the route as an opportunity to make other improvements, such as platform lengthening at Slaithwaite and Marsden, resignalling to increase capacity, a new station at Golcar and reopening of at least one and preferably both of the disused tunnels to increase operating flexibility and enable the line to remain open when the main tunnel is closed for engineering work. 8.10.The only trans Pennine route cleared for W8 gauge traffic is Huddersfield to Stalybridge. Therefore the majority, if not all, of predicted growth in trans Pennine freight traffic is likely to use this route. Infrastructure enhancement needs to ensure that this can take place whilst still allowing expresses plus a half hourly local service. 8.11.We therefore strongly support Metro in advocating that the Northern Hub proposals should be implemented in full, including reopening at least one and preferably both the disused Standedge tunnel bores, to enable express, local passenger and freight services to be improved, to provide future-proofing against predicted traffic growth, to allow Sunday services to operate throughout the year, and to increase the flexibility to recover from disruption on what is already a very busy line. 8.11.1.Sufficient additional capacity needs to be created through electrification and additional infrastructure to enable all competing demands to be met, along with future-proofing for increased demand for both passenger and freight services. 8.11.2.The railway needs to move towards a 7-day operation, taking account of the growth in demand for travel on Sundays. There should be an hourly service on Sundays throughout the year when infrastructure developments permit this. In the interim, bus substitution should be kept to a minimum both in terms of its distance and its duration. 8.11.3.When it is necessary to close the route for engineering work in Standedge Tunnel, trains should continue to run between Huddersfield and Marsden, with replacement buses running from Marsden to the stations within Greater Manchester. If one or both of the disused Standedge Tunnels is reopened, this situation should no longer arise. 8.12.Any new franchise agreements should provide specific requirements to be met with regard to minimising the amount of bus substitution in the event of engineering works. 8.13.Whilst not a policy specific to the Huddersfield line, it is on this route that one of the most serious cross-boundary fare anomalies manifests itself. Metro should commit to working with TfGM and the train operating companies to find ways of reducing cross-boundary fares.</p>	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
382	I agree that the Vision needs to happen however I am sceptical whether the objectives will actually achieve this; it states quote "Vision is to have the best suburban railway in the country by 2026" - If WYMetro asked the Greater Manchester area, or West Midlands area to "stand still" right now as they are with their respective rail networks it would be doubtful if West Yorkshire would surpass what others in the rest of the country take for granted today. E.g an airport with a rail link, concert venues and football stadia with access to good transport links to move crowds, tram type connectivity with stops every mile or so rather than several miles travelled on rickety old diesels with infrequent calling points, a leading out of town shopping centre/entertainment area with a transport hub (White Rose/Junction 32??), the plan also makes no attempt to fix services which "wither on a vine" due to the problems of providing services over regional boundaries, an example of this is at the 5 towns which should be central to Yorkshire yet is failed most consistently, York, Goole, Doncaster etc, all routes not provided when capable infrastructure is in place.	Noted	Comment noted.
382	Calderdale - it should be looked at to link with the Wakefield district as this historically occurred - there is very little Zone 2-5 Rail possible in any meaningful way.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
382	Hallam - Electrification is welcomed. Normanton has been unfairly excluded for years and needs a half hourly service yesterday, this may not happen until 2019 in the plan? The route is compromised via calling at Castleford, having trains reverse in and out of here is not progress and is disgraceful not to remedy as this impact the viability of the service for people in South Yorks (10-15 minute detour) - do something more constructive like running the train onto York or Selby (better still a transpennine or York-Huddersfield service still allowing Castleford users to interchange at Wakefield Kirkgate for Sheffield).	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
382	Huddersfield Line - the service Huddersfield to Wakefield Westgate is flawed, passengers do not use this to interchange to catch trains to London, Kirklees area in the main travel into Leeds - this should be recast and continue on from Wakefield Kirkgate to Normanton and Castleford - better still onto York or Selby or perhaps link to Glasshoughton - the concept would run the full width of West Yorkshire and would outperform speeds on the M62 even in good traffic.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
382	Pontefract line - cannot understand why tram trains are not identified for early inclusion. Dearne Valley - this line is hardly viable, Pontefract cannot sustain 3 stations and there is clearly a will to sink money into Monkhill - this town must learn to walk before it can run and would benefit from access to Leeds and more frequent access to Castleford/Wakefield for interchange, are passengers really going to visit a different part of town for access to York/Sheffield - furthermore the other major area on this line is Rotherham which is being integrated to Sheffield as part of the tram train trial and via Meadhowhall (which is seen by many South Yorks people as a part of Rotherham stolen by Sheffield) this gives access to York - the business case is therefore heavily flawed. Please see some sense and provide a transpennine type service via Castleford, Normanton and Wakefield Kirkgate - this has the support of Barnsley Council (which would use Wakefield Kirkgate as an interchange point) and would service more than half of Wakefields populous - this must have a vastly greater business case and would still allow Pontefract access via Castleford however the reverse would not be true as Castleford would probably take a bus to Garforth while Normanton and Wakefield Kirkgate would receive no benefit.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
382	As stated in the plan "Frequencies on routes into and out of Leeds should offer a mix of both limited stopping express services and local stopping services (minimum of two trains per hour)." - this has not been happening on the Hallam line at Normanton for example - there is a basic tipping point when a station becomes a viable transport hub and a station serves the passenger rather than trying to fit your life around when a train is actually timetabled. There are serious quality of life issues at stake here and passengers feel very aggrieved particularly when already well served routes receive more services when improvements are made e.g. recent carriage additions and extra services. Leeds Station "Extend platform 17 to eight-car operation or a new four-car bay platform 18" - this on the face of it could be very expensive - Leeds as a city should have more than one station, perhaps even three. It would perhaps be possible to add a halt station to allow trains from Wakefield Kirkgate/Westgate to stop to the West of Leeds and continue to Bradford or airport rather than Leeds central - this could revitalise an area of town in need of redevelopment and could link up with the trolley bus scheme. The projections for growth do not factor in "suppressed demand" e.g. on Hallam line (due to poor service for lack of calling services and Normanton and also services diverting through Castleford making travel less appealing to people in South Yorkshire) if this was addressed growth could be significantly higher - if you choose to provide a good service on this line the projections will be much higher.	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
382	Gap 10 – stations as Gateways – Pontefract Monkhill has been listed as a principle gateway, it has less footfall than Normanton and is not near the town centre. It already has twice the frequency of Normanton yet it is outperformed. Normanton is central and links well with the motorway network and should be considered to be a sub-regional centre station. "Pontefract - Increased frequency, particularly important in this corridor given planned housing growth" - you somehow think that a Metropolis is being built here, the reality is that more housing growing is being undertaken at Castleford and also Normanton and Featherstone (check the WMBC plans on this), combined this vastly exceeds Pontefracts projections - there is also debate over whether these will be "affordable housing" and are these likely to attract residents who are commuters or have more manual skills. The rail network in the 5 towns is so poor you would do well just to leave a core spine from Wakefield Kirkgate, Normanton an Castleford on an "axis" to Leeds, Sheffield, York, Huddersfield and then convert the Pontefract lines to tram train and place them on a very frequent circular route interlinking with this core spine - perhaps add to better connectivity to Goole to provide access to Hull or Selby via Castleford.	Noted	Comment noted.
382	High Speed 2 - Leeds via the East Midland and Sheffield (access via what route?) – see figure 4 on page 23. - Whilst it is not quite known the exact route rail will take from Sheffield to Leeds this MUST be through the Wakefield District; logically this is probably going to be to the East or shadowing the M1 and given that it must follow "classic routes" into Leeds city centre this would be either Wakefield or Hallam lines. The latter is historically the North Midland Mainline or which a redundant section from Normanton to Cudworth has lain dormant since the 1980's it would seem very logical that HS2 would use this. A HS2 interchange for West Yorkshire in addition to access to Leeds would provide significant benefits and could link with the Motorway network, this could be at Normanon or Micklefield. When more is known local communities must be provided with the facts and you maybe surprised of the potential support, particularly at Normanton if this were to lead to greater investment in the rail and regeneration. On a political note Leeds is at risk of being cut adrift if funds for HS2 were to diminish at Sheffield, the benefits to the North East would be greater if this were to allow connectivity not via Leeds city (or at least alternate) as this would be a bottle neck, at Normanton 3 greate railway works of George Stephenson (a "Geordie") converge in a single place and perhaps to use the 1st line into York as part of that passage (before further HS3 to Newcastle is built in the very distant future) would gain a regional alley.	Noted	HS2 is being developed at a national level. The preferred route is due to be announced for engagement with local stakeholders during Autumn 2012.
383	We do not want tram train on the Penistone line. We want proper railwahn with an half-hourly timetable. The population and passengers are waiting for it.	Noted	Comment noted.
383	There is much untapper potential on the Penistone Line.	Noted	Comment noted.
383	Keep campaigning for rail is still playing catch-up in the North.	Noted	Comment noted.
384	A well thought out and clear objectives as to what should be possible in the timescale involved.	Noted	Comment noted.
384	The limitations of the WYPTA boundaries are stuck in relation to the Selby District, which has already been determined as being the fastest growing area in Yorkshire and Humber. It is possible also if local services had the benefit of electrification, that a possible additional path would be released.	Noted	Comment noted.
384	It would be helpful to have another meeting when the RailPlan is in its final form.	Noted	Comment noted.
385	100% increase in rail usage sounds very challenging doubtful if it could be accommodated without massive infrastructure enhancement.	Noted	Comment noted.
385	Electrification of local services with modern EMU traction with faster acceleration will result in additional capacity for further services on these routes. York to Leeds is confirmed for electrification suggest to maximise capacity on York/Selby route the Leeds-Selby trains must be electric traction also.	Noted	Comment noted.
385	Tram trains are not the answer to improving rail services. Capacity improvements will be required at Leeds station to accommodate all the increased services.	Noted	Comment noted.
386	I wonder how much will be implemented once Network Rail list the obstacles and costs. Some minor issues can make a big difference not within the scope of this - such as footpath approaches to stations. Needs to be joined up with Councils.	Noted	Comment noted.
386	Given a faster acceleration electric service on Huddersfield line, will time be available to accommodate the White Rose station for which funding was offered?	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
386	I favour tram train were flexibility is needed off existing heavy rail.	Noted	Comment noted.

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Respondent No.	Full Text	Action	Rationale for Action
387	Think introducing smart cards should begin ASAP - I work part time but have to pay for travel as if full time because it is more expensive to buy tickets that don't cover every day.	Noted	Proposal 4: Integration identifies the need to implement smart card technology.
388	As an overall first comment, it is quite obvious that Leeds station is just about at capacity already, and there is no doubt that the anticipated increase in rail travel over the next 15 years (and beyond) will need far more radical changes to be made to reduce that pressure	Noted	Comment noted.
388	Bradford Cross Rail with heavy rail linking the two stations. This will allow an array of additional journeys that will also avoid Leeds, also helping with the long overdue regeneration of Bradford.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
388	Reopening of the Skipton to Colne line. With the reinstated Todmorden curve already in hand, this will allow people in Airedale and North Yorkshire to travel to /from Manchester and avoid the need to change in Leeds. It will also allow people in Lancashire to visit the Yorkshire Dales and again avoid congestion in Leeds.	Noted	Metro support in principle the reopening of the Skipton Colne line but at present there is not a compelling and robust economic and financial case.
388	Reopening of the line from Low Moor (Bradford) through Spennings Valley towns of Cleckheaton, Heckmonkwick and Liversedge. This area is poorly served by rail, hence the massive road congestion in the area, which this would help to alleviate.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
388	Bradford to Halifax line. It is ridiculous that there are NO intermediate stations on this line, and with only Low Moor proposed. What about Wyke, Hipperholme and Lightcliffe?	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
388	What about Wyke, Hipperholme and Lightcliffe?	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
388	What about Wyke, Hipperholme and Lightcliffe?	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
388	The tracks and platforms should be re-aligned at Shipley station by Platform 5 to allow for two tracks and a new platform 6.	Noted	The need for additional capacity on the Aire Valley route is identified although specific solutions have not been identified.
388	ShIPLEY-BAILDON-GUISELEY . The track and tunnels should be re-aligned to allow for double tracks so that bottlenecks in the timetable can be eased.	Noted	Double tracking of the lines between Shipley and Guiseley is not currently considered necessary.
388	Trains with six coaches should be the norm, with platforms extended accordingly.	Noted	RailPlan sets out the need to provide sufficient passenger capacity and longer trains will be considered as a way of achieving this.
388	Within our area we have a world famous Settle-Carlisle line, with services, as we know, starting from Leeds. These services should have dedicated stock with proper viewing windows,	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
388	and be run on a regular basis seven days of the week. This surely needs to be included in any new franchise?	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
388	Trains should depart to most destinations from Leeds up to at least midnight, although ideally with a two-hourly service beyond that.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
388	Parking at station is often totally inadequate. Shipley is a prime example, where the car park is full by 7am, where there is adjacent land available for additional parking, where this has been promised for years, but the various authorities cannot get their acts together to provide it - and all should be thoroughly ashamed.	Noted	The Airedale Line route plan identifies the aspiration for an expanded car park at Shipley.
388	Cover at stations. Many shelters are totally inadequate at busy times (eg Baildon, Saltaire, etc) and others should have canopies installed. Shipley also needs covers on the footbridge between Platforms 1 & 2, and on the walkway to those platforms from the booking office.	Noted	Comment noted.
388	Fare collection is, quite simply, a joke at busy times, and the stated number of passengers based on ticket sales must be badly under-recorded. Northern Rail have done nothing like enough in this matter. Part-time collectors at various stations each morning would surely be cost-effective?	Share Feedback	This feedback will be shared with colleagues at Northern, who are responsible for fare collection on this route.

Respondent No.	Full Text	Action	Rationale for Action
388	Further, that no barriers have yet been installed at Bradford Forster Square is, quite frankly, a joke. Fare evasion on that line is beyond belief as anyone travelling on it can witness daily. This is massively urgent requirement. Your report states that there is evidence of substantial fare evasion. There is indeed, and it is not being properly addressed at all.	Share Feedback	This feedback will be shared with colleagues at Northern, who are responsible for fare collection on this route.
389	In addition to the increased coaches predicted in NRUS, there will be a need to provide around a further 1,200 seats in high peak hour services into Leeds by 2027, with matching capacity improvements in the evening peak but spread over a longer departure slot. It should be noted that as yet no additional coaches have been specifically identified by the DfT, a pre-requisite for adoption of the LDF must be a commitment from the DfT that the additional coaches needed will in fact be provided.	Noted	Comment noted.
389	To improve line capacity and give a more robust and user friendly timetable, two simple, minimum cost infrastructure improvements are required; the removal of the 20 mph speed restriction of the Leeds bound line between Ben Rhydding and Burley-in-Wharfedale and improved signalling between Guiseley and Ilkley to give shorter headways between trains.	Noted	Removal of the permanent speed restriction and the need for additional capacity are identified in the route plan. Solutions to deliver additional capacity need to be developed, and may include improved signalling.
389	Car parking is well in excess of capacity with consequent road congestion and inconvenience to residents. The only land previously identified for car parking is in the greenbelt adjacent to Ben Rhydding station; it is in the wrong place for the majority of Ilkley users and the land has also been identified as part of the site of the new Grammar school. The group wishes to see a specific development programme agreed between the franchisee and Metro to create extra capacity and enhance safety and security.	Noted	RailPlan does not identify and additional car parking spaces at Ben Rhydding. Your comments on a development programme are noted.
389	Local feeder bus services need to be improved, particularly for Otley, which is the largest community in the area without a rail link and where major housing development is forecast. The existing Menston - Otley bus link should therefore be enhanced and extended to serve the areas of Otley north of the Wharfe. New bus links are required ... within Ilkley itself and linking to Addingham and Upper Wharfedale. Services should be timed to connect with trains and flexibility to wait if train delayed.	Share Feedback	Comments shared with bus planning colleagues at Metro.
389	Multi and single journey tickets, smart card seamless transfer between rail and bus.	Noted	Proposal 4: Integration identifies the need to improve multi modal ticketing and implement smart card technology.
390	I feel that the Railway between Halifax/Bradford and running down the Spen Valley towards Ravensthorpe joining the line from Huddersfield to Wakefield and beyond would give a vital link and also take some pressure off Leeds. Why would anybody want to go to Leeds from Cleckheaton Heckmondwike to go west and south? The fact is they do not. There could also be a link from the line to the south of Dewsbury linking in to the line that runs towards Wakefield, again taking much needed pressure at Leeds and giving Batley/Dewsbury a link with Wakefield. Research done has shown the people of those two towns showed that they would use a link with Wakefield. As far as the Spen Valley line a survey which was run by those against the opening of the line found 98% wanted the line opened and 2% wanted it to remain closed. So hardly democratic to keep it closed. It seems that you only want democracy when it fits what you want to dictate to, and you do not listen when it goes against your views. With the proposed bus cuts which are going to hurt people this would help a lot of people in a lot of the time.	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
390	Bus Service I would also say that a Huddersfield-Brighouse-Cleckheaton-Batley-White Rose-Leeds bus would work and could and should run into the evenings and Sundays. It seems that this has been ignored despite everybody thinking it is a great idea and saying they would use it a lot. It will never go away people will keep asking until you give the vast majority of people what they desperately need let alone what they want. I know the idea came from the public free and not from some expensive consultation by over paid under worked people who probably could not pin Leeds on a map let alone all the other towns and cities within West Yorkshire.	Share Feedback	Comments shared with bus planning colleagues at Metro.
391	First, we would refer to our correspondence dating from 2007 about improved Park and Ride facilities at Mirfield Railway Station. We continue to believe improved car parking provision is required there and would point out that the former engineering premises at the junction of Hopton NEW Road and Back Station Road is still on the market. The engineering premises site would be ideal for development as a car park and we believe the spaces it could provide will be needed in addition to any that are provided on the railway embankment. The development of a car park there would present the opportunity for environmental improvements on the site, which would be of public benefit and redound to Metro's credit. We believe action should be taken before the opportunity is lost. We would urge that improved Park and Ride facilities in Mirfield are included in RailPlan 7 and that steps are taken to secure additional land for the purpose.	Noted	The Huddersfield Line route plan identifies the aspiration for an expanded car park at Mirfield.

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Respondent No.	Full Text	Action	Rationale for Action
391	<p>Second, we would urge that the re-opening of Cooper Bridge Railway Station is included in RailPlan 7. Kirklees Council has allocated a large area that is currently in the green belt for employment purposes in the immediate vicinity of the former station. There was appreciable public opposition to this proposal but it seems matters have now gone beyond the point at which the decision could be rescinded. The site falls into the Council's Strategic Economic Regeneration Zone, which extends along the A62, and which includes appreciable areas of brown field land. There is substantial traffic congestion in the area and improved access by rail would help meet public transport needs and contribute towards relieving road congestion as the site and area is developed and re-developed.</p>	Noted	<p>It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.</p>
392	<p>We are a recently-formed community group based in the Golcar Ward of Kirklees. Our main priorities are to support and promote public transport in the area, engage with Metro, Kirklees and bus operators to maintain and where possible improve local bus services, and to lobby for a new railway station to serve Golcar and Milnsbridge. We are a non-party political group and work with elected representatives from all parties. Rail Plan 7 We fully endorse the four key priorities of the RailPlan: To double rail patronage in West Yorkshire; To improve passenger satisfaction; To develop a rail network that is more affordable to use, invest in and run; To exploit the benefits of high-speed rail when it arrives in West Yorkshire in the 2030s. Rail services in the Colne Valley The Huddersfield – Manchester Line (stopping service) does not feature strongly in the draft and we endorse the response from SMART (Slaithwaite and Marsden Action for Rail Transport) which suggests that considerably more attention should be given to this important local service. Huddersfield and the two local stations serving Slaithwaite and Marsden are within the Metro area and all have enjoyed significant growth in patronage in recent years. The two Colne Valley stations (Slaithwaite and Marsden) are amongst the busier unstaffed stations in West Yorkshire. The Colne Valley has seen significant housing development which has led to a change in travel patterns; increasingly people are living in the Colne Valley and commuting by rail to Manchester as well as to Huddersfield and Leeds. Slaithwaite and Marsden have benefitted from this, although Golcar and Milnsbridge, despite being on the railway, are not served by a railway station.</p>	Noted	<p>It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.</p>
392	<p>The need for a railway station to serve Golcar and Milnsbridge The road network in the Golcar and Milnsbridge area is unsuited to heavy traffic demands and Manchester Road itself, the main road corridor in the Colne Valley, suffers from congestion. There is a need for good public transport alternatives and rail could offer that. Traditionally, there were separate stations for both Golcar and Milnsbridge (Longwood & Milnsbridge) and both closed, along with Slaithwaite, in the late 1960s. Slaithwaite re-opened in 1982 and has been immensely successful with over 200,000 passengers each year. The local economies of Golcar, Milnsbridge and Longwood are at a disadvantage because of the lack of a rail link. Whilst nearer to Huddersfield and having good bus links, longer distance journeys, e.g. to Leeds or Manchester, are much more difficult. Marsden and Slaithwaite have benefitted from inbound visitors e.g. for the Huddersfield Narrow Canal, whilst Golcar and Milnsbridge – both with potentially much to offer visitors – are off the 'tourist map'. Further, a rail link to Leeds and Manchester would be of enormous benefit to local people wanting to take up work and educational opportunities further afield. Existing policies There is a long history of community support for a station to serve Golcar and Milnsbridge, and a suitable site has been identified in the Kirklees Unitary Development Plan, on a new site off Scar Lane, behind Royal Terrace. Aspirations for a new station to serve Golcar and Milnsbridge featured in Metro's RailPlan 5. The proposal for a new station fits perfectly with the Kirklees LDF which advocates improved public transport links. Considerable development is located in the area which would be served by the proposed station, much of which already has planning permission. Proposed electrification of the route offers more opportunities, providing some additional capacity as well as more attractive services using modern electric trains. What we want to see in RailPlan 7 GLAM accepts that there is currently no funding available for a new station, but would stress that this type of development is long-term and new sources of funding may open up in the coming months and years. Our key request is that aspirations for a new station to serve Golcar/Milnsbridge are included in Metro's RailPlan 7. We will work positively with Metro and Kirklees Council to help build the case and identify possible funding sources, as well as looking at short term ways of linking Golcar and Milnsbridge more effectively with existing rail facilities at Slaithwaite. Thank you for considering our response and we hope that our aspirations will be reflected in the final plan.</p>	Noted	<p>It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.</p>

Respondent No.	Full Text	Action	Rationale for Action
393	<p>Introduction: The Golcar ward of Kirklees Council covers Golcar itself, Milnsbridge, Longwood and smaller settlements. Although Golcar does not have a station, many residents travel (by various means, mostly car) to Slaithwaite or Huddersfield to access the rail network. This response to RailPlan 7 is an agreed statement from the Labour elected members of Golcar Ward and the branch Labour Party. Rail Plan 7 We fully endorse the four key priorities of the RailPlan: To double rail patronage in West Yorkshire; To improve passenger satisfaction; To develop a rail network that is more affordable to use, invest in and run; To exploit the benefits of high-speed rail when it arrives in West Yorkshire in the 2030s. Rail services in the Colne Valley The Huddersfield – Manchester Line (stopping service) does not feature as strongly as it might do in the draft and we endorse the response from SMART (Slaithwaite and Marsden Action for Rail Transport) which suggests that considerably more attention should be given to this important local service. Huddersfield and the two local stations serving Slaithwaite and Marsden are within the Metro area and all have enjoyed significant growth in patronage in recent years. The two Colne Valley stations (Slaithwaite and Marsden) are amongst the busier unstaffed stations in West Yorkshire. The Colne Valley as a whole has seen significant housing development which has led to a change in travel patterns; increasingly people are living in the Colne Valley and commuting by rail to Manchester as well as to Huddersfield and Leeds. Slaithwaite and Marsden have benefitted from this, although Golcar and Milnsbridge, despite being on the railway, are not served by a railway station. The Kirklees Local Development Framework has identified 1100 new dwellings in Golcar and Milnsbridge and its 3rd strategic objective states it wishes "To improve transport links within and between Kirklees towns and with neighbouring towns and cities, giving priority to public transport, to commercial traffic and to cycling and walking." The substantial increase in housing in the area will have a major impact on traffic and many incoming residents will have jobs in Leeds and Manchester; a railway station would be a Godsend not only to them but to many existing residents who have a long and difficult commute on the M62.</p>	Noted	Comment noted.
393	<p>Developing the existing local service We support most of the proposals in the 'Northern Hub' strategy and welcome plans to electrify the route by 2018. However, we are concerned that the local stopping service pattern is at risk from some aspects of the hub proposals. Passengers have already been consulted about ill-conceived ideas to abandon the current stopping service pattern, which gives good connectivity between the expanding communities between Huddersfield and Stalybridge, in place of a 'skip stop' pattern of services. We are not convinced that six 'fast' trains an hour are needed on the Leeds- Manchester route; capacity pressures could be met by lengthening existing services to six or more vehicles. If six trains an hour is seen as meeting a wider need, we insist that our local service should not be sacrificed – additional infrastructure to meet the needs of faster passenger trains, local stopping services and freight should be provided by Network Rail. Our aspirations for the local service are: Maintain a stopping service between Huddersfield and Manchester</p>	Plan Updated	Improvements to the local services between Huddersfield and Manchester are now referenced.
393	<p><u>Move to a half-hourly pattern throughout the day</u></p>	Noted	This is already identified in Proposal 1: Connectivity
393	<p>Improve accessibility at stations, particularly at Marsden where the Huddersfield-bound platform 1 is by steep metal steps and Platform 2 (not used by most stopping trains) is similarly inaccessible with a very large gap between the train and the platform edge owing to the camber of the track.</p>	Noted	The route plan for the Huddersfield Line identifies accessibility improvements at Marsden.
393	<p>Develop stronger bus links to both Marsden and Slaithwaite rail stations. Better connectivity with other local services, especially Huddersfield – Halifax and Huddersfield-Sheffield</p>	Share Feedback	Comments shared with bus planning colleagues at Metro.
393	<p>Ensure there is sufficient and suitable rolling stock capacity to meet growth in the coming five years, with platform lengthening where necessary. For the longer term look to further increase capacity on the route with additional track including re-opening at least one of the disused bores at Standedge.</p>	Noted	RailPlan sets out that sufficient passenger capacity needs to be provided.
393	<p>Need for improved connections at Huddersfield The local service connects well with express services to Leeds and Dewsbury, though the connections to important local services, notably Halifax and Bradford, Wakefield, and Penistone, Barnsley and Sheffield are poor to the point of being outrageous. For example, the stopping service from Manchester Victoria arrives at Huddersfield at .12, just in time (by the time you have negotiated the lift or steps from platform 4b to 2) to miss the .13 departure to Sheffield. Whilst there is a good outward connection from the incoming stopping service onto the Halifax and Bradford train, which departs at .23, the return is farcical with the Bradford/Halifax train frequently pulling up into Platform 6 at .30 just as the .30 departure to Manchester Victoria is leaving. We are aware of the timetabling constraints as a result of the intensive TPE service but simply retiming the departing Victoria service by one minute would allow most connections to be made. It is difficult to imagine a more inadequate set of connections at what is a key hub – it certainly would not be regarded as acceptable on most European railways.</p>	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.

Respondent No.	Full Text	Action	Rationale for Action
393	<p>The need for a railway station to serve Golcar and Milnsbridge The road network in the Golcar and Milnsbridge area is unsuited to heavy traffic demands and Manchester Road itself, the main road corridor in the Colne Valley, suffers from congestion. There is a need for good public transport alternatives and rail could offer that. Traditionally, there were separate stations for both Golcar and Milnsbridge (Longwood & Milnsbridge) and both closed, along with Slaithwaite, in the late 1960s. Slaithwaite re-opened in 1982 and has been immensely successful with over 200,000 passengers each year. The local economies of Golcar, Milnsbridge and Longwood are at a disadvantage because of the lack of a rail link. Whilst nearer to Huddersfield and having good bus links, longer distance journeys, e.g. to Leeds or Manchester, are much more difficult. Marsden and Slaithwaite have benefitted from inbound visitors e.g. for the Huddersfield Narrow Canal, whilst Golcar and Milnsbridge – both with potentially much to offer visitors – are off the ‘tourist map’. Further, a rail link to Leeds and Manchester would be of enormous benefit to local people wanting to take up work and educational opportunities further afield. There is a long history of community support for a station to serve Golcar and Milnsbridge, and a suitable site has been identified in the Kirklees Unitary Development Plan, on a new site off Scar Lane, behind Royal Terrace. Aspirations for a new station to serve Golcar and Milnsbridge featured in Metro’s RailPlan 5. We support the views of SMART and the newly-formed GLAM (Golcar, Longwood and Milnsbridge) Transport Group who have sent separate representations about the need for a station, as well as members of the Colne Valley Area Committee. What we want to see in RailPlan 7 Development of the local stopping service between Huddersfield and Manchester (Victoria or Piccadilly) with a half-hourly interval throughout the day. Access improvements, particularly at Marsden station. A new station for Golcar/Milnsbridge. Improved bus links from surrounding villages to both stations. Timetable improvements to ensure better connections at Huddersfield with other local services, especially to Halifax and Bradford and to Barnsley and Sheffield. Thank you for considering our response and we hope that our aspirations will be reflected in the final plan.</p>	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
394	<p>Railfuture Yorkshire branch welcomes the vision for rail in West Yorkshire, “For West Yorkshire to have the best suburban railway in the country”. We welcome the four rail objectives, especially that of doubling annual rail patronage by 2026; however, we do not consider this to be ambitious enough, given that growth on some parts of the network over the past decade has been higher than this. We will not generally comment in this submission on things that we agree with, to save time and space. We will also not generally comment on individual line issues, as we expect that our affiliated user groups and/or their members will be doing this. Finally, we would draw your attention to our submission to DfT regarding the replacement franchise(s), and ask that you consider very carefully the points that we make in that document. We advocate a single franchise for the north of England. 1. Railfuture is very concerned, however, that the plan does not have the ambition that we wish to see and which we think is vital not only to achieve your four objectives but also to achieve the modal shift away from private transport which will help deliver the nation’s vital climate change objectives. It seems to us that the draft document has been unnecessarily constrained by the Route Utilisation Strategies (RUSs). These documents are about the utilisation of the current rail network. We note your comment on p50 that “there is limited capacity to accommodate further growth”. Our answer is to build that capacity. We believe that the current rail network in and to/from West Yorkshire is inadequate, and that the network needs to be expanded, partially to undo some of the worse mistakes of the Beeching era, and partially to develop entirely new lines that are needed in the 21st century. Examples of the former are Leeds –Cross gates – Wetherby, Bradford -Low Moor - Dewsbury via the Spenn Valley, and Menston – Otley but continuing on to Horsforth. Some of these might best be served by tram-trains. The prime example of a new route is Bradford Crossrail, which is vital to the regeneration of that great but declining city.</p>	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
394	<p>2. We also want to see an increase in station openings. Elland, Hipperholme/Lightcliffe, Cornholme/Portsmouth, Methley, Thornhill and Horbury are examples.</p>	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
394	<p>3. Railfuture would like to see increased inter-regional connectivity. Our members in Bradford, Calderdale and Kirklees particularly welcome the Grand Central open access service to London, and would like to see the timetable expanded. We also welcome the proposals by Alliance rail to run a Hull- Liverpool service via the Calder valley Line, and their proposal for a WY to London Euston service via the WCML, which will improve connectivity to a number of important intermediate cities including Milton Keynes. We want to see a direct, speedy service from Leeds to Lincoln, and support your ambition for an improved service to Sheffield and Nottingham.</p>	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
394	4. The poor service on Sundays needs addressing urgently. This refers to (a) the late start on most lines, and (b) the total lack of a Sunday service on others. This is not acceptable in our current era of an active seven-day week.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
394	5. We also feel that last trains from Leeds should be late enough for theatre and concert goers, and to connect with late trains from London and elsewhere.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
394	6. Other major service improvements required include the through service from Leeds to Goole, and the service on the Pontefract Line; the solution can be a joint one e.g. by extending the Wakefield – Knottingley service at both ends to become a Leeds – Goole service, giving Pontefract two trains an hour to Leeds. Furthermore, we want to see a regular service between the “Five Towns” and Doncaster, which can be achieved by extending the Leeds – Knottingley service.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
394	7. We would like Saturday timetables to be the same as for Monday to Friday, as that makes timetables easier to understand for the ordinary rail user.	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
394	8. We very much support the need you have identified for more car parking at stations, and consider that this should remain free as a charge will lessen the likelihood of modal shift from car to train and may have the opposite effect of causing some current rail users to change to car for the whole of their journey. We would point out that some station car parks normally fill up earlier than indicated in your documentation ; examples include Garforth, Woodlesford, Hebden Bridge and Sandal & Agbrigg. The very small number of rail users parking spaces at Halifax is a real issue, as is the lack of a free City Bus.	Noted	Comment noted.
394	9. As you have identified, good train-bus connections are vital, and there needs to be good communication between the rail operator and bus operators as to train late running, so that connecting buses can be held (obviously there has to be a finite time limit to this, except for buses meeting last trains.	Share Feedback	Comments shared with bus planning colleagues at Metro.
394	10. We also consider that more thought should be given to train connections, and timetables should be devised with connecting journeys in mind. An example of very poor timetabling is the arrival at Halifax of trains from Blackpool, just before the train to Brighouse and Huddersfield is leaving. This is not a scheduled connection and is only made if the train from Blackpool is on time.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
394	11. Rolling stock. The Pacers need to go as soon as possible, and certainly by 2016. High density seated 150s should be confined to short routes only. We trust that 185s cascaded after electrification will remain in the region, and we look forward to more class 333s following electrification (but with those units for longer distance services having appropriately seating -2+2, and a reasonable number of tables.	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
394	12. Fares. We are concerned that fare increases are making rail unaffordable to an increasing number of passengers. This applies to full price fares, but also to the concessionary fares for over 60s., some of which rose by several hundred per cent in January 2012. There need to be discounts for those working part-time for whom a Metro card or rail season ticket is not financially viable, and who therefore have to pay the full undiscounted fare on days that they travel Carnets may be the answer here, or an any ten day (say) “season ticket”. Smart cards may resolve this problem,	Noted	Comment noted.
394	13. Station facilities. We welcome your recognition of the three strata of stations in the region, but feel that the minimum standard for all principal town stations should be either a passenger lift or some other means by which people with significant mobility impairment can use both (or all) platforms. We also feel that all stations in this category should have such basic facilities as heated waiting rooms, platform canopies, a ticket office and toilets.	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
394	<p>14. Freight. Railfuture welcomes your recognition of the need for more long distance freight paths. We do not believe it is in the interests of our environment, or of the economy through congestion and accidents, that the M62 should often seem to be a land bridge from Ireland and the West Coast cities, towns and ports to the Humber ports and to the north east. We want to see the infrastructure built that will enable a major transfer of container traffic, and also allow lorry "piggy-backing". We note that you recognise the need to open up new routes. We feel that crucial to this is the reopening of the Woodhead line (even though little of the route is in West Yorkshire, its positive impact on West Yorkshire would be considerable. Secondly, we would like to see the Colne to Skipton route reopened, especially as a freight route and as a diversionary route, but one that will also greatly facilitate regeneration in Pendle and Burnley, both areas that will see continuing growth in commuting into Leeds, Bradford and other employment areas in West Yorkshire. Railfuture also wants to see more freight sidings and depots on West Yorkshire. Whereas significant amount of inter-modal freight arrives in Leeds or Wakefield by rail, there are still significant movements of large articulated lorries to get the containers from the railhead to the final destination. It seems incredible that there is no inter-modal railhead in Bradford, Kirklees or Calderdale districts. This should be addressed with new terminals in Bradford and Elland.</p>	Noted	Comment noted.
395	<p>Response from Burley Parish Council Burley Parish Council welcomes the opportunity to respond to this consultation document. We have identified a number of issues which affect Burley and more generally, the Wharfedale corridor. Burley in Wharfedale has little employment within the parish boundary with most people needing to travel outside Wharfedale, particularly into Leeds and, to a certain extent, into Bradford. All secondary schools are outside Burley with a high proportion of children travelling to Ilkley for secondary education. Proposed development under the Bradford Metropolitan District Council 'Core Strategy Development Plan' up to 2025 would generate in the approximate region of 3100 new dwellings within the Wharfe valley of which 550 would fall within the parish of Burley. The ongoing development will put increasing pressure on the road infrastructure and the current public transport services. There are a number of current transport issues in the Wharfe valley: i. lack of direct services with the principal referral hospital in Airedale. The need to make one or more changes in buses to reach the hospital poses serious difficulties for many patients and their families. The pressure on car parking at the hospital and the associated costs of parking emphasise the need for improved public transport links with this hospital; ii Transport to secondary schools. Currently this is predominantly by buses. In Burley the number of buses who pick up children in the region of the station in the mornings causes considerable congestion and a hazard for pedestrians. Trains running from Bradford and Ilkley towards Ilkley (the principal destination secondary school) are almost empty at this time so there is a need to move some school transport from road to rail. Rail objectives; Objective 1: Supported. There is little need for persuasion to use rail transport in the Wharfe valley although peak time services with Leeds will need to be increased by increasing train length and/or frequency. To accommodate increase train us there will be a need to address the lack of parking provision at stations and to persuade more people to walk/cycle to stations. We request that full attention is given to the comments from the Wharfedale Rail users' Group (WRUG). Objective 2: Satisfaction: we support the need to maintain vigilance on the issues that impact on satisfaction. With the planned re-opening of stations on the Wharfedale and Airedale lines problems of overcrowding can be expected to increase – before the impact of housing increases are felt. Objectives 3 & 4 points supported. 5.14 Wharfedale Line: 13 additional car parking spaces will not impact significantly on demand. Consideration needs to be given to linking 'Hoppa' bus services to the station at peak hours to reduce car parking demand. There is a degree of reluctance to use Shipley station in the evenings, once the ticket office is closed.</p>	Noted	Comment noted.
395	<p>iii Train connections These are generally good with Leeds and with Bradford although there is overcrowding at peak times on the Leeds services. With the planned housing increases pressures on the Leeds services are predicted to increase even as changes in working practices in some occupations towards more working from home occur;</p>	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
395	<p>iv Bus services: Addingham, Ilkley, Burley and Menston in the Wharfe valley fall within Bradford Metropolitan District Council but lack any direct bus connection with Bradford other than in the evenings. For people living at a distance from the train stations this makes travel to Bradford very difficult or encourages more parking at the stations. The new bus service from Ilkley to Harrogate has been much welcomed and has encouraged some movement from car towards public transport. The removal of the evening link between the Wharfe valley and Skipton has caused some inconvenience and a barrier to working in Skipton. Sunday services to Upper Wharfedale provide a good support for leisure activities. The needs presented for a new Transport Plan (p3, Intro) are experienced in the Wharfe valley. The 15 year strategy plan fits with the LDF framework and we welcome the focus on the 4 key themes. We support the 6 'big ideas' (P5). We would wish to make the comments on a number of the objectives. Travel Choices: The introduction of information at bus stops about expected arrival times has been much appreciated and needs to be extended. While the use of trains is a popular travel choice in Wharfedale bus is less so. Unless users are over 60 bus travel is expensive and deters use by families and people on lower incomes. The services do not reach across communities and linkage between communities is frequently not possible. It is acknowledged that overall demand levels may be relatively low but ways need to be found for ensuring that communities do not become isolated. The lack of services to the station in Burley in Wharfedale encourages parking at the station. The need to address the use of trains, rather than buses for part, if not all of the travel to Ilkley Grammar School is urged. The Parish Council supports the shift to cycling and this is in tune with the LDF. This Transport Plan insufficiently addresses how this can be achieved in the Wharfe valley and the associated costs. A narrow strip at the side of the A65 would not constitute a safe cycling route to Ilkley and to Otley. A properly designated safe cycling route is required. Connectivity: i. Both the road and rail links with Leeds Bradford airport need to be improved. ii Bus connections between Wharfedale and Bradford need to be improved. In general we support the proposals to strengthen the bus services but these will need to be accompanied by active campaigns to change the image of bus travel in some areas.</p>	Share Feedback	Comments shared with bus planning colleagues at Metro.
395	<p>v Parking at the train stations. In spite of regular efforts to discourage all day parking around the train stations there are difficulties as car parking at the stations is fully utilised and there are pressures on the surrounding streets.</p>	Noted	Comment noted.
395	<p>vi Cycling. Within Burley parish Plan there is a commitment to encourage an increase in cycling and the transfer of some journeys from car to cycle. This can be possible within Burley but there is an absolute lack of safe cycling routes to other communities in the Wharfe valley and to Leeds, Skipton and Bradford.</p>	Share Feedback	Comments shared with cycle planning colleagues at Metro and local authorities.
396	<p>Objectives & Vision - We fully support the three key objectives set out to achieve West Yorkshire's LTP Strategy over the next 15 years. Rail Plan 7 Support 4 key rail objectives. Strongly support integration and initiatives such as smart ticketing which is applicable region-wide and cross-region where possible. This will make travel by more sustainable modes much easier and more attractive, both for business and leisure,</p>	Noted	Comment noted.
397	<p>Introduction: Colne Valley Area Committee and its elected members The Colne valley Area Committee of Kirklees Council has recently been re-established and covers the two electoral wards of Colne Valley and Golcar. This response is an agreed statement from the elected members covering the two wards. Rail Plan 7 We fully endorse the four key priorities of the RailPlan: To double rail patronage in West Yorkshire; To improve passenger satisfaction; To develop a rail network that is more affordable to use, invest in and run; To exploit the benefits of high-speed rail when it arrives in West Yorkshire in the 2030s. Rail services in the Colne Valley The Huddersfield – Manchester Line (stopping service) does not feature as strongly as it might do in the draft and we endorse the response from SMART (Slaitwaite and Marsden Action for Rail Transport) which suggests that considerably more attention should be given to this important local service. Huddersfield and the two local stations serving Slaitwaite and Marsden are within the Metro area and all have enjoyed significant growth in patronage in recent years. The two Colne Valley stations (Slaitwaite and Marsden) are amongst the busier unstaffed stations in West Yorkshire. The Colne Valley as a whole has seen significant housing development which has led to a change in travel patterns; increasingly people are living in the Colne Valley and commuting by rail to Manchester as well as to Huddersfield and Leeds. Slaitwaite and Marsden have benefitted from this, although Golcar and Milnsbridge, despite being on the railway, are not served by a railway station. Recently announced plans to renew and develop Slaitwaite;s Globe Mill in a partnership between Globe's owner, Huddersfield University and global company 3m will create transport demand which we hope will benefit the railway.</p>	Noted	Comment noted.

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Respondent No.	Full Text	Action	Rationale for Action
397	Developing the existing local service We support most of the proposals in the 'Northern Hub' strategy and welcome plans to electrify the route by 2018. However, we are concerned that the local stopping service pattern is at risk from some aspects of the hub proposals. Passengers have already been consulted about ill-conceived ideas to abandon the current stopping service pattern, which gives good connectivity between the expanding communities between Huddersfield and Stalybridge, in place of a 'skip stop' pattern of services. We are not convinced that six 'fast' trains an hour are needed on the Leeds- Manchester route; capacity pressures could be met by lengthening existing services to six or more vehicles. If six trains an hour is seen as meeting a wider need, we insist that our local service should not be sacrificed – additional infrastructure to meet the needs of faster passenger trains, local stopping services and freight should be provided by Network Rail.	Noted	Comment noted.
397	Our aspirations for the local service are: Maintain a stopping service between Huddersfield and Manchester	Plan Updated	Proposal 1: Connectivity now identifies a half hourly service on this route.
397	Move to a half-hourly pattern throughout the day	Plan Updated	Proposal 1: Connectivity now identifies a half hourly service on this route.
397	Improve accessibility at stations, particularly at Marsden where the Huddersfield-bound platform 1 is by steep metal steps and Platform 2 (not used by most stopping trains) is similarly inaccessible with a very large gap between the train and the platform edge owing to the camber of the track.	Noted	The route plan for the Huddersfield Line identifies accessibility improvements at Marsden.
397	Develop stronger bus links to both Marsden and Slaithwaite rail stations. Better connectivity with other local services, especially Huddersfield – Halifax and Huddersfield-Sheffield	Share Feedback	Comments shared with bus planning colleagues at Metro.
397	Ensure there is sufficient and suitable rolling stock capacity to meet growth in the coming five years, with platform lengthening where necessary	Noted	RailPlan sets out that sufficient passenger capacity needs to be provided.
397	The need for a railway station to serve Golcar and Milnsbridge The road network in the Golcar and Milnsbridge area is unsuited to heavy traffic demands and Manchester Road itself, the main road corridor in the Colne Valley, suffers from congestion. There is a need for good public transport alternatives and rail could offer that. Traditionally, there were separate stations for both Golcar and Milnsbridge (Longwood & Milnsbridge) and both closed, along with Slaithwaite, in the late 1960s. Slaithwaite re-opened in 1982 and has been immensely successful with over 200,000 passengers each year. The local economies of Golcar, Milnsbridge and Longwood are at a disadvantage because of the lack of a rail link. Whilst nearer to Huddersfield and having good bus links, longer distance journeys, e.g. to Leeds or Manchester, are much more difficult. Marsden and Slaithwaite have benefitted from inbound visitors e.g. for the Huddersfield Narrow Canal, whilst Golcar and Milnsbridge – both with potentially much to offer visitors – are off the 'tourist map'. Further, a rail link to Leeds and Manchester would be of enormous benefit to local people wanting to take up work and educational opportunities further afield. There is a long history of community support for a station to serve Golcar and Milnsbridge, and a suitable site has been identified in the Kirklees Unitary Development Plan, on a new site off Scar Lane, behind Royal Terrace. Aspirations for a new station to serve Golcar and Milnsbridge featured in Metro's RailPlan 5. We support the views of SMART and the newly-formed GLAM (Golcar, Longwood and Milnsbridge) Transport Group who have sent separate representations about the need for a station.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
397	What we want to see in RailPlan 7 Development of the local stopping service between Huddersfield and Manchester (Victoria or Piccadilly) with a half-hourly interval throughout the day. What we want to see in RailPlan 7 Development of the local stopping service between Huddersfield and Manchester (Victoria or Piccadilly) with a half-hourly interval throughout the day. Access improvements, particularly at Marsden station. A new station for Golcar/Milnsbridge. Improved bus links from surrounding villages to both stations. Thank you for considering our response and we hope that our aspirations will be reflected in the final plan.	Noted	Rail plan now includes reference to half hourly local services between Huddersfield and Manchester. It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
398	Detailed feedback received. Key points only: We are fully supportive of the vision and supporting objectives. Additional capacity is needed both to accommodate existing peaks in demand and provide for further growth.	Noted	Comment noted.
398	The RailPlan does not consider, in detail, the role Network Rail plays in railway operations, delivery of operational performance and the importance placed by the McNulty report on devolution within Network Rail and also the potential for greater integration between train operations and infrastructure. Care should be taken to ensure that work already underway within the industry to deliver greater cooperation, to drive efficiency and improved outputs at a route level, is supported by the RailPlan's implementation.	Noted	Comment noted.
399	Detailed paper received. Key points only: Comfort. New rolling stock to replace existing Class 150s	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.

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Respondent No.	Full Text	Action	Rationale for Action
399	Convenience. Harrogate-Ripon-Northallerton. Restore through trains	Plan Updated	RailPlan sets out why reopening former routes is not included but will be reconsidered where there is a compelling business case and funding available.
399	Car parking to encourage park and ride.	Noted	Comment noted.
399	Reduced cost of travel	Noted	Comment noted.
399	Provide a strategic route north 15 fuel saving miles shorter than via York. Provide faster route from Leeds to Northallerton/Newcastle than via York. Create an alternative diversionary route from York to Northallerton. Allow modal shift. Reduce CO2 emissions. Reconnect Ripon and Wetherby to the national rail system. Provide Harrogate with through trains to beyond Leeds and York as at present. Reduce current Harrogate-Northallerton journey time by 55 minutes. Reduce congestion at York and Leeds. Allow freight to be diverted away from the ECML. Address oil predictions. Conclusions Thank you again for the opportunity to comment on the RailPlan. We look forward to continuing our partnership with Metro to deliver improvements to rail users and the targets within the RailPlan, If you would like to discuss in detail any of the points made in our response as you develop the RailPlan please do not hesitate to contact me.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed. RailPlan sets out why reopening former routes is not pursued.
400	BACKGROUND 1) The problem of rail service provision for Pontefract and the 5 Towns is made perfectly clear from the general route map for West Yorkshire. It is immediately obvious that, for every service but one - The Pontefract Line - all cross the county boundary to serve the next city, town or significant railhead. 2) Only on the Pontefract line do we have an artificial terminus at the county boundary (Knottingley), which constrains all rail journeys to be made in the small sector between West & North West (Wakefield and Leeds), effectively making present services one-way only. Journeys to the East, South and (to a lesser extent) North are only possible with significant wasteful travel in the wrong direction. 3) The problem is an historic one associated with the complex boundary intersections to the east of Knottingley arising out of the unnatural bulge of North Yorkshire to embrace the Selby District. 4) The reasons for this unfortunate state of affairs are not good but need not be expanded here. The upshot has been that over the last few decades the services through Pontefract have systematically been run down to the level of being unusable for almost all purposes, for no other reason than they ran through three different counties in a short distance and so were easy targets to cannibalize in order to strengthen other services. 5) It is important and instructive to note that, even under the stern examination of the Beeching Report, the two services in question : Leeds - Goole and Sheffield - York were recommended for retention. Neither was inherently weak, but both were gradually and deliberately run down to their present state for the reasons just given. 6) The argument is often advanced that in order to make good the obvious injustice of this situation, a strong business case has to be made to support it. While this may be true of a proposed new service, we contend that, in the case of an existing poor service, the argument should be reversed and that a strong case should be mounted to justify why it is that, against a background of generally good, logical and sometimes excellent services over West Yorkshire as a whole, a single exception of poor service provision can be allowed to continue, on the grounds that it is merely an unfortunate historical accident. 7) A further relevant point is that Metro services are supported to a level of about two-thirds by general taxation. A consequence of this is that, effectively, the Pontefract area, with relatively poor service provision is subsidising more affluent areas, particularly to the north of Leeds, to enjoy very good services. This cannot be justified from any point of view. We therefore make the point that the regularization of services in the Pontefract area should be one of Metro's higher priorities on the grounds that a single, glaring exception to the general rule should not be allowed to continue. The new franchise to come into operation in 2014 offers a good opportunity for a historic injustice to be put right. 8) The 5 Towns area has a population of about 110,000, and rail provision varies across the district, with the northern half of Castleford and Normanton being served by the Hallam Line, which is a generally satisfactory service. The southern half, comprising Pontefract, Knottingley and Featherstone, suffers the impact of poor service provision more keenly. The economic regeneration of the whole area (previously much dependent on heavy industry) has been made a priority, with Pontefract and Castleford designated special growth areas. The future economic viability of Pontefract in particular is seen to be significantly connected to its historical heritage and the quality of its connectivity for tourism purposes must be improved. 9) Our contention therefore, is that talk of economic regeneration of the 5 Towns district,	Noted	Comment noted.

Respondent No.	Full Text	Action	Rationale for Action
400	<p>PROPOSALS 1) Already discussed and agreed to in principle is the extension of Knottingley-Wakefield (K) to Leeds via Westgate. This gives Pontefract and Knottingley a half-hourly all-day service to Leeds. It has the additional benefit of linking Featherstone and Streethouse to Leeds, much improving these growing communities' journey opportunities. We propose also a Sunday 2-hourly service which, together with the existing via Castleford, gives an hourly service to Leeds for Pontefract and Knottingley. 2) This is a better option than doubling the frequency of the Leeds-Knottingley service via Castleford, which would involve three trains per hour between Castleford and Leeds. This level of service is excessive as an all-day service. However, patronage of this service is such that we envisage the need for peak enhancements on this line, which should run between Leeds and Pontefract (Monkhill). Terminating at Monkhill enables Glasshoughton and Pontefract to be served, but obviates the need for troublesome running-round at Knottingley. Knottingley would still retain its half-hourly Leeds service, alternately via Wakefield and Castleford. The infrastructure at Monkhill still remains to deal with stock movements. 3) There are different options for services east and south of Knottingley and infrastructure problems associated with a service to Doncaster, but services passing through the district are, in our view, essential for the area's regeneration. 4) The restoration of the service to Goole should not be seen merely as a linking of the M62 corridor's commuter villages and towns to Leeds, but also as creating access to Humberside from the 5 Towns area. Currently, this access is impossible by rail via Doncaster and expensive, wasteful and time-consuming via Leeds. There are two obvious options for this connection. (a) Reinforce the current Leeds - Goole service to a usable level. Although it would be initially attractive to consider a 2-hour service over the Goole branch, it may prove awkward to integrate this efficiently into an existing hourly Leeds-Knottingley service. Another variation of this would be to introduce a less-than-hourly service from Leeds - Goole over and above the hourly Leeds-Knottingley, which would give a usable level of service to Goole, while acting as a peak enhancement service between Knottingley, Pontefract Castleford and Leeds. (b) Extend the proposed Leeds - Wakefield (W&K) – Pontefract - Knottingley service to Goole, which brings the added benefits of Goole- line passengers having access to Wakefield and, reciprocally, the Wakefield area having better access to Humberside. 5) The connection to Doncaster is ultimately more important, but more difficult to implement because of the need to provide extra platforms at Knottingley or otherwise re-design the station, as platforms only exist on the Goole line. It would be possible for Leeds - Knottingley trains to run to Doncaster from the Goole- line platforms by reversal at England Lane, but that is likely to be an unattractive option operationally. In the first instance, connection of the 5 Towns to Doncaster would be better achieved by making use of a more widely proposed Leeds - Lincoln service, which, if implemented, should run from Leeds – Wakefield - Pontefract(M) – Doncaster - (Robin Hood Airport) - Lincoln. Such a longer semi-fast service would only stop at Pontefract in the 5 Towns but would immediately open up the area to the South and East of England. It would follow from this that Pontefract (Monkhill) would have a small, but significant interchange function and this should be borne in mind when development of that station is undertaken.</p>	Noted	Comment noted.
400	<p>SUMMARY In order to secure the objectives of opening up the 5 Towns area to through services as quickly, simply and efficiently as possible, so as to redress the injustice of the past and promote the regeneration of the area, we propose the following service pattern for Railplan 7 and the new franchise in 2014. a)Introduce a Leeds - Wakefield (W&K) - Pontefract - Goole hourly (2 hourly Sunday) service to subsume the present Wakefield(K) - Knottingley service: i.e. the current service extended at both ends to give a longer, more comprehensive service.</p>	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
400	<p>b) Retain the hourly Leeds – Castleford – Pontefract – Knottingley service, but introduce peak-hour enhancements Leeds – Pontefract only. (2 hourly Sunday). This service to be extended to Askern & Doncaster as soon as infrastructure work at Knottingley can be done.</p>	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
400	<p>c) Introduce a new semi-fast service Leeds – Wakefield (W&K) – Pontefract – Doncaster – (Robin Hood Airport) – Gainsborough – Lincoln, preferably at an hourly frequency. For Pontefract Line services, we believe that this service pattern would bring the greatest benefit in the simplest way, not only to the 5 Towns area but to the greater Wakefield and Leeds areas also.</p>	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.

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Respondent No.	Full Text	Action	Rationale for Action
400	The Dearne Valley Line. 7) This service is not a Leeds-based commuter service but it does have some commuter potential to York & Sheffield, though its principal purpose is for long-distance and intermediate-distance leisure and business travel. The present level of service makes it impossible to use for day return travel to the South and it can only be used for a half-day to York. It can bring passengers into Pontefract for a few hours, but otherwise can only be used for odd single journeys in the day. The problem is that the Sheffield – Moorthorpe – Leeds service and some Hull – Selby – York trains have improved provision at the southern and northern ends of the line, but have isolated the largest communities in the middle. At the least, an enhanced York – Sheffield local service should be 2-hourly from 07.XX to 21.XX to be usable for most purposes, including commuting and longer-distance journeys in the day.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
400	In connection with possible changes to Trans-Pennine services and the growth of the greater York area, the need for a half-hourly service on the York – Scarborough route has been pointed out, in which case, the second train per hour should run to Sheffield instead of Leeds; the York – Leeds corridor already being very well served. We therefore support the introduction of a Scarborough – York – Pontefract – Sheffield hourly service to subsume the present York – Pontefract – Sheffield service as the better alternative. The S & K joint line still remains as a cross-country diversionary route, which has the potential to accommodate longer- distance services should they become desirable or operationally necessary. If such proposals were to materialize, we would argue for a stop at Pontefract Baghill to serve the 5 Towns for longer-distance journeys to the North-East and the Midlands & South.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
400	8) Conclusion Although the proposals here are made principally with the benefit of the 5 Towns area in view, we have tried to make proposals, in the first instance, that do not require any infrastructure interventions, that benefit the wider West Yorkshire area as a whole and make more sense of the total West Yorkshire service pattern that is particularly deficient in the south-eastern part of the district, in the 5 Towns area. We have tried also to make these proposals consistent with those of other groups, such as Railfuture. We are aware that these proposals differ in detail from those of Pontefract & District Rail Action Group. For full implementation, the P&DRAG proposals require infrastructure changes at Castleford & Knottingley and therefore are regarded as slightly longer-term. While the Civic Society entirely supports the views of P&DRAG, these proposals have been made to be capable of implementation without these interventions and to meet the deadline for Railplan 7. Pontefract Civic Society, June 2012	Noted	Comment noted.
401	Detailed paper received. Key points only: Infrastructure issues associated with providing new and improved services: platform capacity and accessibility at Castleford and platform availability at Knottingley.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
401	Priorities for new and improved links. Improve connectivity to York and Doncaster	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
401	Link Castleford, Pontefract, Knottingley, Glasshoughton to Doncaster by extending Leeds - Knottingley trains there.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
401	Goole would be best served by extending alternate Leeds - Knottingley trains to terminate there, with the others serving Doncaster. This would give Goole a tow hourly services, seven or eight trains per day.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
401	York - Castleford - Glasshoughton - Pontefract Monkhill - Knottingley - Doncaster calling also at Norton and Askern (and possibly Ulleskelf, Church Fenton and Shernum-in-Elmet between York and Castleford) two hourly frequency initially.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
401	Pontefract is the only town of its size and stature in West Yorkshire not to have at least a half hourly service linking it to Leeds.	Noted	Proposal 1: Connectivity identifies the need to increase frequency on this route.

Respondent No.	Full Text	Action	Rationale for Action
402	<p>1. Recognition of all our recent work on the Harrogate Line. Frankly I am very disappointed that all the work which the Harrogate Line Rail Officers Group, specifically Graham North, Nick Greenwood, Mark Leving and myself, have put into identifying the right objectives for the whole of the Harrogate Line are simply not reflected at all in Railplan 7. 2. Political preference for West Yorkshire. To me it appears that as indicated in the Foreword by the WYITA Chair, this draft of Railplan 7 reflects solely the political interests of the West Yorkshire Councillors and not the wider economic interests of the Leeds City Region, which it claims to do in Section 2.2 page 17 " To improve connectivity to support economic activity and growth in West Yorkshire and the Leeds City Region." 3. Bid for devolution of powers to control Yorkshire rail is flawed. Therefore my starting point is that WYPTE's bid to Government for devolution of powers to direct investment and control train services across the Region is totally flawed as this report is so heavily biased in favour of the "left" side of Yorkshire - to the obvious detriment of the "right". 4. Caldervale Line is rated much higher than Harrogate Line For example, comparison of Sections 5.7 on the Caldervale Line and 5.9 on the Harrogate Line illustrates the preference given to the former that is described as a "Poor performing l with ageing trains and inadequate service pattern." The Caldervale Line is scheduled to get improvements in rolling stock, infrastructure, journey time improvements and lots of car parking plus direct services to Manchester Airport. Whilst the Harrogate Line which is described as a " Well used commuter route but old roiling stock and mixed operation performance" gets nothing beyond Horsforth - and that mythical promise "Tram-train" to Leeds Bradford International Airport. (More comments later in Item 8)</p>	Noted	Comment noted.
402	<p>5. Car Parking at Stations - except on the Harrogate Line. The sections on Interchange between modes on page 33 and Gap 11 on page 40 state correctly that much of the car parking capacity is fully used by 08.30. But there is no suggestion that anything should be done about this situation on the Harrogate Line - apart from Horsforth. We agree that the provision of sufficient car parking capacity could double rail demand - so why not include this?</p>	Noted	Headingley and Burley Park stations are not suitable for car parks. Metro are working with North Yorkshire County Council to consider possible parking elsewhere on the route.
402	<p>6. New Stations - vital on the Harrogate Line Several additional stations are vital on the Harrogate Line to serve key residential areas where occupants work in Leeds or York or Harrogate. Even within West Yorkshire there is a need for at least one Station with a new Park & Rail site between Weeton and Horsforth - such as at Arthington and/or Bramhope - also serving Yeadon and Cookridge. (See Item 7). Within North Yorkshire, there is likewise a need for large park and rail sites south of Harrogate, east of Knaresborough and west of York - but none are even considered in Future Developments on the Harrogate Line.</p>	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
402	<p>7. Leeds Bradford Airport Parkway - proposals ignored We feel very strongly that the biggest failure of Railplan 7 is the total omission of our proposals for a large Parkway-style station near the end of the runway and the far end of the long-stay car park at the Airport. This would enable existing and potential new services on the Harrogate Line to provide an Airport passenger service in all directions - every 15 minutes. Our detailed solution is to build a Leeds Bradford Airport Parkway Station almost on top of the southern end of the Bramhope Tunnel. This is about 1km at the most from the Terminal Building which could easily be serviced by the existing Long Stay Car Park shuttle buses visiting the proposed Station as the first and last stop before the Terminal Building. (i.e. first stop out of the Terminal for inbound passengers and last stop on return to the Terminal for departing passengers.) This would be similar in arrangements to Liverpool and Southend for example. This would be much better than the current Airport Bus Services in terms of frequency, speed, capacity and quality of service</p>	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
402	<p>8. Tram-Train from Leeds City to the Airport Section 5.9 page 67 once again proposes a Tram-Train link to the Airport on a new track through the centre of Leeds and from Horsforth to the Airport. After extensive enquiries we are convinced that such a Leeds Tram-Train link will only benefit Leeds - and that will be very expensive and very slow compared with our proposed faster and more frequent electrified trains. There are also numerous technical and economic weaknesses of such tram-trains that now need to be highlighted and which we are compiling into a separate paper. Such a service would not enable air passengers to or from York, Knaresborough or Harrogate to access the Airport, whereas our proposals enable everyone to benefit from the proposed new Station on the existing line.</p>	Noted	Comment noted.
403	<p>X - party transportation meetings for councillors (on the 2nd / 4th July --- 2 meetings to try to accommodate the attendees. Comments back on the consultation were :- RailPlan - historically West Yorkshire / the North has suffered from a lack of investment in rail infrastructure. Infrastructure investment has not kept pace with the patronage increase over recent years and any investment should be supported. Freight / RailPlan - extra capacity needed on the TransPennine line for freight. Not enough TP freight movements happen on the railways – and we need to be bold to improve this –eg –re-open standedge tunnels.</p>	Noted	Comment noted.

RailPlan 7 - Results and Responses

Respondent No.	Full Text	Action	Rationale for Action
404	Penistone Line – SYPTE agree with the need for significant improvements to rolling stock quality and passenger facilities and for new infrastructure to facilitate more frequent services while enhancing reliability. However, we do not believe that this route is a priority for the development of light rail (tram-train) operation or that light rail would necessarily be the most appropriate or cost-effective solution for this route.	Noted	Comment noted.
404	It would be helpful if the network map (Fig 1) identified the routes using the descriptions used elsewhere in the plan (Airedale, Caldervale etc.)	Plan Updated	Figure 1 now includes labels.
405	Need to ensure that platforms and trains are longer whilst maintaining current frequency, and improving intergration with buses, eg putting bus stops at stations	Noted	Comment noted.
405	It is key to maintain current services, whilst increasing train capicity before any increase in service,	Noted	Comment noted.
406	More direct services from Bradford to reduce need to change at Leeds which is particularly difficult for people wiwth vision problems.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
407	At Northern Rail we fully endorse the four key priorities of RailPlan 7: To double rail patronage in West Yorkshire; To improve passenger satisfaction; To develop a rail network that is more affordable to use, invest in and run; To exploit the benefits of high-speed rail when it arrives in West Yorkshire in the 2030s. We welcome the priorities have then been taken into depth on how we can see rail investments for each line within the West Yorkshire area and this is key to successful delivery. Railplan delivery will also be key to supporting national investments such as the Northern Hub and TransPennine expansion; and improving the local connectivity and creating more user friendly timetables and service expansions, will go a long way to supporting these interventions and delivering the increased patronage. We also look forward to partnership working on the softer measures such as Smart ticketing, marketing and pricing that will be key to filling the gaps, driving public transport reliance and delivering schemes financial paybacks, while supporting the economy of the Leeds City Region.	Noted	Comment noted.
Technical Workshop 290512	What do we mean by 'suburban'? Should we include the word 'suburban'?	Plan Updated	The word 'suburban' has been removed from the vision.
Technical Workshop 290512	How about 'West Yorkshire to be the best connected area in the country'?	Noted	Comment noted.
Technical Workshop 290512	Say more about regional connectivity to London etc.	Plan Updated	Reference to the case for improved longer distance services has been added.
Technical Workshop 290512	Need to say something here about re-balancing the economy, the downturn and improved rail can help get us out of the economic mess we are in.	Noted	Comment noted.
Technical Workshop 290512	Improving counter flows and use of off-peak capacity can be done with relatively low investment just needs to be marketed better and make use of smart ticketing. How do we drive the off-peak market?	Noted	Comment noted.
Technical Workshop 290512	Important the rolling stock is identified in order to be able to deliver 100%.	Noted	Comment noted.
Technical Workshop 290512	Is 100% realistic? Does this include intercity passengers?	Noted	100% growth is based on numerical analysis.
Technical Workshop 290512	What do we mean by doubling rail patronage? More capacity or utilising all existing capacity? What is the breakdown across the day off-peak/peak? Where would the doubling patronage be coming from?	Noted	Doubling of rail patronage to Leeds. There is a need to provide sufficietn capacity to enable this. Doubling across the day. Demand growth from new demand and abstraction from car.
Technical Workshop 290512	Already have Tracker Survey target 6.6 > 7.0 /10	Noted	Comment noted.

RailPlan 7 - Results and Responses

Respondent No.	Full Text	Action	Rationale for Action
Technical Workshop 290512	Add in TOCs own targets for NPS	Noted	Comment noted.
Technical Workshop 290512	Station facilities need to be consistent both in and outside of West Yorkshire and consistent through line of route. More coordination for cross boundary routes/stations. Duty to co-operate. Business doesn't think stations are good enough – need to be more ambitious, need to have the right perception	Noted	Comment noted.
Technical Workshop 290512	At a minimum the satisfaction score should be to meet the industry standard level and aim to be above that.	Noted	Comment noted.
Technical Workshop	TPE are trialling the use of smart media for disruption updates.	Noted	Comment noted.
Technical Workshop 290512	Investing in electrification. Will power generating companies be able to cope with increased demand from electrification?	Noted	Comment noted.
Technical Workshop 290512	Statement 'value for money' does not necessarily mean reducing fares, should the RailPlan clearly state this?	Noted	Comment noted.
Technical Workshop 290512	Reinforce wider benefits that the railway the railway can generate for the economy of the local community.	Noted	Comment noted.
Technical Workshop 290512	Need a 'marketing plan' to sell the value for money of the railway versus the real cost of running a car/parking.	Noted	Comment noted.
Technical Workshop 290512	New investment in stations to attract more passengers.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
Technical Workshop 290512	Interchange to get onto HS2 time needs to be as quick as possible or you lose the benefit of it.	Noted	Comment noted.
Technical Workshop 290512	Once the station location is announced we need to determine how best to connect to it.	Noted	Comment noted.
Technical Workshop 290512	What do we mean by 'classic network' do we mean East Coast? Rename 'conventional network'?	Noted	Comment noted.
Technical Workshop 290512	Don't want blight in locations?	Noted	Comment noted.
Technical Workshop 290512	NYCC would like a East Leeds Parkway station and spur into Leeds.	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
Technical Workshop 290512	Not clear what will happen north of Leeds.	Noted	Comment noted.
Technical Workshop 290512	Got to have certainty that HS2 will happen and that the economy will grow.	Noted	Comment noted.
Technical Workshop 290512	Do we need another box for further future aspirations?	Noted	Comment noted.

RailPlan 7 - Results and Responses

Respondent No.	Full Text	Action	Rationale for Action
Technical Workshop 290512	Harrogate line – tram train to airport is not mentioned earlier in the RailPlan.	Noted	Comment noted.
Technical Workshop 290512	Don't just mention laptops with regards to use on board trains include smart phones/other mobile devices etc's?	Plan Updated	Updated to refer to other mobile devices.
Technical Workshop 290512	Network Improvements	Noted	Comment noted.
Technical Workshop 290512	Network diagram - Amend key and colours to signify the stations not in West Yorkshire.	Plan Updated	The network diagram has been updated.
Technical Workshop 290512	Add major connections beyond network e.g. ECML?	Noted	Comment noted.
Technical Workshop 290512	Add Scarborough, Hull to diagram?	Noted	Comment noted.
Technical Workshop 290512	Ensuring services beyond the boundary are not worsened e.g. Leeds/Lancaster/Morecambe/Settle/Carlisle	Noted	Comment noted.
Technical Workshop 290512	No journey time loss for longer distance journeys e.g. York – Blackpool	Noted	Comment noted.
Technical Workshop 290512	Todmorden curve	Noted	Todmorden curve is now included in the Caldervale Line route plan.
Technical Workshop 290512	Tram train	Noted	Comment noted.
Technical Workshop 290512	External to West Yorkshire improvements plans e.g. Harrogate – York	Noted	Comment noted.
Technical Workshop 290512	Other line speed improvements	Noted	Comment noted.
Technical Workshop 290512	Double tracking or other track capacity improvements	Noted	The Yorkshire Rail Network Study will consider the case for service enhancements, and the need for additional capacity, on the Harrogate line.
Technical Workshop 290512	No detriment to long distance journey times e.g. Scarborough – Manchester	Noted	Comment noted.
Technical Workshop 290512	Summary 'Significant overcrowding on local and regional services' When? Quantify?	Noted	Comment noted.
Technical Workshop 290512	Check with South Yorkshire on their position for light rail	Noted	Comment noted.
Technical Workshop 290512	How would we integrate Enterprise Zone into the network?	Noted	It is currently planned that connectivity to the Enterprise Zone would be bus based.

RailPlan 7 - Results and Responses

Respondent No.	Full Text	Action	Rationale for Action
Technical Workshop 290512	Summary 'One of the best performing lines in West Yorkshire with high quality electric trains' What does it mean?	Noted	Comment noted.
Technical Workshop 290512	Does recasting of services include more frequent/faster services York/Selby/Hull?	Noted	Comment noted.
Technical Workshop 290512	How to ensure economic growth in Hull is supported by Network – new developed will mean that Hull needs to be better connected.	Noted	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
Technical Workshop 290512	Planned box include 'Electric Horseshoe'	Noted	Electrification to Selby is included in the York and Selby route plan.
Technical Workshop 290512	Can we be more explicit to bidders about what we need e.g. exactly how many additional trains, how many new parking spaces, the associated infrastructure?	Noted	Comment noted.
RUG Workshop 130612	New station Maningham	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
RUG Workshop 130612	New station between Crosshills	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
RUG Workshop 130612	Bradford Cross Rail	Noted	The cost of connecting the two Bradford stations is unlikely to represent value for money.
RUG Workshop 130612	No more new stations will slow journey times for longer distance	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
RUG Workshop 130612	No fares collected	Share Feedback	This feedback will be shared with colleagues at Northern, who are responsible for fare collection on this route.
RUG Workshop 130612	Corridor needs extending to Carlisle	Noted	Comment noted.
RUG Workshop 130612	Leeds - Carlisle, fill 3 hour gaps in service	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
RUG Workshop 130612	Leeds - Carlisle, all trains require minimum 4 car formation	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
RUG Workshop 130612	Leeds - Carlisle, presently no evening service	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
RUG Workshop 130612	Leeds - Carlisle, increase line speed to 75mph	Noted	Proposal 1: Connectivity identifies the need for quicker services. As part of the Yorkshire Rail Network Study metro will work with the rail industry to identify cost effective ways to improve journey times, which may included increasing line speeds.
RUG Workshop 130612	Leeds - Carlisle, improve connectivity at Carlisle and Leeds	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.

Respondent No.	Full Text	Action	Rationale for Action
RUG Workshop 130612	Leeds - Calisle, first arrival in Leeds not till after 0830	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
RUG Workshop 130612	Leeds - Carlisle, only 3 trains a day on Sundays	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
RUG Workshop 130612	Leeds - Carlisle, 2 hourly Lancaster/Morecambe service required	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
RUG Workshop 130612	Leeds - Carlisle, new Manchester - Blackburn - Carlisle	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
RUG Workshop 130612	New station Armley	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
RUG Workshop 130612	Capacity issues between Sowerby Bridge and Hebden Bridge	Noted	Proposal 2: Crowding identifies the need to provide sufficient passenger capacity to accommodate increased demand.
RUG Workshop 130612	Electrification should be done at same time as transpennine	Noted	Funding has been identified for the Trans Pennine electrification and the scheme is currently being developed. Metro is working with the rail industry to secure electrification for the Caldervale route, but as yet funding is not available.
RUG Workshop	Line speed improveemnts Milner Royd - Bradford and Hall Royd - Bumley	Noted	Northern Hub time improvements are included.
RUG Workshop	Signal enhancement Hebden Brideg - Milner Royd	Noted	Resignalling between Huddersfield and Bradford is included.
RUG Workshop 130612	New station Elland	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
RUG Workshop 130612	Ticket office Sowerby Bridge	Plan Updated	Proposal 5: Journey Experience now identifies the aspiration for ticket machines at all stations. It is unlikely that a case could be made for a ticket office at Sowerby Bridge.
RUG Workshop 130612	Ticket office Brighouse	Plan Updated	Proposal 5: Journey Experience now identifies the aspiration for ticket machines at all stations. It is unlikely that a case could be made for a ticket office at Brighouse.
RUG Workshop 130612	Halifax platform 3	Noted	Emerging planning works suggest the additional platform is not necessary, but this will be revisited if palns change.
RUG Workshop 130612	Todmorden curve		Todmoden curve is now included in the Caldervale Line route plan.
RUG Workshop 130612	Network Improvements diagram does not show Dearne Valley Line, also missing from individual route plans	Noted	Comment noted.
RUG Workshop 130612	South Yorkshire need better service at Wombwell and Chapeltown	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
RUG Workshop	Horbury junction - removal of 20mph restriction	Noted	Speed improvements at Horbury are identified in the Hallam
RUG Workshop 130612	New station Horsforth Woodside	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.

Respondent No.	Full Text	Action	Rationale for Action
RUG Workshop 130612	New station Arthington	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
RUG Workshop 130612	New station Knaresborough East	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
RUG Workshop 130612	Tram train to airport	Noted	A link to the airport is identified in the Harrogate Line route plan.
RUG Workshop 130612	LBIA station paid for by airport in part	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
RUG Workshop 130612	Standardisation of rolling stock	Noted	Proposal 3: Reliability identifies the need for standardised rolling stock.
RUG Workshop 130612	Smart Cards	Noted	Proposal 4: Integration identifies the need to implement smart card technology.
RUG Workshop 130612	Cottingley needs 2 trains per hour. Will the Bridghouse trains have time to stop when electrified?	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
RUG Workshop 130612	Cottingley footpath approach to the station (North side)	Noted	Comment noted.
RUG Workshop 130612	White Rose offered to fund a station will faster electric service be able to accommodate this?	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
RUG Workshop 130612	Ravensthorpe needs 2 trains per hour	Noted	Proposal 1: Connectivity identifies the need to increase frequency at this station.
RUG Workshop 130612	Cottingley needs screens	Noted	This is identified in Proposal 1: Connectivity.
RUG Workshop 130612	Double track sections of Penistone line currently single	Noted	More frequent services are identified as an aspiration in the route plan for the Penistone Line. Double tracking part of the route may be necessary to deliver this.
RUG Workshop 130612	Penistone - 2tph to give 30mins frequency	Noted	Proposal 1: Connectivity identifies the need to increase frequency on this route.
RUG Workshop 130612	Penistone - new rolling stock	Noted	Proposal 5: Journey Experience identifies the need for more modern rolling stock.
RUG Workshop 130612	Penistone - additional early morning service to improve interchange at Sheffield	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
RUG Workshop 130612	Car parking at Honley	Plan Updated	The route plan now identifies the need for more parking on the route.
RUG Workshop 130612	Hourly Sunday service needed on Penistone	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
RUG Workshop 130612	Better connectivity on Penistone - earlier and later trains from Huddersfield	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.
RUG Workshop 130612	Additional capacity on Penistone	Noted	The Penistone Line route plan identifies the aspiration for additional capacity on the Penistone line.
RUG Workshop	Network Improvements diagram should not stop at Knottingley but extend beyond to Goole, Hull and Doncaster	Plan Updated	The plan is updated to show the availability of services

Respondent No.	Full Text	Action	Rationale for Action
RUG Workshop 130612	Extend Pontefract - Wakefield to Leeds to increase Pontefracts frequency to Leeds to 30mins	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
RUG Workshop 130612	Enhance Castleford - Leeds	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
RUG Workshop 130612	Pontefract - Doncaster	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
RUG Workshop 130612	Provide new tram train service Knottingley - Goole. Ideal route for diesel tram train.	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
RUG Workshop 130612	Electrify beyond Doncaster	Noted	Metro will work with the rail industry to identify further electrification opportunities as the programme for electrification across the north evolves.
RUG Workshop 130612	New station Elland Road	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
RUG Workshop 130612	New station Beeston	Noted	It is challenging to make the case for new stations. New stations will be considered where there is significant housing or employment development, a compelling business case and opportunities for funding.
RUG Workshop 130612	Make use of line via Rotherham for improved Leeds - Sheffield services	Plan Updated	The plan refers to general plans to improve connectivity through the Yorkshire Rail Network Study, although specific proposals have yet to be confirmed.
RUG Workshop 130612	Remove permanent speed restriction at Ben Rhydding December 2012	Plan Updated	This referenced has been moved to the committed section of
RUG Workshop 130612	How do people get to the stations?	Noted	Proposal 4: Integration makes clear the need for integration between rail and all other modes.
RUG Workshop 130612	Reduce rail fare to York	Noted	Comment noted.
RUG Workshop 130612	Micklefield centre turnback platform	Noted	Micklefield turnback siding is included in the route plan.
RUG Workshop 130612	Electrification of Leeds-York stopping service using Class 333 or similar traction will give 3 minute journey time improvements due to better acceleration. This will create 1 additional path per hour each way. Electrification of line through to Selby would likewise save 3 mins capacity each hour. Strongly recommend Selby should be electrified.	Noted	The York and Selby Lines route plan identifies the aspiration for electrification.
RUG Workshop 130612	Network Improvements page should have reference in the text to improving Sunday services and late evening	Plan Updated	Proposal 1: Connectivity and the Network Plan has been updated to make clear that improved connectivity includes early morning, evening, Saturday and Sunday services.