

Appendix 2

MENSTON RESPONSE to:

Derry Hill application ref. 10/04551/MAF
&
Bingley Road application ref. 10/06229/MAO

Menston and the Railway

No more room on the train.

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SUSTAINABLE TRAIN TRAVEL DATA / INFORMATION

Network Rail Northern Utilisation Strategy (October 2010)

In just ten years' time passenger growth on all peak services into Leeds, could be as much as 30-45%. Looking beyond to 2029 these growth figures are in the 60-70% range, a huge increase.

Public Transport Executive (PTE) data

- Passenger growth on Airedale & Wharfedale routes is running **at 19% per annum**, significantly higher than the West Yorkshire average of 6% per annum. Patronage on these lines has increased considerably as a result of electrification and a subsequent additional 4th car being added. Over the last five years **growth in peak patronage has been 40%**.
- Year on Year % increase in peak time travelers using rail to both Leeds & Bradford, AND satisfaction has decreased due to 'difficulty of getting a seat'.

West Yorkshire Metro data (2009)

- Number of passengers using West Yorkshire trains has risen inexorably from 1992 (12.2million) to the latest year figures are available (2006/7- 23.3 million) with the **largest single rise in the last year**. Train usage in Leeds is higher by percentage than in any other West Yorkshire City.
- In 2009, 16.9% of peak time journeys into Leeds were by rail (more than double that of any other WY City), and in Bradford 7.2% of similar journeys. **Both cities show a year on year rise in percentage of peak time travelers using the rail service.**
- The most recent rail user satisfaction survey showed that the percentage user satisfaction rate had decreased since inception of the survey in 2005, 7% of respondents stated dissatisfaction because of difficulty getting a seat (WY Annual tracker survey 2009).
- Railway Station usage data saw a 20% increase 2008 – 9 at Menston Station (16% Guiseley, 29% Ilkley, 30% Frizinghall, 35% Shipley).

Northern Rail franchise

The current franchise expires in 2013, and during the last 2 years 2012 and 2013, Northern Rail are subject to performance targets being met. It is unlikely that they would wish to see the current service alter (i.e. increased capacity) during this time, unless there was adequate provision made for secure car parking and / or the potential suppressed demand was too great.

METRO Strategy

Metro's stated ambition reiterates the importance of a sustainable travel plan: Metro's overarching policy for train services in West Yorkshire is, "To ensure, in partnership with train operators, Network Rail and others that train services are as effective as possible in meeting the travel needs of the people of West Yorkshire, serving both existing passengers and attracting additional patronage, including modal shift from the car".

'The whole area is growing (and) the three elements to be linked are employment, housing and regeneration, and the transport links are crucial', David Hoggarth, (Assistant Director of Development, Metro). Source: *Inquiry into the Future of Railway – prepared by Passenger Transport Executive Group (PTEG)*

“Increasingly, the country will need to prioritise investment in infrastructure based on the contribution which it can make to economic growth, jobs and private sector investment, as well as on peoples’ quality of life and the environment”. **Network Rail, Northern Route Utilisation Strategy (Draft, October 2010)**

Menston Train services

Currently, morning peak period services to Leeds run at 30 minute intervals, with additional services (three in total) between 08:00 and 09:00. There are seven services to Bradford, running at 30 minute intervals, between 06:28 and 09:32. Northern Rail (current franchisee on Wharfedale line) operates a ‘turn-up and go’ policy and do not offer a reservation facility, for any purpose for travel.

Menston Station Car Parking

Menston Station has some 112 free car parking spaces, however the commuter traffic alone to Leeds and Bradford in peak hours generates significant demand for spaces, beyond the capacity of the existing facilities. The next station on the journey to Leeds and Bradford, after Menston, is Guiseley. In order to increase their opportunity of securing a seat (*stated the 2nd improvement priority in a recent Passenger Focus survey*) passengers travel in the first instance by car, from Guiseley to Menston, clearly increasing the station parking demand in Menston, and congestion on the A65 in peak periods. Cllr Chris Greaves has written previously about this ‘absurd position’. The Menston Action Group research included in this report highlights the capacity issues at the car park and the preferred mode of transport to the station being by car.

- 35% of those passengers surveyed who had parked at the station / nearby said they can hardly ever or never get a space. In areas where the catchment area is significantly smaller e.g. Burley-in-Wharfedale this was less of a problem (25%).
- The car park is saturated by 07:55 at Menston. Prospective passengers need to travel pre 08:00 to increase probability of a parking space. Many more passengers who had not travelled by car expressed their desire to drive to the station but due to car park saturation they didn’t. (Menston car park was full by 07:55 everyday we surveyed).
- The Derry Hill development is 1,100 metres from Menston station with the recommended maximum distance of 800 metres, so more passengers will wish to drive to the station or be dropped off further increasing road congestion and car park saturation, particularly in poor weather, autumn / winter or when they have luggage.

Car parking in the vicinity of the Railway Station

Recently double yellow lines have been introduced on the roads adjacent to the stations (Station Road, Newfield Drive, Cleasby Road, Farnley Road and Brooklands Lane) to reduce the issue of on street parking which narrows the width of roads making passing difficult especially for the bus connecting services. The issue of on street parking in the immediate station vicinity has been reduced (through the double yellow lines) however, not only does this reduce the local residents’ own ability to park or have visitors park immediately outside of their own properties (on these roads), but it has seen the station traffic parking move further up into Menston village itself. The Traffic report provides further detail on the parking issues on adjacent roads to the railway station.

Pedestrian Access to the Railway Station:

The Developer’s Transport Assessment highlights the distance of the Menston railway station from the Derry Hill site, ‘Menston Railway station is 1,100 metres walking distance from the centre of the Derry Hill site’. It goes on to conclude that ‘Whilst this is further than 800 metres it is well within the 1,600 metres recognized by PPG13 as the distance within which there is the greatest potential for walking to replaces short car journeys’. The Menston Action Group research found evidence to suggest that over 800 metres was not conducive to walking, particularly on roads with no pavements, and along dark footpaths directly to the station.

ORR data – Wharfedale Line (2004-2009)

Entries & Exits Total	2008-9	% Mvt	2007-8	% Mvt	2006-7	% Mvt	2005-6	% Mvt	2004-5
Ilkley	1,211,726	29%	937,940	2%	918,214	8%	847,387	5%	810,464
Ben Rhydding	174,576	22%	143,073	2%	139,834	12%	124,455	-2%	126,351
Burley-in-Wharfedale	393,784	22%	323,560	0%	324,656	3%	315,034	2%	308,283
Menston	451,174	20%	375,523	0%	374,077	8%	346,735	5%	330,269
Guiseley	877,296	16%	755,990	4%	730,110	7%	684,640	9%	628,046
Baildon	219,246	23%	178,691	5%	170,751	-5%	179,592	5%	170,826
Shipley	1,275,264	35%	946,386	5%	902,192	5%	862,724	4%	831,332
Frizinghall	359,146	30%	276,668	3%	267,723	3%	261,107	14%	229,912
Office of Rail Regulation (ORR)									
Station usage data is collated by Delta Rail and consists of estimates of the total numbers of people entering, exiting and interchanging at stations.									

Menston station usage data has ALREADY seen a 20% increase up to 2009.

RAIL TRAVEL PASSENGER HEADCOUNT

Northern Rail currently run the franchise on the Wharfedale trainline with 4 carriage trains providing a total of 357 seats per train

When exploring potential overcrowding the key statistics of interest are;

- Seated load factor - % of occupied seats / total available seats
- Load factor - % of passengers on train / seated capacity and standing allowance*

A standing allowance is deemed acceptable for journeys of 20 mins or less. This varies by rolling stock and MAG have not been able to source Northern Rail's standing allowance. However in a Public Transport Executive Group paper to the House of Commons Transport Select Committee in 2002, West Yorkshire rail franchisees defined a PIXC (Passengers in Excess of Capacity) of no more than 4.0% in morning and evening peak periods.

There is chronic overloading of trains at peak travel hours in the morning and evening (Guiselay to Leeds & Leeds to Ilkley).

Passenger loading is consistently 150% of capacity on all morning peak period trains, and between 120% - 130% of capacity on all evening peak period trains.

Headcount	Trains to Leeds from Guiseley					
# Passengers Standing on the Train	07:54	Load factor	08:19	Load factor	08:31	Load factor
Mon 27	180	150%	not recorded	not recorded	185	152%
Tues 28	205	157%	197	155%	not recorded	not recorded
Wed 29	182	151%	135	110%	184	152%

Headcount	Trains from Leeds to Ilkley			
# Passengers Standing on the Train	17:32	Load factor	18:02	Load factor
Mon 27	100	128%	96	127%
Tues 28	79	122%	not recorded	not recorded

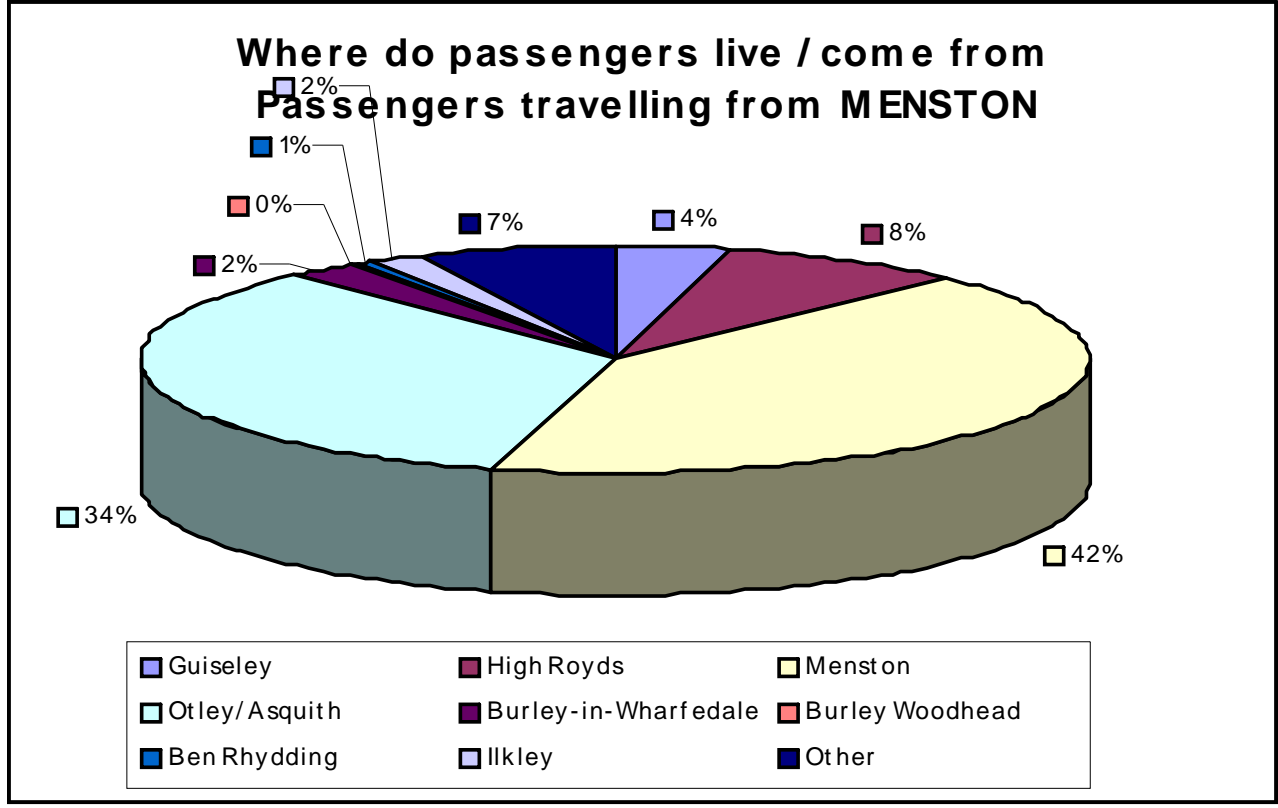
The overcrowding of the Wharfedale line train service is most apparent at Guiseley due to the high volume of passengers loading at this station. Trains arriving at Guiseley (in the direction of Leeds) were without exception already standing room only on arrival, resulting in significant 'dwell time' and late departure of every train while passengers tried to board the train.

Headcount	Trains to Leeds from Guiseley		
# Passengers on Platform at Guiseley	07:54	08:19	08:31
Mon 27	249	171	135
Tues 28	176	189	134
Wed 29	196	181	135

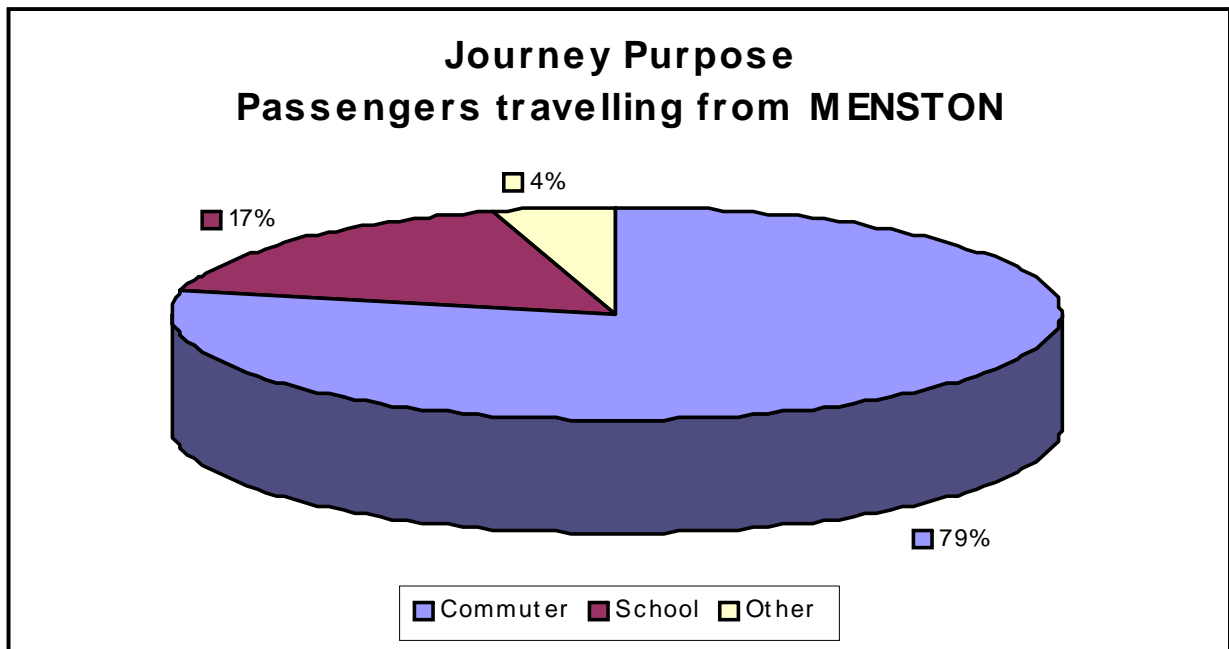
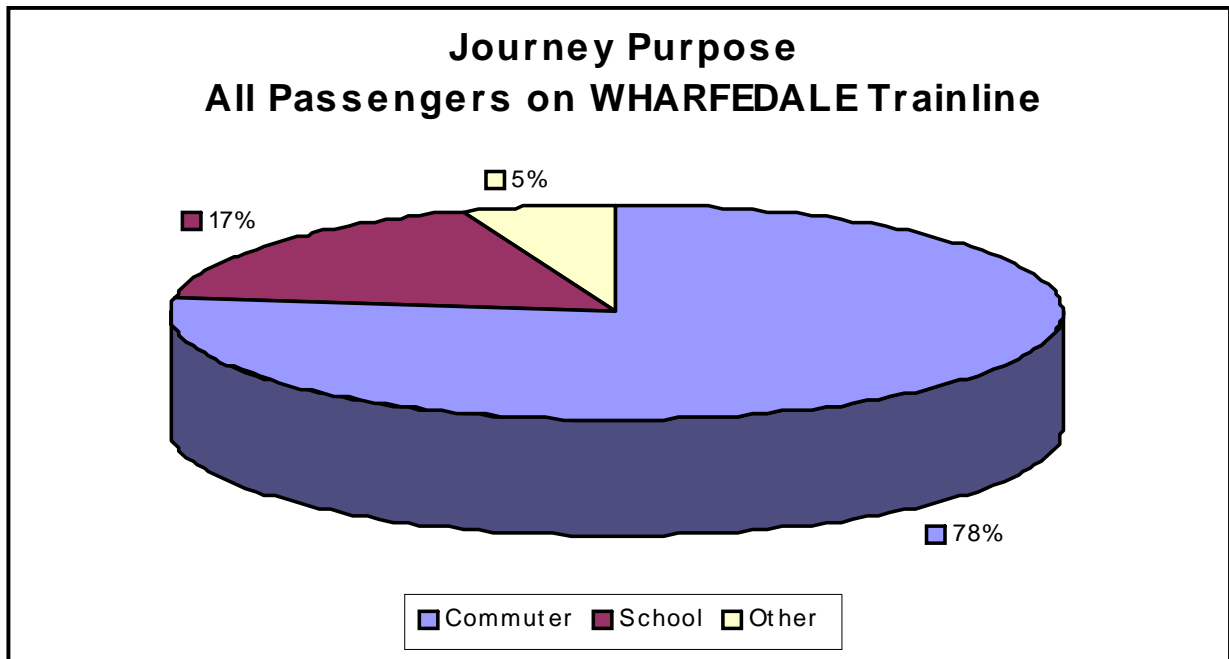
In the evening peak period a similar pattern was also observed with high volumes of passengers loading on to the peak period trains (e.g. 17:02 operated beyond capacity).

Headcount	Trains to Ilkley from Leeds	
	17:02	17:15
# Passengers on Platform at Leeds		
Mon 27	370	231
Tues 28	368	281

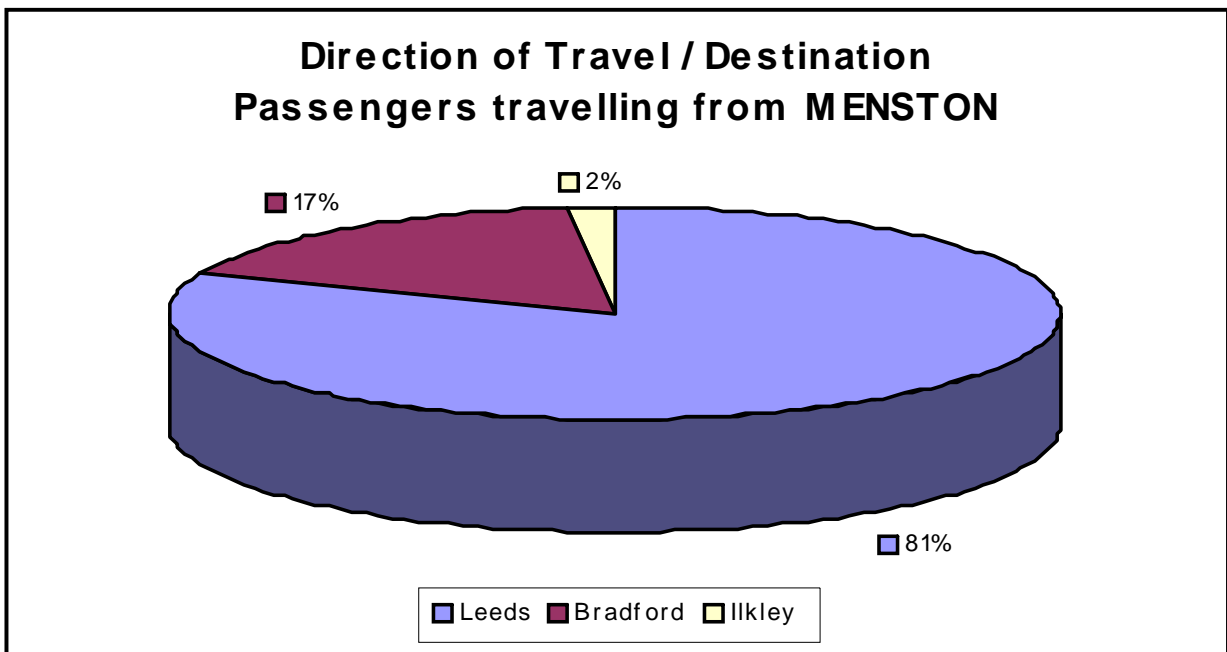
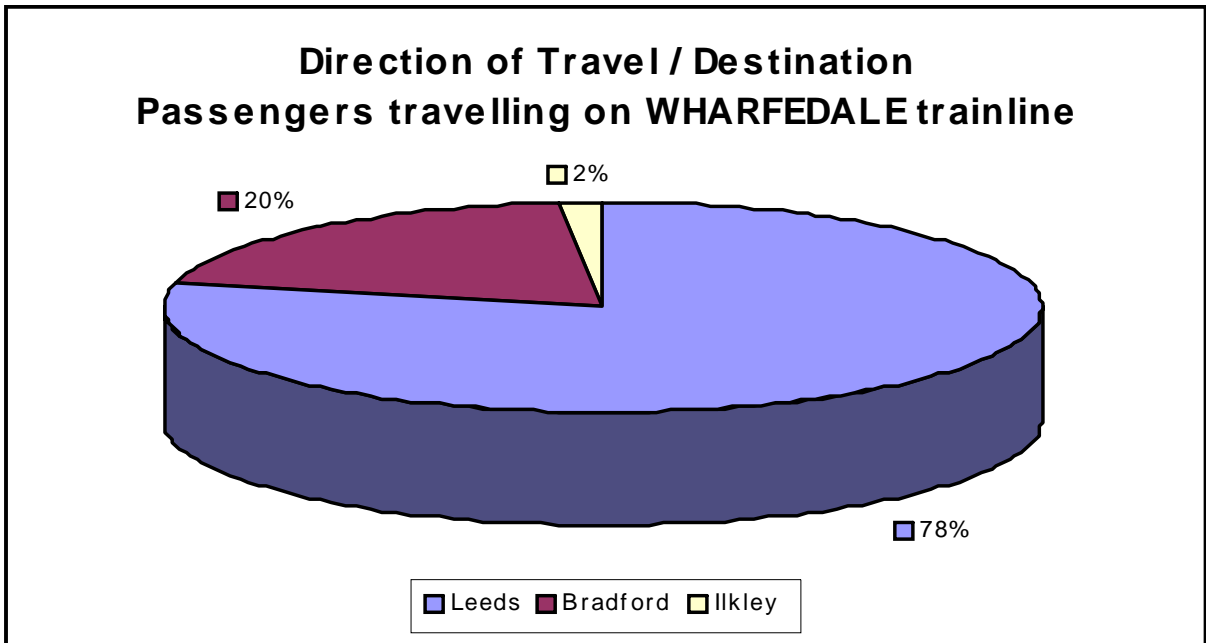
RAIL TRAVEL GRAPHS – from the MAG Travel Survey



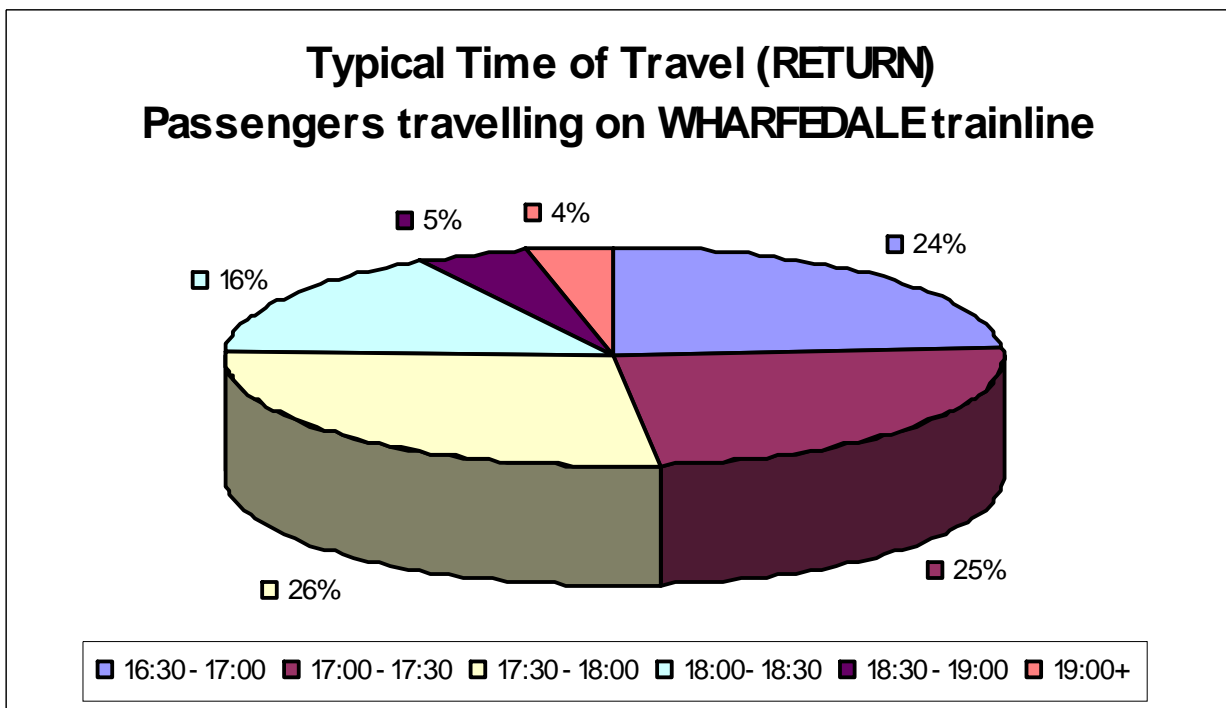
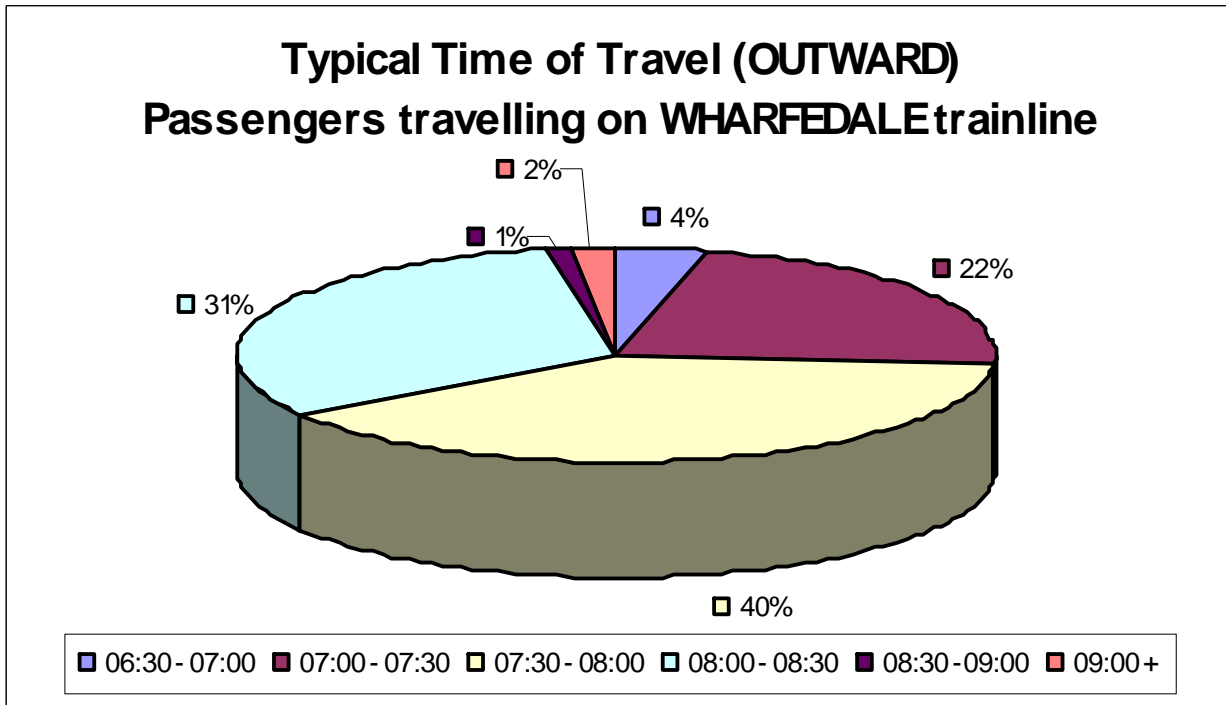
Journey Purpose



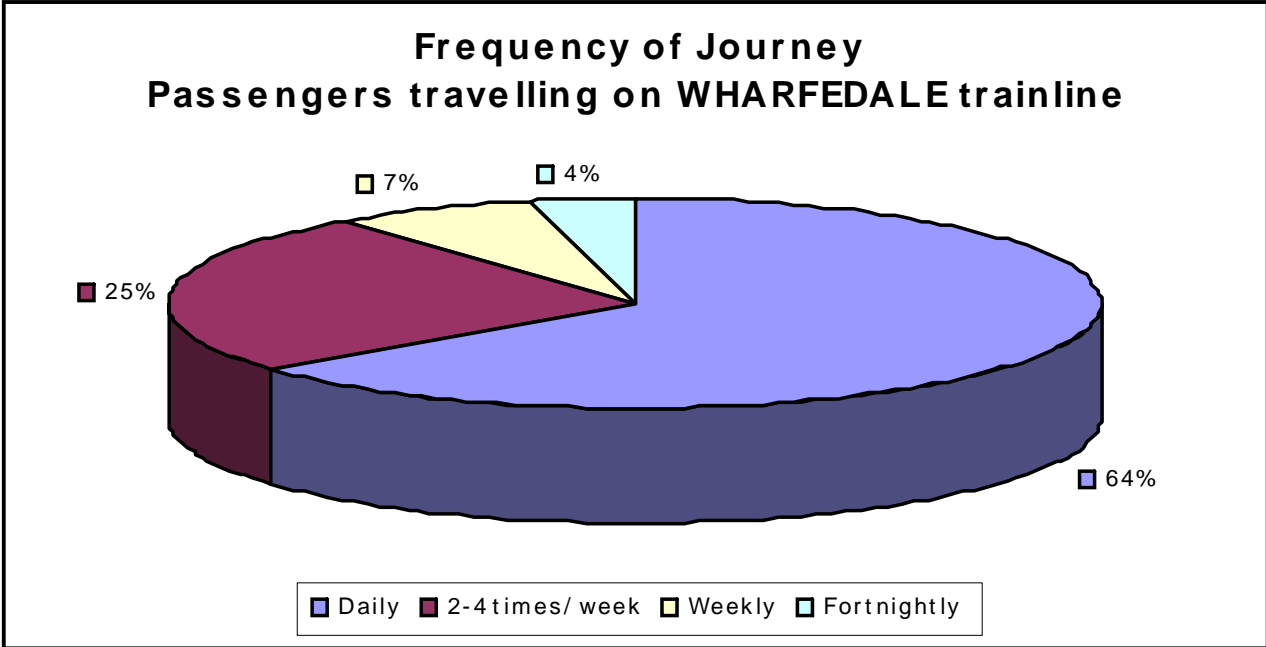
Direction of Travel



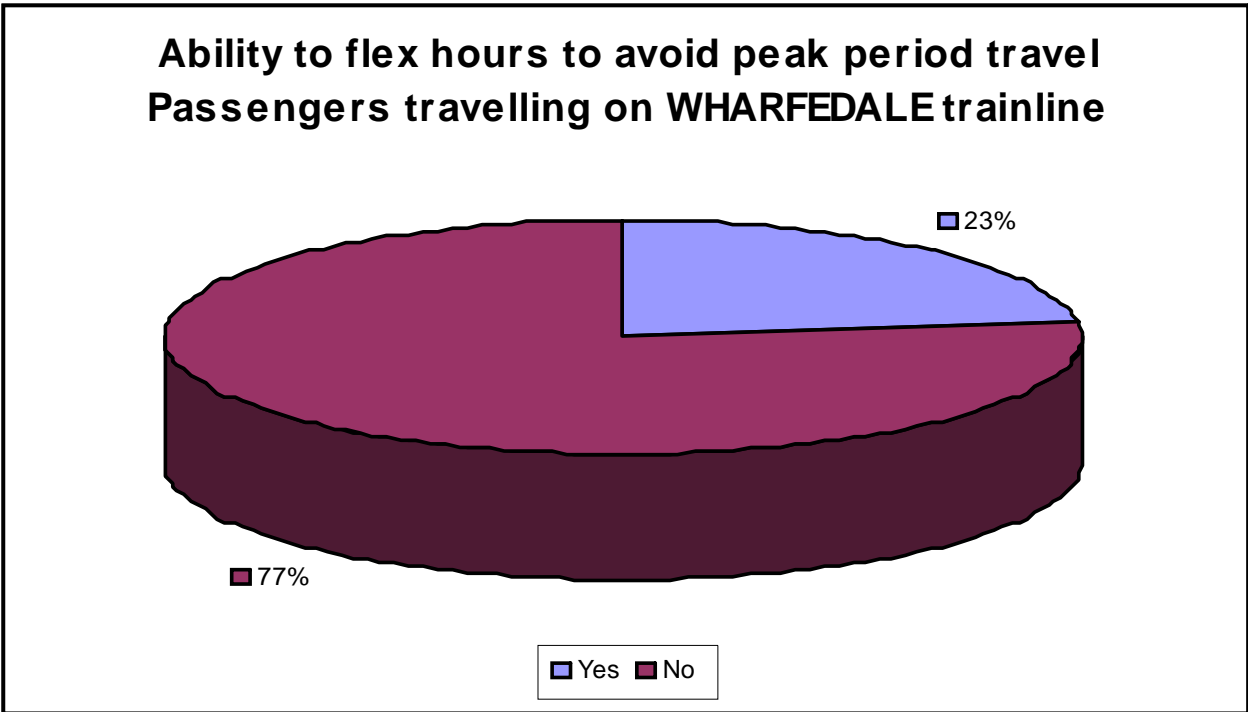
Typical Time of Travel



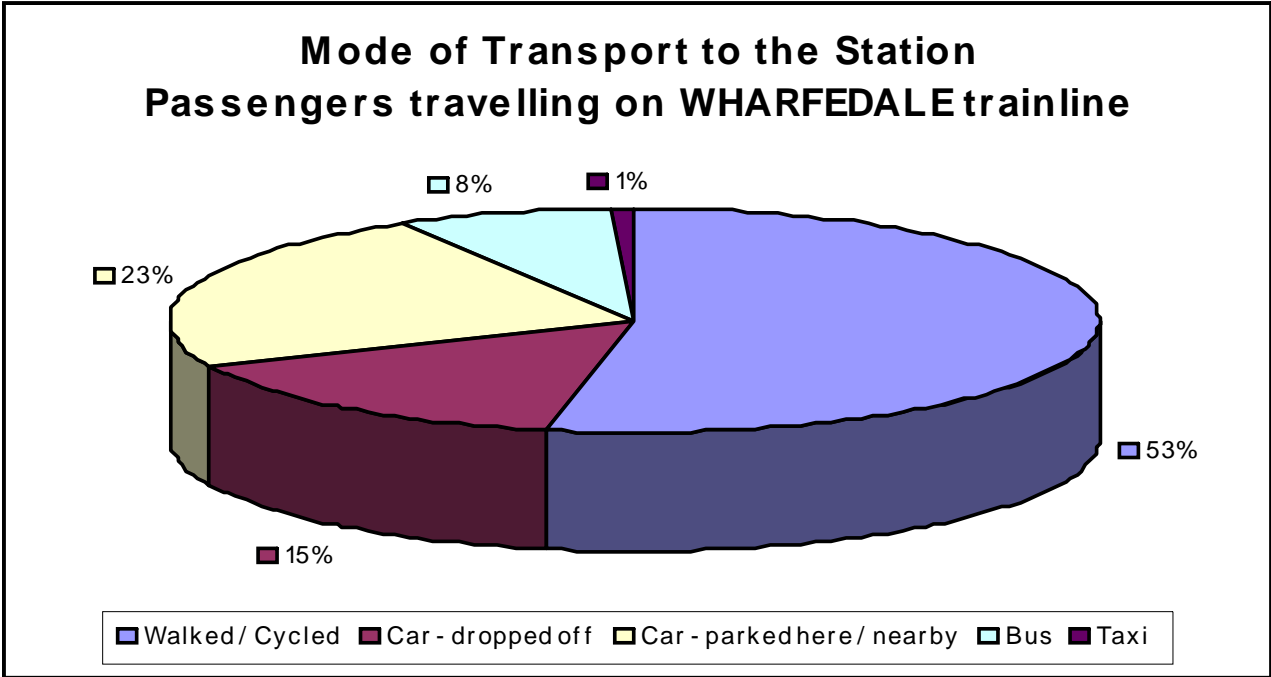
Frequency of Journey



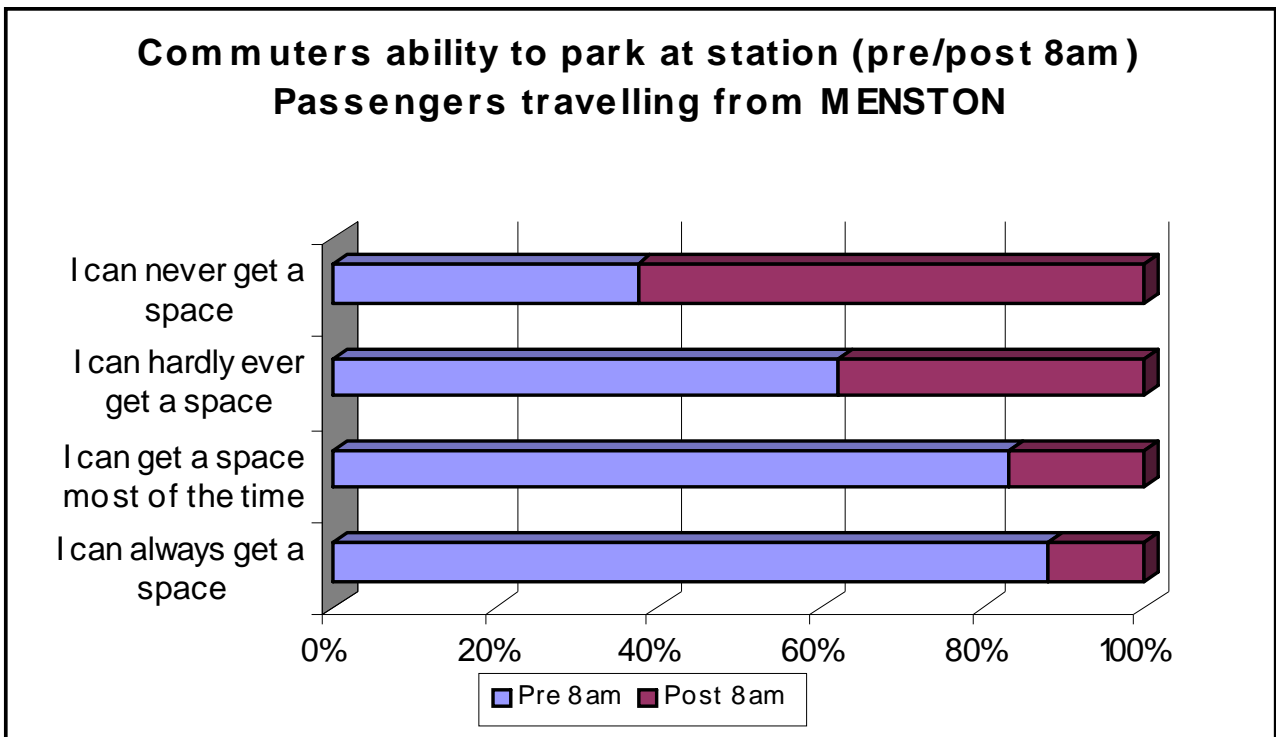
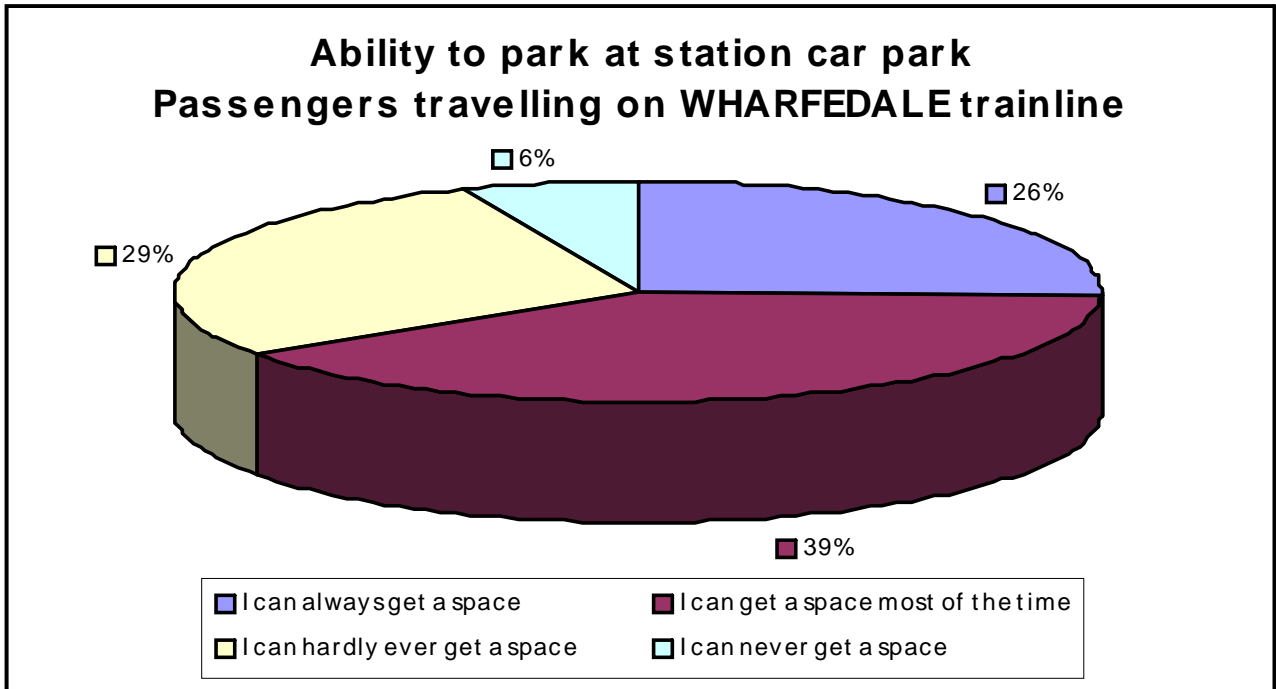
Ability work flexible hours



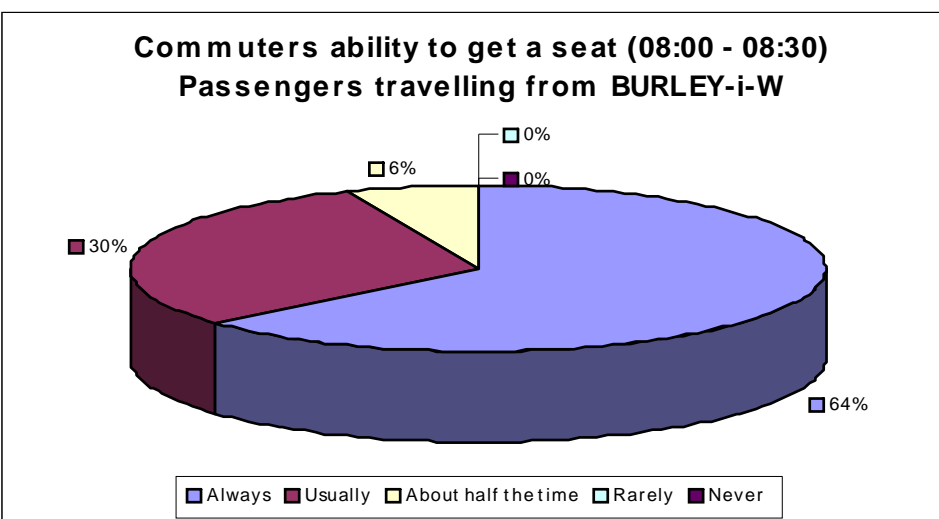
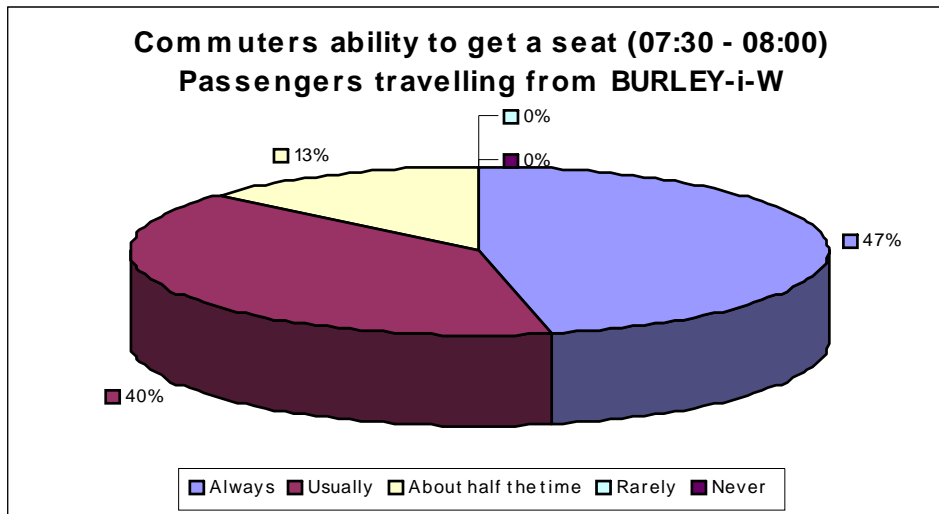
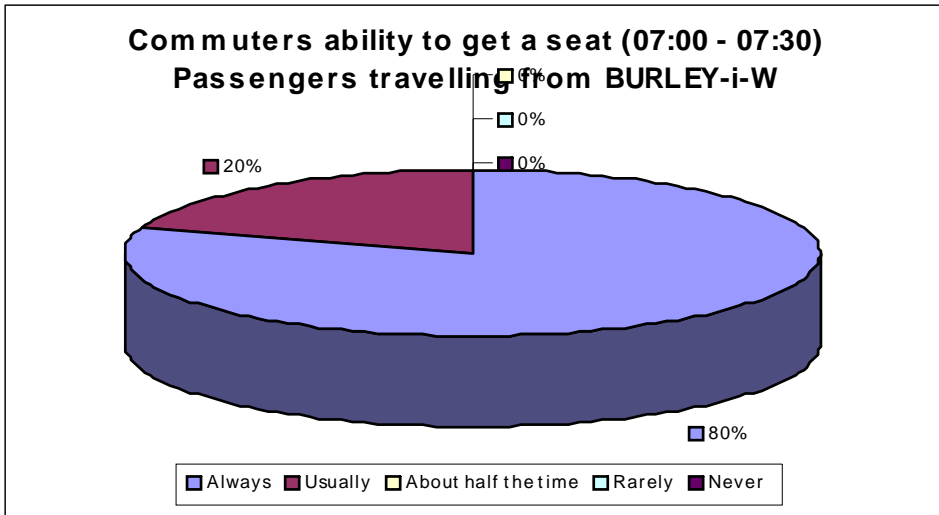
Mode of Transport to the station



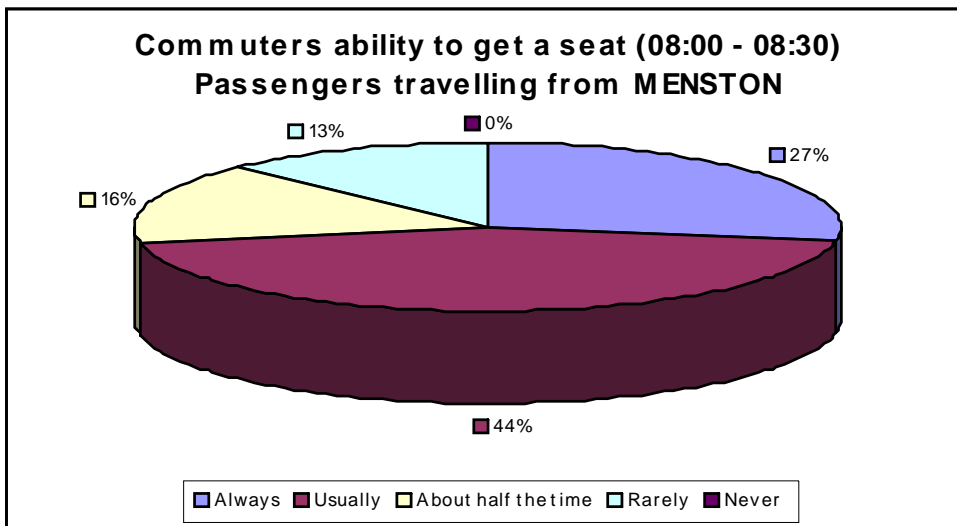
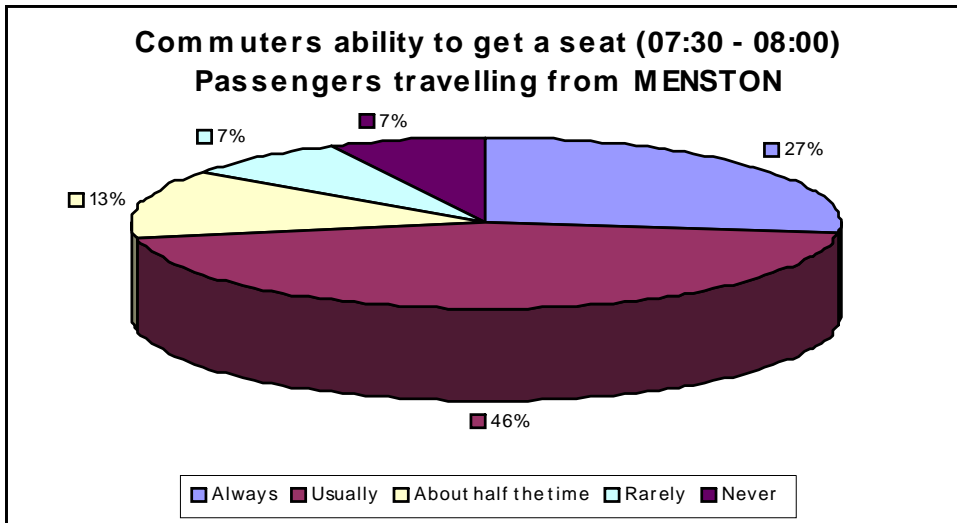
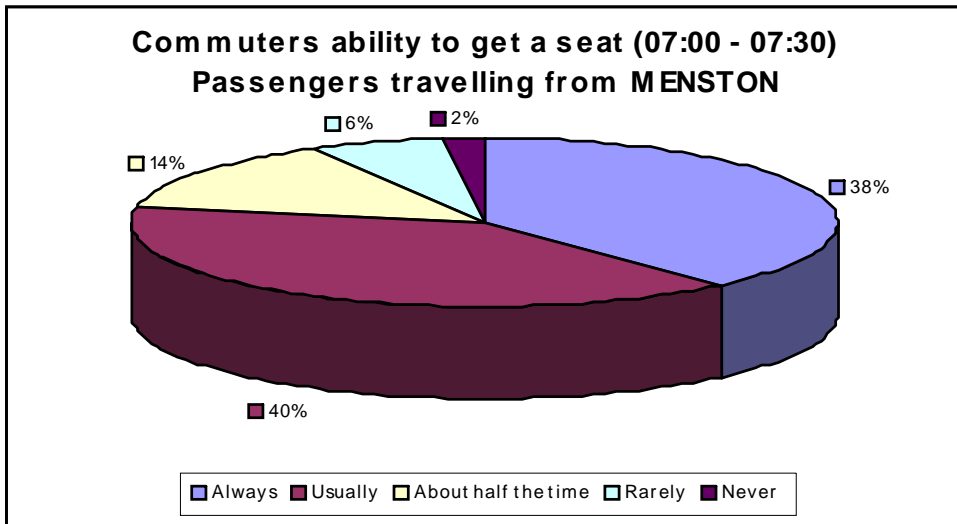
Ability to park in station car park



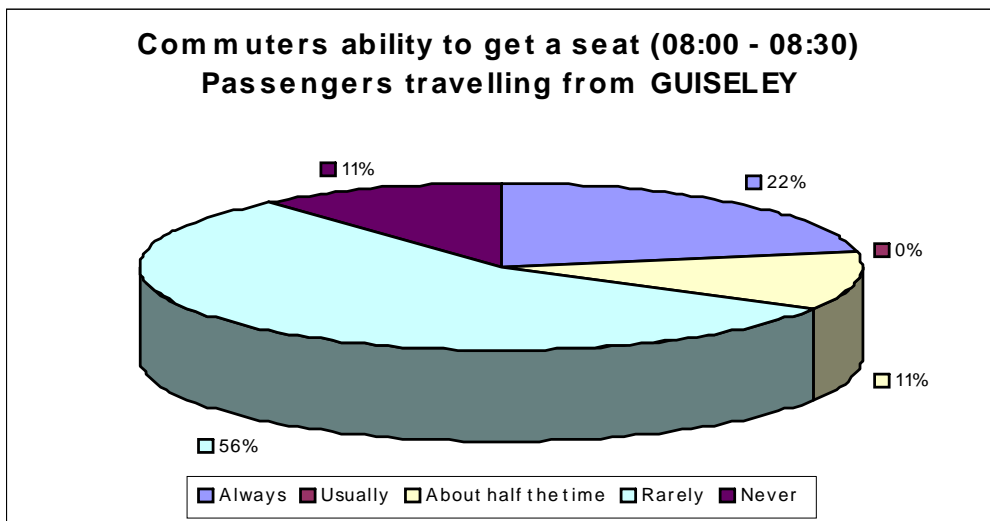
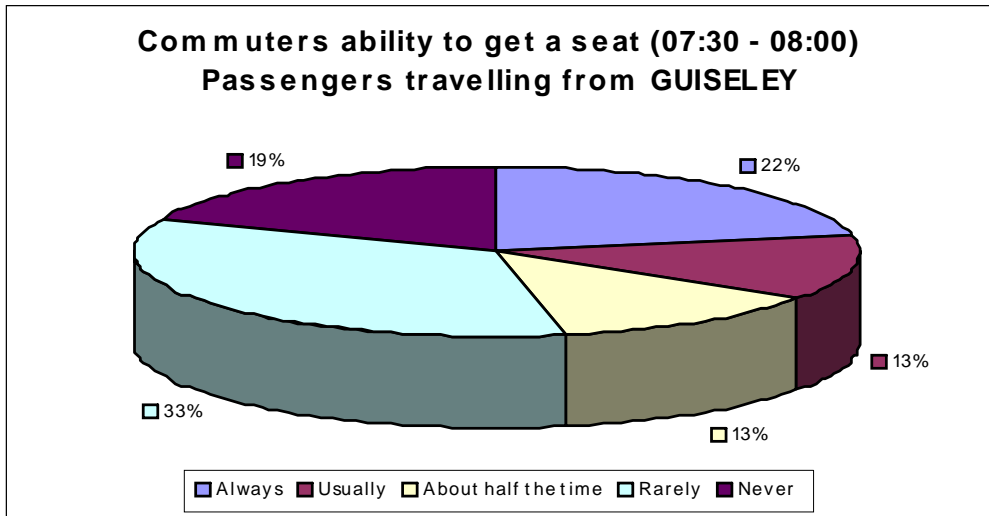
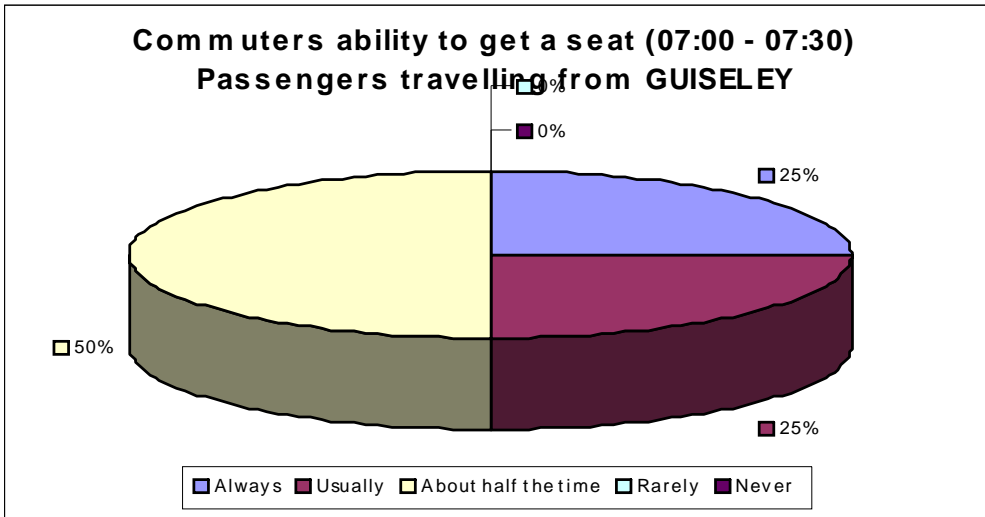
Ability to get a seat at BURLEY -in-Wharfedale



Ability to get a seat at MENSTON



Ability to get a seat at GUISELEY



Appendix 2

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