Peter Coello
West Yorkshire Combined Authority
40-50 Wellington Street
Leeds
LS1 2DE

18th March 2022

Dear Sir or Madam,

Ratification request for closure of Cottingley Rail Station

The closure of Cottingley station has been considered due to the construction of a new, fully accessible station near the White Rose Office Park. The White Rose Railway Station forms part of a wider transport investment and regeneration programme, the Leeds Public Transport Investment Programme, and represents significant investment in south Leeds. It will be a destination station that also connects local communities at Cottingley, Churwell and Millshaw, with jobs, training and education opportunities.

The new rail station in south Leeds is located on the Leeds to Dewsbury section of the main Trans Pennine rail route, 800 metres south of the existing Cottingley station, immediately adjacent to the White Rose Park and 200 metres from the White Rose Shopping Centre. The White Rose Park has a working population of 5,300 people and the Elliot Hudson College serves more than 900 16-19-year-old pupils. The shopping centre is home to a further 4,500 retail, leisure and hospitality employees.

The White Rose Rail Station will offer all 10,000+ of these people the ability to use a train to get to and from work or college, the beneficial effect of which will be felt by all concerned as well as the wider community by taking cars off the road and reducing the city's carbon footprint. The project team explored building the new station next to the White Rose Shopping Centre. This, however, is not feasible due to both the curvature of the track in this location and the proposed location is deemed to be the best strategic option, optimising accessibility for workers, students, and surrounding communities.

Detailed work has been undertaken to understand the potential implications of this development for Cottingley Rail Station, the least used station within Leeds, because the two stations so close together cannot be fully sustained. This included exploring a range of options to ensure people in Cottingley and neighbouring areas can access the rail network and other transport links. Substantial consultation has been undertaken with the community to understand their needs to help inform and develop a scheme at White Rose that best meets their requirements.

The new White Rose Rail station addresses the key pitfalls of Cottingley Rail Station: accessibility and compliance with the Equality Act and the wider strategic catchment to serve more passengers.

Throughout the course of this, and previous consultations regarding the new station, we have engaged with thousands of people through face-to-face and virtual events, as well as social media channels and the YourVoice website. Prior to the consultation regarding the future of Cottingley Rail Station, our messaging had been focussed on the new White Rose Station, the station buildings and the benefits it would bring to residents, as well as education and business communities. Throughout these engagements, the positive feedback received far outweighed any negativity, with the station buildings gaining full planning approval in 2020.

In accordance with the 2006 Railways Closures Guidance, we have provided a link to the below documents for your review:

- 1. Cottingley Case for Closure Appraisal
- 2. Cottingley Rail Station Consultation Report
- 3. Cottingley Mitigations Report
- 4. White Rose and Cottingley Equality Impact Assessment and Diversity Impact Assessment

If you require anything further as part of this station closure application please do not hesitate to get in touch.

Yours faithfully,

Peter Coello
Project Manager

Munroe K

COTTINGLEY STATION CLOSURE

Consultation Document

CSC
JANUARY 2022

CONFIDENTIAL

Munroe K

COTTINGLEY STATION CLOSURE

Consultation Document

TYPE OF DOCUMENT (VERSION) CONFIDENTIAL

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OUR REF. NO. CSC

DATE: JANUARY 2022

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QUALITY CONTROL

Issue/revision	First issue	Revision 1	Revision 2	Revision 3
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Signature				
Authorised by		AK		
Signature				
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Report number				
File reference				

CONTENTS

TABLES

FIGURES

APPENDICES

No table of contents entries found.

1 INTRODUCTION

CONFIDENTIAL AND OR COMMERCIALLY SENSITIVE INFORMATION BELONGING TO ONE OR MORE TRAIN COMPANIES NOT DISCLOSABLE UNDER FOIA.

1.1.1. As set out in the White Rose Rail Station Full Business Case + Costs, the preferred option progressed to FBC+ is the provision of a new Station at White Rose which replaces Cottingley Station. Extensive walking and cycling routes linking the surrounding community to the new station at White Rose are included as part of White Rose Rail Station scheme.

1.1.2. Operational analysis advanced with the support of rail industry stakeholders has indicated that existing services **could not take an additional call, calling at both Cottingley and White Rose without impacting other services**.

1.1.3. This report presents the appraisal comparing the 'Do Nothing' case: Retain Cottingley Station with no improvements to the station or existing and planned service and no new station with the 'Do Something case: Cottingley Station replaced with White Rose Station and transfer of services to Cottingley.

1.1.4. As there is no intention to permanently remove a facility without an alternative (as services from Cottingley are proposed to switch to White Rose), a proportionate appraisal has been undertaken as agreed with DfT following discussions in July 2021.

1.2 BACKGROUND

1.2.1. Ticket data at Cottingley station indicates that it is currently the least used of the 14 stations within Leeds, representing about 1.3% of the total rail demand in Leeds (excluding Leeds station). The poor utilisation at Cottingley is potentially partly due to its level of service (currently one train per hour), but also because its catchment area is only highly urbanised to the south and east. Accessibility to the station is limited, with no pick-up / drop-off point, no car parking and poor accessibility for pedestrians and wheelchair users and a lack of step free access between platforms. Walking routes between Cottingley Station and the White Rose Office Park and Shopping Centre are long, indirect and unattractive.

1.2.2. The figures overleaf indicate the low levels of rail demand and growth at Cottingley in context with other stations in the Leeds district. Although rail growth has risen across the district in the past 10-years by approximately 20% with 7 million rail trips in addition to the 31 million trips at the start of the previous decade, trips from Cottingley have remained at or below 100,000 per year over between 2010 and 2020.

Figure 1 – Cottingley Station and Stations in Leeds Demand Growth (2010-2020)

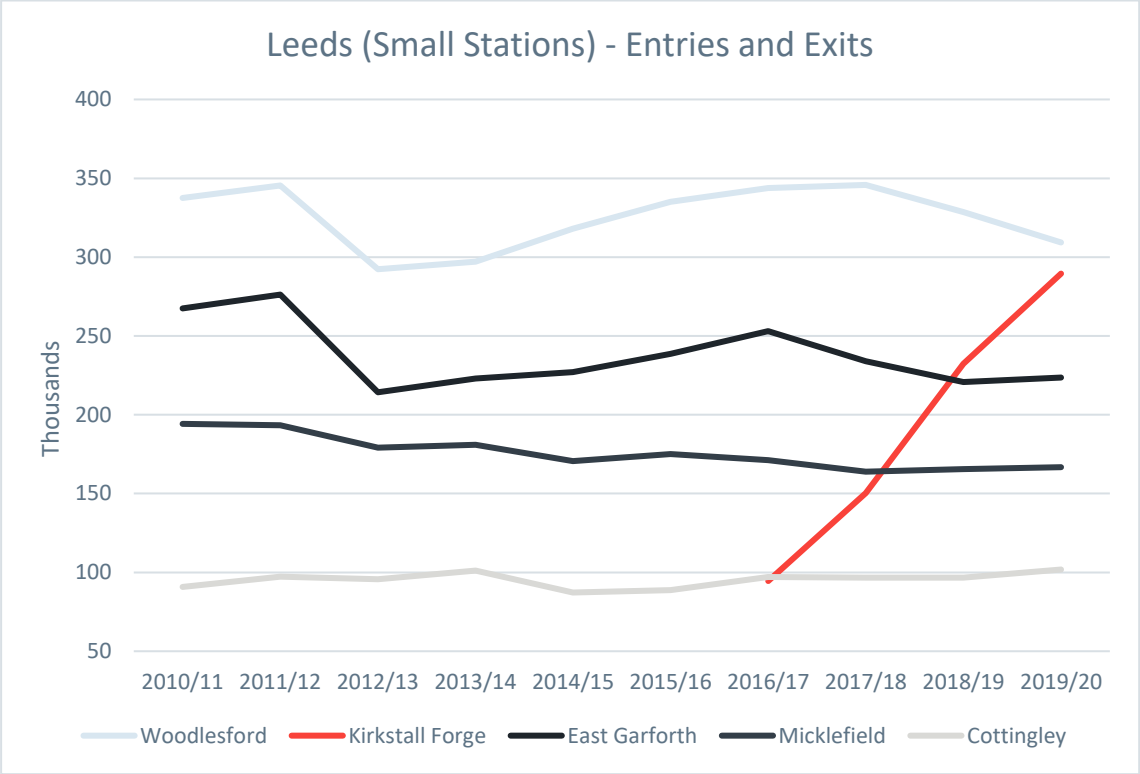
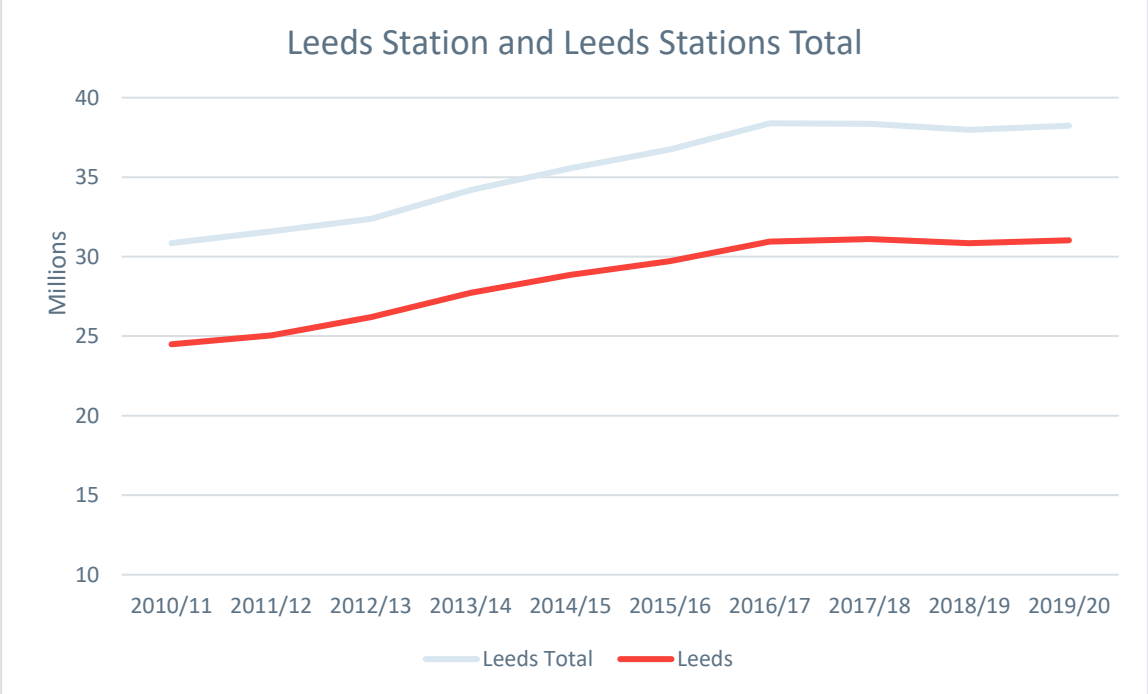


Figure 2 – Leeds Station and Stations in Leeds Demand Growth (2010-2020)



1.3 SCHEME OBJECTIVES

1.3.1. The strategic purposes of White Rose Rail station are as follows:

- Provide an accessible station for all users;
- Serve the local communities of Cottingley, Churwell and Millshaw and better serving local demand;
- Connect employees, customers, students and visitors to the WRSC, WROP, Millshaw Industrial Estate and Elliott Hudson Academy;
- Connect people to jobs education and training opportunities at existing and new developments in the area;
- Provide a springboard for regeneration, housing growth, economic activity and jobs in the surrounding area;
- Provide resilience to the local highway network through encouraging modal shift towards rail;
- Form part of a wider package of investment which will transform opportunities for rail and bus travel and contribute towards a cleaner, more resilient public transport network;
- Align with wider investment in the northern rail network including the proposed TransPennine Route Upgrade and the emerging vision for Northern Powerhouse Rail.
- Support the Leeds Inclusive Growth Strategy, in particular through strengthening transport links to enable better access to jobs.

2 FORMAL APPRAISAL

2.1 APPROACH TO ECONOMIC APPRAISAL

2.1.1. As set out in the introduction, the appraisal compares the 'Do Nothing' case: Retain Cottingley Station with no improvements to the station or existing and planned service and no new station with the 'Do Something case: Cottingley Station replaced with White Rose Rail Station.

2.1.2. As services from Cottingley are proposed to switch to White Rose, (therefore not permanently removing a facility without an alternative) a proportionate appraisal has been undertaken as agreed with DfT following discussions in July 2021.

2.2 APPRAISAL

2.2.1. This section outlines the economic appraisal comparing the 'Do Nothing' case: Retain Cottingley Station with no improvements to the station or existing and planned service and no new station with the 'Do Something case: Cottingley Station replaced with White Rose Station. In line with the DfT's Guidance on Railways Closure (2006), the appraisal focusses on economy, environment, safety, regeneration, integration and accessibility in line with the DfT's Guidance on Railways Closure (2006).

REVIEW OF OPTIONS

2.2.2. 'Do Nothing' Scenario – maintaining the status quo of a 1 train per hour passenger service stopping at Cottingley Station with an additional service calling at Cottingley in the future – facilitated by the TRU upgrade expected 2024. As a result, there are no planned additional costs associated with the base case of the scheme, outside of the standard maintenance costs of the station realised in the Annual Long-term Charge.

2.2.3. Do Something Scenario – the introduction of White Rose Rail Station and the closure of Cottingley Rail Station. White Rose Rail Station will serve the surrounding community through the provision of extensive walking and cycling routes to and from the wider community and will offer a more accessible station, with step free access between platforms.

APPRAISAL METHODOLOGY

2.2.4. The appraisal is largely based on the White Rose Rail Station Business Case analysis (Full Business Case + costs submitted September, 2021). The analysis incorporated exogenous growth, MOIRA data (where applicable) and aligns with applicable WebTAG and PDFH Guidance.

METHODOLOGY AND SOURCES

Core Demand Analysis

2.2.5. As part of the appraisal, the White Rose Full Business Case accounts for the change in journey times, car trips on the road network, and active mode infrastructure between the Do Minimum (retain and no improvements to Cottingley) and Do Something option (open a new station at White Rose and close Cottingley). This has been utilised to make the case for Closure of Cottingley with the assumption that a new station will replace the existing station and services from Cottingley will transfer to the new station at White Rose.

2.2.6. For White Rose Rail Station, a trip-end model has been developed at OBC stage which uses trip rates at existing 'comparator' stations to forecast demand at the new station. This was a two-stage model

in that there is a station choice element included before a trip-rate is assigned to the new station. Full details of the forecasting are provided in the Forecasting Report which is appended to the WRRS FBC in Appendix D. A summary of the process is provided below.

2.2.7. The station choice stage assigns populations from 'output area' geography to the origin station which minimises the overall rail journey time from that output area. Weighting is then applied to this population to reflect that the trip rate diminishes as passengers are required to travel further to the station and to reflect that passengers are less likely to 'double-back' to access a station. A maximum 'cut-off' has also been applied to the catchment area based on the size of the station car park, with White Rose Rail Station having a maximum catchment area of 5km. The result of the station choice process is a modelled catchment population specific to each origin-destination pair which forms the basis for forecasting. Note that this results in journeys from White Rose-Leeds having a different catchment area to White Rose-Huddersfield trips. The modelled flows have been limited to those in West Yorkshire directly served from the new station, the large centres of Bradford, Halifax, Huddersfield, Leeds and Wakefield and the seven 'external' destinations – namely Hull, Manchester, Manchester Airport, Newcastle, Scarborough, Selby and York. Other trips are accounted for through uplift factors which are derived from MOIRA data for Morley.

2.2.8. The second stage of the model is to take these origin-destination specific catchment populations and forecast demand for the new stations at an origin-destination level. A 'trip-rate' for each origin-destination has been taken directly from the comparator station of Morley, and this has been subject to further modification to account for changes in GJT, fares and car journey time using elasticities from the Passenger Demand Forecasting Handbook (PDFH) version 5.1.

2.2.9. The model also shows abstraction from existing stations, namely Cottingley and Morley. With the inclusion of White Rose Rail Station, the demographic data for each origin-destination pair is recalculated. Where station catchments reduce in size then abstraction can be calculated – and this is assumed to occur on a 1:1 basis between stations assuming changes in the total population and workplace population at origin. Total population gives a proxy for propensity to travel, whilst workplace population gives a measure of the attractiveness of the station as a destination. Where individuals are within the station catchment for the existing station of Cottingley but outside the catchment for White Rose, these individuals are considered to be 'displaced' rail users to non-White Rose Stations, such as Leeds Station.

2.2.10. The model forecasts use demand, revenue and journey time data sourced from the NT05 (Northern Rail) version of the MOIRA rail demand model. Data extracted from MOIRA is from the 2016/17 financial year. Demographic data from the 2011 Census has been used to calculate population and employment in the catchment areas. Updated revenue data has been extracted from the latest MOIRA Northern Rail version (December 2019) for use in monetising the revenue impacts at FBC stage.

2.2.11. The trip rate for Morley was applied to the station catchment for White Rose Rail Station to produce the total demand and revenue forecasts. These figures were then disaggregated by journey purpose: business, commute and leisure using MOIRA demand data split down by ticket type and appropriate PDFH journey purpose splits.

2.2.12. The additional calculated demand forecasted from the WROP expansion (**REDACTED**) is then added to the initial demand forecast calculated (**REDACTED**) to find the total demand forecast at the proposed station. Therefore, a total demand of REDACTED is expected to be generated at White Rose Rail Station.

Core Demand Results

2.2.13. Table 2-1 below shows that fewer than **REDACTED** trips to Cottingley will be abstracted to non-White Rose stations as a result of the replacement of Cottingley with White Rose. A total of **REDACTED** passenger trips would be expected to use White Rose Rail Station a year. This includes over **REDACTED** new-to-rail passenger trips, and **REDACTED** that switch from other stations ('abstracted', principally from Morley and Cottingley).

Table 2-1 – White Rose Station Steady State Demand Forecasts

Demand	Business	Commute	Other	Total
Cottingley – Existing Demand				REDACTED
Cottingley – Displaced to non-White Rose Stations				REDACTED
White Rose – New to rail	REDACTED	REDACTED	REDACTED	REDACTED
White Rose – Abstracted	REDACTED	REDACTED	REDACTED	REDACTED
White Rose – Total	REDACTED	REDACTED	REDACTED	REDACTED

2.2.14. There is no negative impact on journey times for through passengers because services from Cottingley are assumed to switch to White Rose, hence journey times are not affected.

Additional Demand Analysis (from the Office Park Expansion)

2.2.15. In addition to the demand forecasting undertaken at OBC stage and presented above, WSP have undertaken a supplementary demand forecasting exercise to identify likely future demand for White Rose Rail Station using a trip rate model approach, including consideration new employment developments.

2.2.16. At OBC stage, trips generated by the expansion of the White Rose Office Park (WROP) was not accounted for in the core option, only as part of the sensitivity results of Sensitivity Test 4. At FBC stage, the expansion has progressed through the planning process, as such it has been included in the core demand forecast.

2.2.17. To capture potential demand from the WROP expansion the following approach was employed:

- Forecast the number of future jobs based upon the outputs of the OBC sensitivity test analysis (4,800 additional jobs), this is supported by the recent communications with the MHCLG which stated that the transformation regeneration scheme could deliver more than 5000 jobs, with a focus on digital technology and financial services;
- Employ benchmarking to determine the proportion of workers expected to travel to work by rail with rail mode share at similar sites (see Table 2-2); and
- Annualise the findings to represent the number of working days per year and multiply by two, to factor entry and exit assuming each worker will arrive and leave the site by rail.

Table 2-2 - Business Park Rail Mode Share

Business park	Town or city	Railway station	Distance from station	Jobs	Rail Commuters	Heavy rail mode share
Paragon Business Park	Bolton	Horwich Parkway	1.4 km	2,229	84	3.77%
Hornbeam Park	Harrogate	Hornbeam Park	0.8km	581	86	14.80%
Millshaw Park Trading Estate	Leeds	Cottingley	1.0km	303	8	2.64%
Meadowhall Road Industrial Estate	Sheffield	Meadowhall Interchange	0.5km	665	15	2.26%
Tyler Street Industrial Estate	Sheffield	Meadowhall Interchange	0.6km	260	12	4.62%
Deanway Trading Estate	Wilmslow, Cheshire	Handforth	0.6km	399	14	3.51%
Teesdale Business Park	Stockton	Thornaby	0.7km	644	28	4.35%

2.2.18. As such, a REDACTED rail mode share for inward travel to work (at the 2011 Census) has been used to estimate the number of rail trips to the proposed new station at White Rose that would be generated by the expanded employment site. This was annualised using a factor of 228 to represent the number of working days per year, and further multiplied by two to calculate the number of entries and exits (as it is assumed each worker using rail as their mode of travel will travel both to and from WROP by train). This gives an estimate of expected employment trips of **REDACTED**. Of which REDACTED were considered to be abstracted from other stations, therefore, **REDACTED** are considered to be new-to-rail trips. The proportion of abstracted trips out of total trips was calculated by comparing the outputs of the core scenario (excluding new developments) and sensitivity test 4 (including new developments) at OBC to determine the level of abstraction and total demand for new developments only.

Demand lags

2.2.19. The analysis has also considered that the full demand for White Rose Rail Station will not be realised in opening year of the scheme. Travelling and commuting habits do not change immediately as a result of an intervention as a result of lag effects, season ticket purchases and individual preferences. A ramp-up for demand, revenue and benefit calculations were assumed based on evidence contained in the PDFH in Table B12.2 of PDFH5 regarding average demand by period resulting from lags.

2.2.20. For the purpose of the appraisal, we have assumed the following (which takes account of the different trip purposes):

- Year 1 – 53% of demand, revenue, and benefits realised in the opening year (2023);
- Year 2 – 78% of demand, revenue and benefits realised (2024);
- Year 3 – 90% of demand, revenue and benefits realised (2025); and
- Thereafter 100% of demand, revenue and benefits realised (2026 and onwards).

Revenue

2.2.21. The significant new-to-rail demand at White Rose Rail Station brings new fares revenue for the rail industry, as shown in Table 2-3. All existing demand and revenue at Cottingley are expected to be transferred to new and existing stations including White Rose and Leeds.

Cottingley Station

2.2.22. The annual revenue currently generated at Cottingley (REDACTED) is expected to transfer to nearby stations, therefore representing a net zero effect to the rail industry.

2.2.23. Of the REDACTED total revenue generated at Cottingley, REDACTED will be abstracted to White Rose Station, while the remainder (over REDACTED) will transfer to Leeds.

White Rose Rail Station

2.2.24. Of the total REDACTED forecast revenue at White Rose Rail Station, REDACTED will be abstracted from Cottingley, REDACTED forecast revenue is derived from users transferring from Morley Station with the remaining REDACTED attributed to new-to-rail trips.

Table 2-3 – Station Fares Revenue Steady State (2019 prices)

	Business	Commute	Other	Total
Total Cottingley Station Revenue	REDACTED	REDACTED	REDACTED	REDACTED
Extracted to White Rose from Cottingley	REDACTED	REDACTED	REDACTED	REDACTED
Extracted to Leeds from Cottingley	REDACTED	REDACTED	REDACTED	REDACTED
Total White Rose Station revenue	REDACTED	REDACTED	REDACTED	REDACTED
Reduced from abstraction (revenue extracted from Cottingley and Morley)	REDACTED	REDACTED	REDACTED	REDACTED
Net Revenue	REDACTED	REDACTED	REDACTED	REDACTED

2.2.25. Table 2-4 illustrates the level of journey time savings by journey purpose and distance bandings for business trips.

Table 2-4 – Journey Time Savings by journey purpose and distance banding for business trips (mins)

	Business (0-50km)	Business (50-100km)	Commute	Other
New-to-rail user – Journey Time Savings (mins)	REDACTED	REDACTED	REDACTED	REDACTED
Abstracted users – Journey Time Savings (mins)	REDACTED	REDACTED	REDACTED	REDACTED

2.2.26. Subsequently, the latest TAG values of time in (2010 prices and values) were applied to the total journey time saved by all users by journey purpose and distance bandings for business trips using TAG Databook Table A1.3.1, to obtain an annual monetary benefit.

2.2.27. Value of time growth from the TAG Databook was applied to account for growth along with background growth in journeys using the DfT's rail growth forecasts across the appraisal period. Total combined benefits were **REDACTED** over 60-years in 2010 prices and values.

2.3 ENVIRONMENT

2.3.1. The scheme is expected to encourage a modal shift to rail, some of which will be those travellers who previously travelled by car. Using the standard Marginal External Costs (MECs) approach and TAG approved rail diversions factor and trip lengths extracted from MOIRA, it is possible to calculate the number of car kilometres removed from the road network as a result of the scheme. The benefits of this in terms of decongestion, accidents, local air quality, greenhouse gases and indirect taxation can all be monetised using the values in the TAG Databook table A5.4.2

Table 2-5 – Change in Vehicle Kilometres on the highway network

	Business	Commute	Other	TOTALS
Net change (km)	REDACTED	REDACTED	REDACTED	REDACTED
New-to-rail users (km)	REDACTED	REDACTED	REDACTED	REDACTED
Abstracted trips (km)	REDACTED	REDACTED	REDACTED	REDACTED
Through traveller (km)	REDACTED	REDACTED	REDACTED	REDACTED

2.3.2. Abstracted trips presented here are formed of the following:

- Existing demand which abstracts to White Rose from nearby stations, such as Cottingley, Morley and Leeds – mainly for destinations which are served directly from White Rose; and
- Existing demand at Cottingley which abstracts to stations other than White Rose, such as Leeds – mainly from regional journeys and/or journeys that involve a change at Leeds (e.g.. Cottingley to Manchester).

2.3.3. A total of REDACTED car kilometres are anticipated to be added to the road network from abstracted trips. However, this is outweighed by the REDACTED car kilometres generated from new-to-rail trips at the new station, giving a net impact of REDACTED car kilometres removed from the highway network each year, with an additional REDACTED removed in relation to the new employment trips at WROP.

2.3.4. The MECs results provide significant decongestion and environmental benefits to society and are broken down as follows:

Table 2-6 – Decarbonisation and environmental benefits in 2010 Prices and Values (£000s)

MEC Benefits	Total
Congestion	REDACTED
Accident	REDACTED
Local Air Quality	REDACTED
Noise	REDACTED
Greenhouse Gases	REDACTED
Indirect Taxation	REDACTED
Total	REDACTED

2.4 SAFETY

2.4.1. As discussed in the previous section, the replacement of Cottingley station has a net gain in rail users overall and net reduction in car kilometres travelled on the road network, hence there is anticipated to be a reduction in highway-related accidents. Of which the proposals provide a benefit of REDACTED as a result of reduced accidents on the network.

2.5 ECONOMY

GENERALISED COST TO TRANSPORT USERS

2.5.1. The proposals involve a direct transfer of Cottingley services to White Rose Rail Station, meaning no journey time impacts for through rail users and that all demand at Cottingley is assumed to shift to nearby stations with no modal shift from rail to other modes. Therefore, the generalised cost to transport users is not expected to worsen as a direct replacement of the station closure and transfer of services. There is, however, a benefit to existing users with shorter access times to the new rail station, generalised transport cost saving, these have been captured and calculated in Table 2-4.

2.5.2. A proportion of new-to-rail users generated as a result of the opening of White Rose Rail Station are assumed to divert from private car. Diversionary factors have been assumed as part of the MECs analysis. From the demand forecasting analysis, there is an inherent assumption that trips are assumed to divert from car users, other non-rail transport users and non-transport users. For car and other non-rail transport users, they divert to rail as a result of the opening of White Rose Station because they perceive a new station closer to their residence or place of work to be an improvement to their existing generalised cost of travel to/from work.

Highway Impacts

2.5.3. The impacts to existing highway users have been captured in the marginal external cost analysis. Where the 'Congestion' component demonstrates the net impact of the Do Something against the 'Do Nothing' Scenario to vehicle travel time and vehicle operating costs. This is presented by user type in Table 2-7 below.

Table 2-7 – Congestion (vehicle time savings) in 2010 prices and values (£000s)

	Total
Commuter	REDACTED
Business	REDACTED
Other	REDACTED

2.5.4. As **Table 2-7** shows, the proposals will provide positive benefits to existing highway users as fewer car trips use the network once the proposals are implemented.

REVENUE IMPACT

2.5.5. The rail demand forecasting for White Rose Rail Station has provided estimates of the rail fares revenue impacts for the proposed scheme. There are three components to the revenue impacts:

- **New station users** – fares revenue relating to all journeys that start or end at White Rose station. This includes people who had not previously been traveling by rail but switch to rail from other modes including car or who did not travel at all prior to the opening of the White Rose Station;
- **Abstraction** – fares revenue lost at other stations as a result of rail users opting to use the new White Rose station instead of another station on the network that they had previously been using; and
- **Through Travellers** – White Rose replaces the existing Cottingley Station, so 'in-vehicle' journey times on existing services remain the same as there is expected to be no diversion of trains or additional running time required for the direct replacement of the calls between Cottingley and White Rose, therefore generalised journey times do not change.

2.5.6. Table 2-8 below summarises the fares revenue estimates for the core scenario based on a 2tph service at White Rose Station and core growth assumptions.

Table 2-8 – First Three years' revenue estimates (Core scenario)

	2023	2024	2025	Total
Total Revenue at White Rose Station	REDACTED	REDACTED	REDACTED	REDACTED
Abstracted (including revenue extracted from Cottingley)	REDACTED	REDACTED	REDACTED	REDACTED
Through Traveller	REDACTED	REDACTED	REDACTED	REDACTED
Net Revenue	REDACTED	REDACTED	REDACTED	REDACTED

2.6 CROWDING AND CAPACITY

2.6.1. Analysis has been carried to understand the impact of the net change in demand as a result of the replacement of Cottingley with White Rose Station. The net change in demand includes the following demand:

- Current demand at Cottingley using boarding and alighting data contained within MOIRA data inspector;
- New-to-rail demand at White Rose (added to current demand at Cottingley);
- Abstracted demand (assumed to be zero in this analysis as this will have a zero-effect on capacity); and

2.6.2. Growth has been applied to the demand in line with DfT's forecasts of rail demand at Cottingley station as a proxy for White Rose Station.

2.6.3. For first full year post-opening (2026), this analysis shows that two services in the REDACTED.

Figure 3 - Morley - Leeds (Peak) Capacity 2026 – First full Demand Year REDACTED

Figure 4 - Leeds - Morley (Peak) Capacity 2026 – First Full Demand Year REDACTED

2.6.4. The full analysis for crowding is described in the Crowding Assessment in Appendix J of the FBC+ Document.

2.7 REGENERATION

2.7.1. The analysis of Wider Economic Benefits for White Rose Rail Station predicts a marginal impact on regeneration in the area surrounding the existing Cottingley Station and the proposed White Rose Station. This is because it could not be claimed that the replacement of Cottingley station with an identical service pattern at a new White Rose Rail Station meaningfully increases effective density. While there is a discernible improvement in access times to the station from within the catchment (hence why the new station generates new rail demand), this is not considered sufficient to have a material impact on labour supply or agglomeration.

2.7.2. The only wider economic impact that DfT's guidance would suggest is valid for this situation would be Imperfect Markets, which are calculated as 10% of the Business User Benefits. For White Rose Rail Station this totals at REDACTED, having no impact on the BCR to two decimal places. Local businesses do, however, save REDACTED in time which is likely to directly translate into a productivity benefit given that this time would otherwise have been spent travelling.

2.8 INTEGRATION

INTERCHANGE

2.8.1. Cottingley Station currently sits next to two bus stops on Cottingley Drive and is located 1.6km from the collection of bus stands at White Rose Shopping Centre with frequent and relatively fast services into the city centre and to other towns, cities and residential areas. The provision of the new station will be located 500m away from this bus hub with dedicated active mode links toward the hub.

2.8.2. Enhanced walking and cycling routes between White Rose Rail Station and the wider community will provide a step change in integrated modal infrastructure at White Rose Rail Station compared with the limited existing provision at Cottingley Station.

2.9 ACCESSIBILITY

2.9.1. When White Rose Station undergoes entry into service, existing services are anticipated to transfer from Cottingley to White Rose, therefore a comparison of accessibility and active mode infrastructure has been undertaken contrasting Cottingley and White Rose station.

2.9.2. Positive accessibility impacts will be noted for new-to-rail user accessing White Rose station. The addition of lifts at White Rose Rail Station and step free cross platform access (not present at the existing Cottingley station) will improve accessibility for mobility impaired users abstracted from Cottingley station. Therefore, the replacement of Cottingley with White Rose is anticipated to be beneficial.

2.9.3. In addition, there is improved active mode infrastructure provision to White Rose station in comparison with existing facilities at Cottingley. This has been quantified as part of the appraisal to account for the journey ambience benefits accrued to users travelling on affected routes and bypassing the station and those accessing White Rose Rail Station.

2.10 CAPITAL COSTS

2.10.1. Costs can be defined as the total amount of money spent on constructing and maintaining the scheme.

2.10.2. Costs are categorised as capital costs, site maintenance costs, and operating costs:

- Capital costs are construction costs, land costs, preparation costs (planning and designing the scheme) and supervision costs during the scheme construction;
- Rail Operating costs are the cost of staff, rolling stock and track access required to operate services calling at White Rose Rail Station. No additional operating costs are associated with the scheme as the station call is proposed to replace the existing calls at Cottingley; and
- There is anticipated associated maintenance cost of running the station footprint itself, which is based upon a comparative station on the network. Maintenance costs paid for through the scheme have been accounted for in the economic case appraised over a 60-year period. There will also be a reduction in running costs associated with the closure of Cottingley Station, captured using Network Rail's CP6 Long Term Charges for Franchised Stations.

CAPITAL COSTS

2.10.3. The overall scheme cost for the preferred option of a new station at White Rose which replaces Cottingley Station is £23.079m as presented in the WRRS FBC+. These estimates have been produced using the Tender provided by Spencer, combined with known and planned future spend by Munroe K and the CA. This includes the decommissioning of Cottingley Station and the capital works to open White Rose Station.

2.10.4. The processes in DfT TAG guidance, (Units A1-1: Cost-benefit Analysis and A1-2: Scheme Costs) have been followed, in order to calculate a Present Value of Cost (PVC) for each option appraised.

2.10.5. In line with TAG guidance, the following steps have been undertaken:

- Scheme cost estimated (2021 prices, including inflation & excluding sunk costs);
- REDACTED of total costs are private sector contribution;
- Cost adjusted for quantified risk (2021 prices)
- Optimism Bias added at 33% in line with July 2021 TAG guidance;
- Risk and optimism bias adjusted cost converted to 2010 prices;
- Discounted to 2010 prices; and
- Multiplied by the indirect taxation factor of 1.19 to ensure costs are in comparable market prices.

PRIVATE SECTOR CONTRIBUTION

2.10.6. Munroe K Limited have committed to providing REDACTED towards the development and construction of the new station at White Rose. For the purpose of the Economic Case, this contribution has gone through the steps above in parallel to the public sector contribution and is presented separately in the PA table as a negative cost. It has also been included as a negative business benefit in the TEE table.

RE-BASING

2.10.7. TAG Unit A1.1 Cost Benefit Analysis explains that, when applying monetary values to cost impacts over a long appraisal period, it is important to exclude the effects of inflation.

2.10.8. The GDP price deflator index contained in the TAG data book (July 2021) has been used to convert prices from the 2021 price base year to 2010:

- 100 (at 2010) / 125.74 (at 2021)

DISCOUNTING

2.10.9. TAG Unit A1.1 requires that, in order to calculate a present value, all monetised costs and benefits arising in the future should be 'discounted', that is to say adjusted for people's 'social time preference', to consume goods and services now, rather than in the future.

2.10.10. A discount rate per annum is applied, to represent the reduced present value of deferred future monetary costs and benefits.

2.10.11. The White Rose Rail Station scheme cost estimate has been discounted to DfT Base year present value, at 2010, using rates from TAG Data book (July 2021):

- 3.5% pa, from base year 1 to year 30; and
- 3.0% pa from year 31 to year 60.

MARKET PRICES

2.10.12. The final stage in preparing the cost for appraisal is to convert the aggregate scheme cost from the 'factor cost' to the 'market price' unit of account using the WebTAG indirect tax correction factor of x1.19, which reflects the average rate of indirect taxation in the economy.

2.10.13. The total capital cost is that is borne by the public purse is **REDACTED** in 2010 prices and values.

2.11 MAINTENANCE AND RENEWAL COSTS

2.11.1. There is anticipated to be a change in maintenance costs as a result of the Do Something scheme being implemented against the 'Do Nothing' scenario. No operational changes are anticipated as the

services stopping at Cottingley are anticipated to transfer to White Rose which is in close proximity on the same railway line.

2.11.2. The cost savings as a result of the closure of Cottingley have been captured using Network Rail's CP6 Long Term Charges for Franchised Stations. These are found to be REDACTED (2020 prices) per year.

2.11.3. Estimated maintenance costs for the new station have been requested and provided by TransPennine Express and Northern Trains and compared against each other to find average annual maintenance costs. These are found to be REDACTED (in 2019/20 prices) per year for station maintenance. The station maintenance costs from the example stations included stair and lift maintenance, cleaning contracts, utilities bills and communication costs.

2.11.4. As with the capital costs, the O&M costs have been processed in line with TAG guidance, including a 60-year appraisal period, application of GDP deflator, conversion to 2010 market prices and discounting to 2010. A lower level of optimism bias has been applied to O&M (1%) as the estimates have come from existing stations on the network.

3 SUMMARY OF APPRAISAL

3.1.1. The Do Something option – to replace Cottingley station with the proposed new White Rose Rail Station, has a net present value (NPV) of **£11.7m** in 2010 prices and values, and a BCR of **2.25**. This option offers a high value for money.

3.1.2. This section summarises the benefits and costs of implementing the Do Something scheme against the 'Do Nothing scenario'. The results are presented in Table 3-1 and Table 3-2.

Table 3-1 – Summary of Benefits in 2010 Prices and Values (£000s)

Monetised Impact	Core Scenario
MEC Benefits (60-years)	
Value of Time Net Impact (60-years)	
Active Mode Benefits (30-years)	
Private Sector Contribution	
Present value of Benefits (PVB)	£21,101

Table 3-2 – Summary of Costs in 2010 Prices and Values (£000s)

Monetised Impact	Core Scenario
Capital Cost	
Operating and Maintenance Cost (60-years)	
Net Revenue Impact (60-years)	
Private Contribution	
Infrastructure	
Present Value of Costs (PVC)	£9,385
Benefit-Cost Ratio (BCR	**2.25:1**

3.1.3. In line with the Railways closures guidance, the value for money of closing Cottingley station and replacing it with White Rose station is considered to be 'High'.

3.2 VALUE FOR MONEY

3.2.1. The White Rose Rail Station / Cottingley Closure scheme presents a **High** Value for Money when comparing the Present Value of Costs and Benefits. The economic appraisal yields a BCR of **2.25** as presented in Table 3-3.

Table 3-3 – Summary of Costs and Benefits of the Closure of Cottingley Station (£000s)

Item	Core Scenario
Present Value of Benefits	£21,101
Present Value of Costs	£9,385
Benefit-Cost Ratio	**2.25:1**
Value for Money Category	High
Net Present Value	£11,716

3.3 VALUE FOR MONEY JUSTIFICATION

3.3.1. A cost-benefit assessment was undertaken by comparing the costs of building and maintaining the new station with the user and non-user benefits of the scheme over the 60-year appraisal period (30 years for non-active-mode elements). The Benefit to Cost Ratio was calculated, which represents the Value for Money (VfM) afforded by the scheme.

Three White Rose Office Park
Millshaw Park Lane
Leeds
LS11 0DL

wsp.com

The Future of Cottingley Rail Station Consultation

Consultation Outcome Report

Consultation and Engagement Team
West Yorkshire Combined Authority

10th January 2022

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Contents

Overview

Engagement Exercise

A public engagement exercise took place from 12th July until 4th October 2021 (12 weeks) in relation to The Future of Cottingley Rail Station. This was a Statutory Consultation in accordance with the Department for Transport's (DfT) Railways Closures Guidance.

In addition to the 12 weeks consultation period, Statutory Notices providing information about the consultation were displayed at Cottingley, Morley and Leeds rail stations two weeks prior to the start date. The notices were published in the Metro, Daily Mirror and Yorkshire Evening Post newspapers on the 2nd and 9th July 2021.

Local residents, rail users and businesses were invited to comment on the proposals.

Cottingley Rail Station

Cottingley Rail Station is located in South Leeds on the Leeds to Dewsbury section of the main Transpennine rail route.

West Yorkshire Combined Authority is currently considering the closure of Cottingley Rail Station. This consultation was held to allow the public an opportunity to provide their views on the proposals. The closure is being considered due to the construction of a new, more accessible station approximately 800m from Cottingley at White Rose with extensive walking and cycling routes to and from the wider community.

As part of the closure application, this report will be submitted to the ORR alongside a technical assessment for the closure. The ORR will then take up to 12 months to assess the application and make a decision.

Current issues

- Ticket data at Cottingley station indicates that it is currently the least used of the 14 stations within Leeds representing only 1.4% of the total rail travel demand in Leeds (excluding Leeds Station itself). This is thought to be due to several factors, including:
  - Catchment area is only highly urbanised to the south and east.
  - Accessibility to the station is limited and does not meet current standards. A stepped footbridge is the only inter platform access, there are no pick-up / drop-off points, no car parking and poor accessibility for pedestrians and wheelchair users.
  - Access to the White Rose Office Park and Millshaw areas from Cottingley station is difficult due to long, indirect and unattractive walking routes.
- A new, fully accessible station is being built approximately 800m south of the existing Cottingley Station. It is not possible to stop trains at both stations due to sectional running times and headways on this section of the Transpennine Route, meaning an additional stop would increase end to end journey times. The train operators will not accept a full service calling at both stations in this case.

The opportunity

- The new station at White Rose has a wider catchment area than the existing station at Cottingley. It would continue to serve the existing Cottingley catchment, in addition to other local communities, commuters to the Office Park, Elliott Hudson College and visitors to the White Rose Shopping Centre.
- Existing users of Cottingley who access the station from the north may or may not incur some additional walking time to access the White Rose station depending on where they travel from. However, there are extensive provisions within the design to improve walking and cycling routes linking the station to nearby catchments.
- There is expected to be an opportunity to increase the level of services to two trains per hour once the Transpennine Route Upgrade is complete.
- Once opened the new station will provide:
  - A new modern rail station, fully compliant with current standards
  - Lift and staircase access to both platforms providing accessibility for all users
  - Better connections for local people to job, education and leisure opportunities
  - New and upgraded cycle routes and pathways to local communities, the White Rose Shopping Centre and bus interchange, providing excellent public access with safe, well-lit walkways
  - Passenger facilities to include cycle storage, waiting shelters and CCTV
  - Provision for drop off / pick up including taxis and blue badge parking spaces

White Rose Rail Station consultation

The first phase of White Rose Rail Station consultation took place in 2018. The majority (71%) of respondents were happy with proposals for a new rail station at White Rose.
We shared proposals for White Rose again in 2019 as part of the planning application. No objections from statutory consultees were received, which reflected the level of support received in 2018. More information about the previous consultations can be found via www.yourvoice.westyorks-ca.gov.uk/whiteroserailstation.

Funding

The decommissioning of Cottingley station would be funded from the money allocated to the new station at White Rose. This comprises of a mixture of West Yorkshire Combined Authority funding and private sector contribution:

- £5m Leeds Public Transport Investment Programme
- £5m New Stations Fund
- Up to £12m Transforming Cities Fund
- Up to £4.5m contribution from Munroe K Ltd

Timescales

The station closure application is expected to be submitted to the Office of Rail & Road (ORR) early 2022. The ORR then have up to 12 months to assess the application and make a decision on the future of Cottingley station. An outcome is expected by the end of 2022.

Main construction works for the new station at White Rose are expected to begin early 2022. Should ratification to close the Cottingley be given, it is expected that the decommissioning of Cottingley would commence in line with the opening of White Rose station, which is expected to be early 2023.

Impact of COVID-19

At the start of the consultation, It was difficult to foresee if public drop-in events could be held. Following Government advice, public drop-in events were held later into the consultation after the rules on social distancing were reviewed and reduced.

Consultation activities

For the purpose of the consultation exercise a website was created and populated with the scheme plans and information necessary for public participation. A survey was also hosted on the website that invited comments on the proposed plans for The Future of Cottingley Rail Station.

The website was designed, built and hosted by the West Yorkshire Combined Authority on their 'Your Voice' engagement website (www.yourvoice.westyorks-ca.gov.uk/Cottingley).

In addition to the online survey, paper copies were made available upon request.

Visitors via the Your Voice website were also given the option to ask a question in the Q&A section which supplemented an extensive list of FAQs. These can be found on page 54 of this report.

Consultation materials

To complement the public engagement exercise, a leaflet was produced showing detailed information and a map of the overall scheme area. See page 10 for the map of the scheme area. A poster was also produced which signposted readers to the Your Voice website.

The following was carried out to make the consultation more accessible:

- An Equality Impact Statement was produced with an accompanying technical assessment (DIA).
- A door-to-door leaflet and survey drop to over residential properties and businesses in the vicinity.
- Easy read materials were produced (leaflet, survey, privacy notice).
- The consultation materials were made available upon request in hardcopies and in other formats (e.g. large print, braille, alternative languages).
- One-to-one telephone calls with a member of the project team arranged via MetroLine.
- Promoting the consultation via newspaper, social media, posters and real-time (see 'consultation promotion' section below for further information).

Consultation promotion

In addition to promoting the consultation via the Your Voice website, the consultation was also promoted as follows:

- Door-to-door postal leaflet drop were carried out to over residential properties and businesses in the vicinity to explain the scheme and encourage feedback. This covered both Cottingley and Churwell New Village Estates.
- Posters advertising the consultation were produced and displayed in strategic locations in Cottingley and Churwell areas. This included public facilities including bus shelters in the area.
- A newsletter promoting the consultation was sent to those who had subscribed to the Your Voice website (www.yourvoice.westyorks-ca.gov.uk).and and an email sent to those who had responded to the previous White Rose consultation.
- Real time information displays were also used at bus stops in Cottingley and Churwell which sign-pointed members of the public to the Your Voice website.
- Drop-in events at the White Rose Shopping Centre, White Rose Office Park and Elliot Hudson College.
- Webinars – three sessions on different days/times during the 12 week consultation.
- A press release / article was published in the following newspapers:
    - 12 July - 'Underused' railway station could be closed (TheBusinessDesk.com)
    - 12 July - Have your say on the future of Cottingley Rail Station (SouthLeedsLive.com)
    - 13 July - Cottingley station closure: Have your say on plans to shut site in favour of new White Rose station (Yorkshire Evening Post)
    - 13 July - Consultation starts on rail station plans (Insider Media Ltd)
    - 18 August – Cottingley station consultation event this week (South Leeds Life)
    - 19 August - Public consultation on future of Cottingley Rail Station being held at White Rose Centre today (Leeds Evening Post)
    - 28 September - Last chance to have your say on the future of Cottingley Rail Station (SouthLeedsLive.com)
    - 5 October - Yorkshire railway station to close as part of plans to create new stop half a mile down the track (The Yorkshire Post)
    - 5 October - Plans to close a Leeds railway station have been confirmed (LeedsLive)
    - Consultation about Cottingley Rail Station - Through the Maze (through-the-maze.org.uk)
- Social media via the following:

Twitter

Tweets posted	Reach	Engagements	Retweets / Shares	Reactions	Comments	Post Clicks
12 July - We're inviting people to have their say on the future of #Cottingley Rail Station, #Leeds, from today as part of our 12-week consultation with @ConnectingLeeds, @LeedsCC_News, and Munroe K. Read more at http://ow.ly/mLCW50FtRQo	3837	142	5	5	2	49
14 July - Join us on Wednesday 21 July for an informative webinar on the future of #Cottingley Rail Station and	3082	47	6	2	0	10

receive an update on the new White Rose Rail Station. For joining details, visit http://yourvoice.westyorks-ca.gov.uk/Cottingley @ConnectingLeeds @MetroTravelNews						
16 July - Have your say on the future of #Cottingley Rail Station as part of our 12-week consultation with @ConnectingLeeds, @LeedsCC_News and Munroe K. Find out more at http://yourvoice.westyorks-ca.gov.uk/Cottingley	2237	50	3	2	0	16
29 July - Live in #Cottingley? We want to hear your views on the future of Cottingley Rail Station, #Leeds, as part of our 12-week consultation with @ConnectingLeeds @LeedsCC_News and MunroeK. Visit http://yourvoice.westyorks-ca.gov.uk/Cottingley	1937	13	2	1	0	3
2 August - Join us on Monday 9 August for a webinar on the future of #Cottingley Rail Station and receive an update on the new White Rose Rail Station. For joining details, visit http://yourvoice.westyorks-ca.gov.uk/Cottingley @ConnectingLeeds @LeedsCC_News	2471	21	5	3	0	3
9 August - Join us this morning for a webinar on the future of #Cottingley Rail Station and receive an update on the new White Rose Rail Station. For joining details, visit http://yourvoice.westyorks-ca.gov.uk/Cottingley @ConnectingLeeds @LeedsCC_News	1775	24	1	0	0	13
13 August - Live in #Churwell? We want to hear your views on the future of Cottingley Rail Station, #Leeds, as part of our 12-week consultation with @ConnectingLeeds @LeedsCC_News and MunroeK. Visit http://yourvoice.westyorks-ca.gov.uk/Cottingley.	2288	28	2	4	1	6
18 August - We're over halfway through our 12-week consultation on the future of Cottingley Rail Station with @ConnectingLeeds @LeedsCC_News and MunroeK. Have you taken part yet? Find out more information and have your say at http://yourvoice.westyorks-ca.gov.uk/Cottingley.	2760	24	4	5	1	5
18 August - Want to find out more about our consultation on the future of #Cottingley Rail Station, #Leeds with @ConnectingLeeds @LeedsCC_News and MunroeK? Come and visit us @whiteroseleeds this Thursday, 10am - 6pm.	3770	61	8	4	0	16
23 August - Join us on Monday 13 September for a webinar on the future of #Cottingley Rail Station and receive an update on the new White Rose Rail Station. For joining details, visit http://yourvoice.westyorks-ca.gov.uk/Cottingley. @ConnectingLeeds @LeedsCC_News	2158	17	2	4	0	5
13 September - Join us this evening for a webinar on the future of #Cottingley Rail Station and receive an update on the new White Rose Rail Station. For joining details, visit http://yourvoice.westyorks-ca.gov.uk/Cottingley. @ConnectingLeeds @LeedsCC_News	2003	19	1	3	0	6
28 September - Less than a week to go — make sure you have your say on the future of #Cottingley Rail Station as part of our 12-week consultation with @ConnectingLeeds @LeedsCC_News and MunroeK before it closes on Monday 4 October. https://westyorks-ca.gov.uk/all-news-and-blogs/last-chance-to-have-your-say-on-the-future-of-cottingley-rail-station-leeds/	2433	66	3	5	0	20
3 October - Last chance - make sure you have your say on the future of #Cottingley Rail Station as part of our 12-week consultation with @ConnectingLeeds @LeedsCC_News and MunroeK before it closes at midnight tomorrow. http://yourvoice.westyorks-ca.gov.uk/Cottingley	2059	22	1	2	0	5
TOTAL	**32810**	**534**	**43**	**40**	**4**	**157**

FaceBook

Message posted	Reach	Engagements	Shares	Reactions	Comments	Post Clicks
12 July - We're inviting people to have their say on the future of Cottingley Rail Station, Leeds, from today as part of our 12-week consultation with Connecting Leeds, Leeds City Council and Munroe K. Read more at http://ow.ly/SaSI50FtRx5	943	117	1	10	5	53
14 July - Join us on Wednesday 21 July 2021 for an informative webinar on the future of Cottingley Rail Station and receive an update on the new White Rose Rail Station. For joining details, visit yourvoice.westyorks-ca.gov.uk/Cottingley Connecting Leeds	238	1	0	1	0	0
16 July - Have your say on the future of Cottingley Rail Station as part of our 12-week consultation with Connecting Leeds, Leeds City Council and Munroe K. Find out more at yourvoice.westyorks-ca.gov.uk/Cottingley	220	3	0	1	0	2
29 July - Live in Cottingley? We want to hear your views on the future of Cottingley Rail Station, Leeds, as part of our 12-week consultation with Connecting Leeds, Leeds City Council and MunroeK. Visit http://www.yourvoice.westyorks-ca.gov.uk/Cottingley	195	2	0	2	0	0
2 August - Join us on Monday 9 August for a webinar on the future of Cottingley Rail Station and receive an update on the new White Rose Rail Station. For joining details, visit http://www.yourvoice.westyorks-ca.gov.uk/Cottingley Connecting Leeds Leeds City Council	5775	182	3	8	16	37
9 August - Join us this morning for a webinar on the future of Cottingley Rail Station and receive an update on the new White Rose Rail Station. For joining details, visit http://www.yourvoice.westyorks-ca.gov.uk/Cottingley Connecting Leeds Leeds City Council	198	1	0	1	0	0
13 August - Live in Churwell? We want to hear your views on the future of Cottingley Rail Station, Leeds, as part of our 12-week consultation with @ConnectingLeeds @Leedscouncil and MunroeK. Visit http://www.yourvoice.westyorks-ca.gov.uk/Cottingley.	303	8	0	4	2	0
18 August - We're halfway through our 12-week consultation on the future of Cottingley Rail Station with Connecting Leeds, Leeds City Council and MunroeK. Have you taken part yet? Find out more information and have your say at http://www.yourvoice.westyorks-ca.gov.uk/Cottingley.	174	1	0	1	0	0
18 August - Want to find out more about our consultation on the future of #Cottingley Rail Station, #Leeds with Connecting Leeds and MunroeK? Come and visit us White Rose Shopping Centre this Thursday, 10am - 6pm. Find out more: https://www.westyorks-ca.gov.uk/cottingley-drop-in.../	258	3	0	0	0	2
23 August - Join us on Monday 13 September for a webinar on the future of Cottingley Rail Station and receive an update on the new White Rose Rail Station. For joining details, visit http://www.yourvoice.westyorks-ca.gov.uk/Cottingley. Connecting Leeds Leeds City Council	168	3	1	2	0	0

13 September - Join us this evening for a webinar on the future of Cottingley Rail Station and receive an update on the new White Rose Rail Station. For joining details, visit http://www.yourvoice.westyorks-ca.gov.uk/Cottingley. Connecting Leeds Leeds City Council	195	6	1	2	0	1
28 September - Less than a week to go — make sure you have your say on the future of Cottingley Rail Station as part of our 12-week consultation with Connecting Leeds, Leeds City Council and MunroeK before it closes on Monday 4 October. https://www.westyorks-ca.gov.uk/.../last-chance-to-have.../	308	4	0	1	0	2
3 October - Last chance - make sure you have your say on the future of Cottingley Rail Station as part of our 12-week consultation with Connecting Leeds, Leeds City Council and MunroeK before it closes at midnight tomorrow. http://www.yourvoice.westyorks-ca.gov.uk/Cottingley	212	1	0	0	0	0
TOTAL	**9187**	**332**	**6**	**33**	**23**	**97**

FaceBook – paid advertisements

Message Posted	Reach	shares	Reactions	Comments	Post clicks
Cottingley Rail Station Consultation	30,096	23	28	85	995
Cottingley Rail Station Webinar	5,415	3	6	13	42
Total	**35,511**	**26**	**34**	**98**	**1037**

Stakeholder meetings

Due to the Covid-19 government guidelines at the time and the need to maintain social distancing, it was not possible to hold any face-to-face meetings with stakeholders ahead of the consultation. Prior to the consultation commencing a virtual briefing was held for local ward members and councillors on Thursday 27 May 2021 and further meetings with the project team were made available upon request via Microsoft Teams. See pages 57-60 for a summary of the meeting held.

Managing expectations around participation activities

There is seldom a formula for predicting participation rates but research suggests that the majority of digital engagement exercises follow the 90-9-1 rule. That is, in a collaborative website such as a wiki, 90% of the participants of a community only view content, 9% of the participants edit content, and 1% of the participants actively create new content. These percentiles are not dissimilar to public consultation where, even on salient issues, participation rates of 1% of the affected population is normal.

Generally, people who are interested (positively or negatively) will ever participate – the vast majority tend to be disinterested or don't care enough to join in.

Inclusive engagement methodology

The term 'seldom-heard groups' refers to under-represented people who are typically harder to reach, or rarely have the same opportunities to express themselves as other stakeholders. Due to multiple barriers affecting access to and the use of public and social services, often the views of these groups go underrepresented. Thus, it is pivotal that efforts are made to connect

and communicate with these groups, helping to facilitate better participation and ensuring that the consultation is accessible and inclusive as possible.

Many factors can contribute to people who use services being seldom heard, including: Disability, Ethnicity, Sexuality, Community impairments, Mental health, Homelessness and Geographical isolation as well as language barriers.

Utilising demographic data and knowledge from within the Combined Authority, seldom-heard groups, along with other stakeholders, were identified and communications sent to key contacts signposting to the consultation materials and offering the opportunity to engage directly. It was also requested that those contacts circulate the information supplied to their wider networks.

We were also keen to reach people who are digitally dis-engaged. We supplied a freepost address for letters, a dedicated telephone number, printed leaflets, produced easy-read materials, ran articles in local newspapers and offered paper versions upon request. Contact details were supplied for those requiring consultation materials in different formats.

Analysis

The results of the public consultation exercise have been presented in this report. Quantitative and qualitative response data are presented together to provide overall sentiment, and a contextual narrative to the responses. The wealth of information provided has been subject to a thematic analysis to look for common themes. This has provided a narrative and context to how participants responded to the overall survey, but it is recommended that those involved in the development of The Future of Cottingley Rail Station read the comments in full (see appendices report, pages 63-102). The qualitative data that has been collected is presented anonymously for full consideration by officers involved in developing the scheme.

Please note: All comments used as illustrative quotes within this report have been copied verbatim from their source. No changes were made to the information received so as not to inadvertently misinterpret, or misidentify the intension of the respondent.

Headline Information

During the 12 weeks' consultation period, a total of 627 respondents participated. A total of 406 surveys were completed, 1 individual asked a question through the online Q&A tool via the Your Voice website, 13 emails and 2 letters were received and 206 participated via the tick box question at the three drop-in events.

Over 2,200 unique visits were made to the engagement website www.yourvoice.westyorks-ca.gov.uk/Cottingley. More information about Your Voice website visits reach is available on pages 61-62 of this report.

Three drop-in events took place at the: White Rose Shopping Centre, Elliott Hudson College and White Rose Office Park and as well as three webinars.

Surveys

406 online survey responses were received during the consultation period. The results of these survey responses can be found on pages 12-40 of this report.

Q&A

The dedicated Q&A forum hosted on the engagement webpage www.yourvoice.westyorks-ca.gov.uk/Cottingley allowed visitors to pose questions that were responded to by the officers involved in the scheme. This forum was supported by an extensive list of FAQs that provided additional information and context about the scheme, funding and the process of its development. The one question posed can be found on page 54 of this report.

The questions were open and accessible to all visitors of the scheme and they will remain on the site and consolidated into the FAQs for future engagement activities.

Emails, letters, telephone calls

Throughout the consultation period, local residents, rail station users, businesses, and various stakeholders were offered the opportunity to feedback via email, in writing via the freepost address provided, or via telephone. This was made available to complement the survey and Q&A section on the Your Voice engagement website, and as an option for groups or representatives to submit consolidated comments or feedback. 13 emails and 2 letters were received. The full list of emails and letter can be found on pages 42-53 of this report.

Additional information

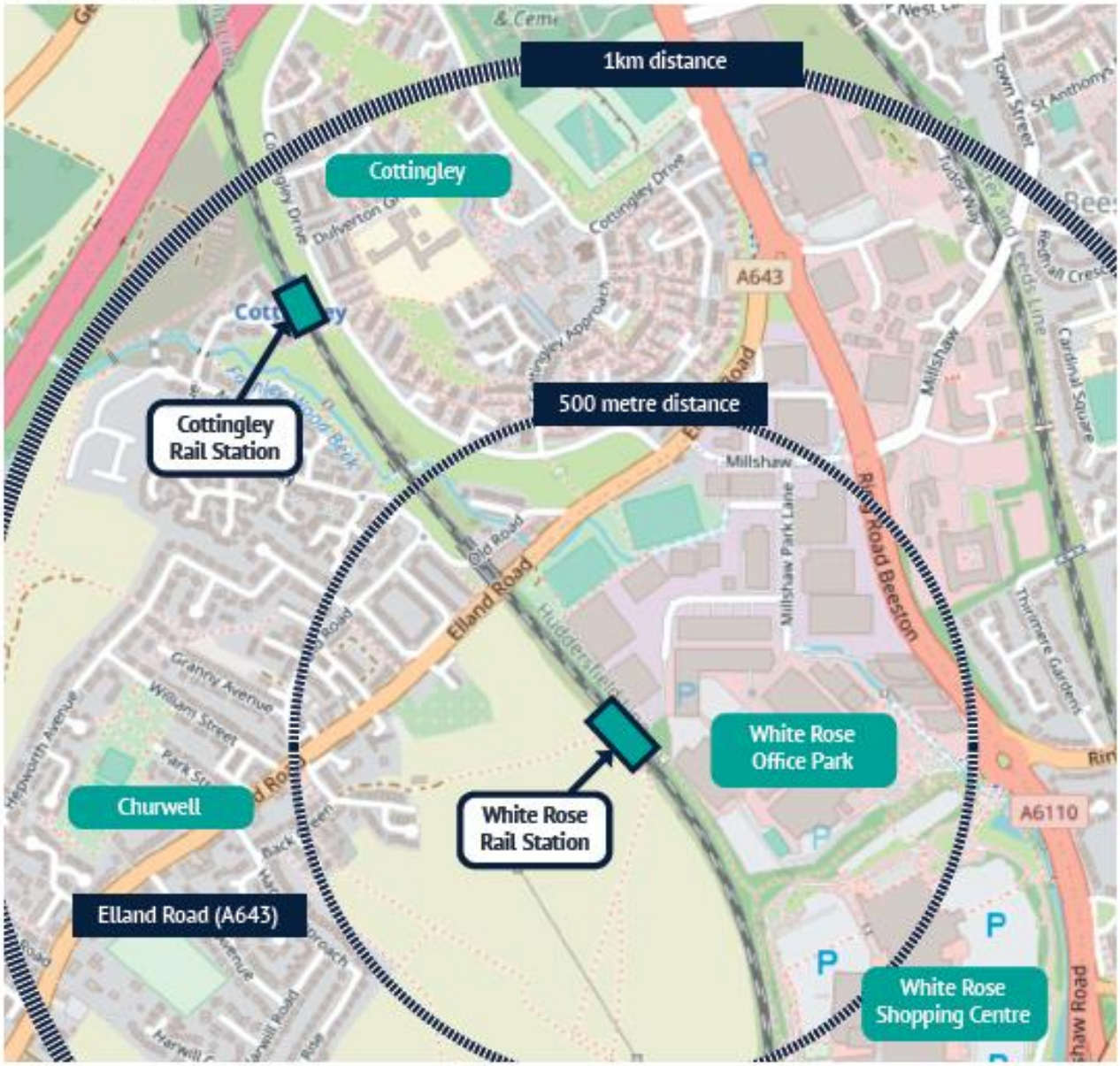
In the survey, in addition to the questions specific to the scheme, a number of questions were included to better understand the current use of Cottingley Rail Station, by those who took part in the consultation.

Future engagement

Visitors to the dedicated engagement webpage were offered the opportunity to sign-up to be contacted with updates about the scheme. As standard, visitors to the main engagement website www.yourvoice.westyorks-ca.gov.uk can register to be kept informed about all engagement activities, and specific topics and districts of interest.

Map of scheme area

Location of proposals:



© OpenStreetMap contributors

Executive Summary

Survey headlines (from *n*[1]=406 responses)

406 respondents completed the survey.

- 61% are supportive of closing Cottingley Rail Station. Data includes online responses from Q9 (42% in support) and drop-in event data (97% in support).
- The majority 62% (n=248) stated that they use Cottingley Rail Station with 38% (n=154) stating they don't use the station.

- 83% (n=213) stated that they mainly travel to/from Leeds from Cottingley Station followed by 24% (n=9) who travel to/from Huddersfield.

  Between 2% to 3% (N=4 to 9) travel to/from Morley, Dewsbury, Manchester and Batley.

- Over a quarter (28% n=73) of the respondents stated that they use Cottingley Station 5 or more days a week followed by 17% (n=45) who use it 3 or 4 days a week.

  A total of 11% (n=28) use the station a couple of times a year, (6% n=16) have not used the station in the last 12 months (3% n=8) and have never used the station.

- The majority of respondents 60% (n=154) use the station to travel to work and for leisure / shopping 56% (n=144). 9% (n=22) use the station to travel to school / college / university.

- 57% (n=227) respondents stated that they would be affected if Cottingley Station was to close with 39% (n=154) stating they would not be affected.

- The results from those who stated they would use the new White Rose Station when it opens in late 2022 was very close. 39% (n=159) stated that they would use the new White Rose Station whilst 36% (n=146) they wouldn't.

  A quarter of the respondents 25% (n=99) stated they don't know if they would use the new White Rose Station.

Overall support (from survey and drop-in events – 61%)

[1] n shows the count number of responses to each question, inclusive of 406 surveys

Results

Overview

Local residents, rail users and businesses were invited to complete the survey which was hosted on the Your Voice website. A total of 406 surveys were completed.

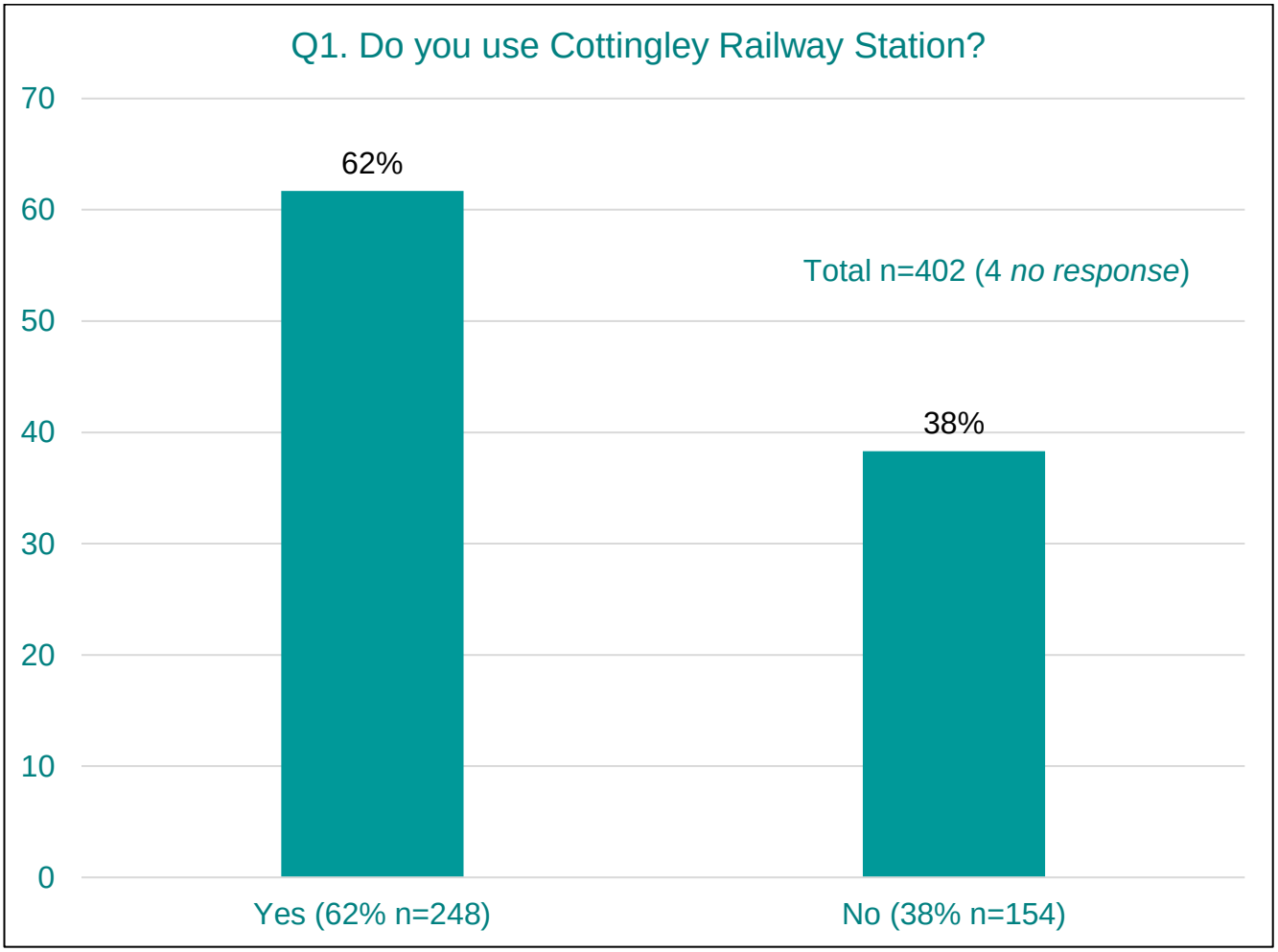
Respondents were asked to complete a simple survey which asked for their views on Cottingley Rail Station. The survey was split into two sections:

A: Your views
B: About you (optional questions)

Respondents were also asked to complete all the relevant sections based on their 'normal' travel habits before COVID-19 restrictions were put in place/ prior to March 2020.

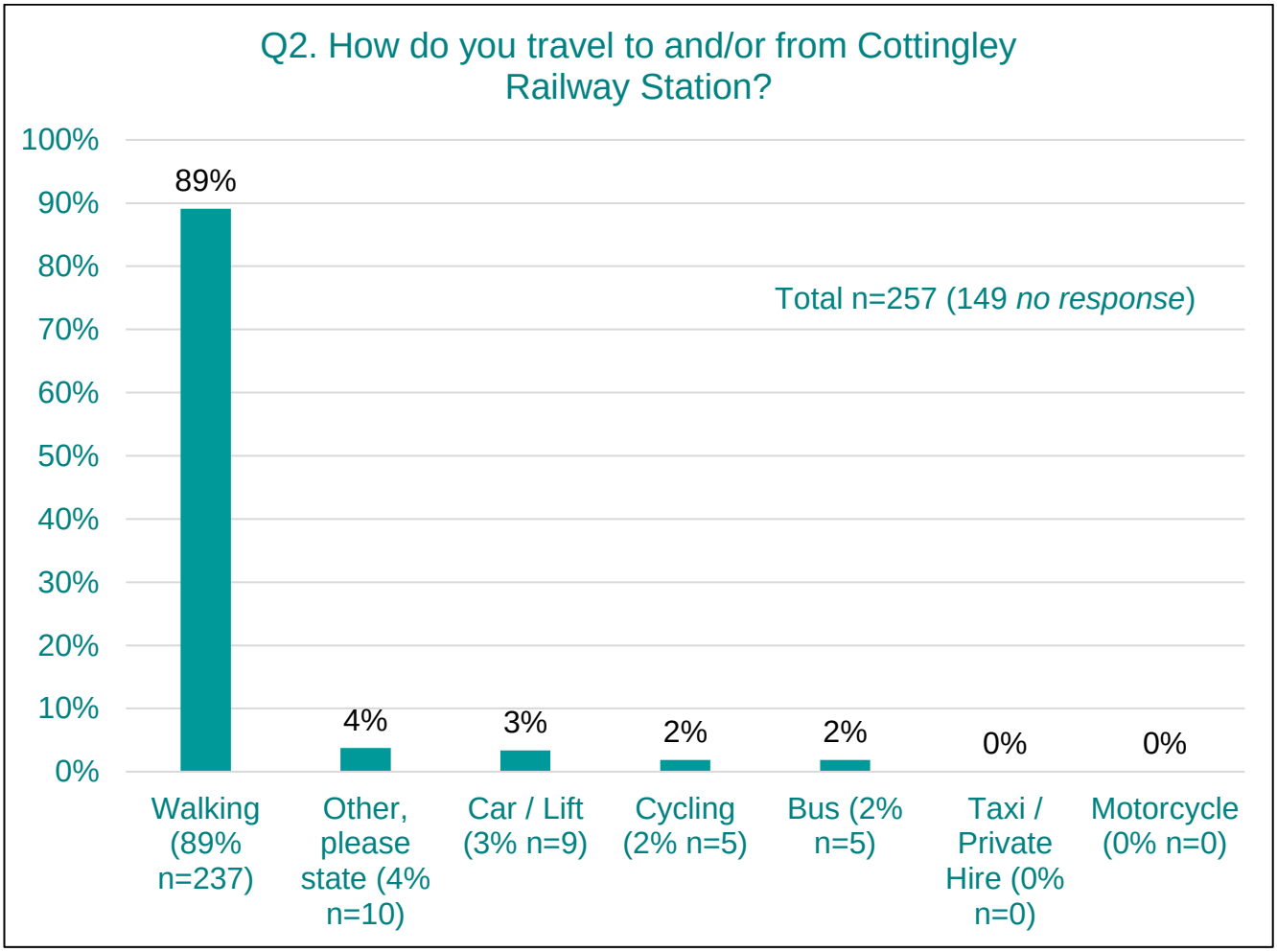
Section A: Your Views

Q1. Do you use Cottingley Railway Station? (please tick one box)



402 respondents answered the above question. The majority 62% (n=248) stated that they use Cottingley Rail Station with 38% (n=154) stating they don't use the station.

Q2. How do you travel to and/or from Cottingley Railway Station? (please tick all that apply)



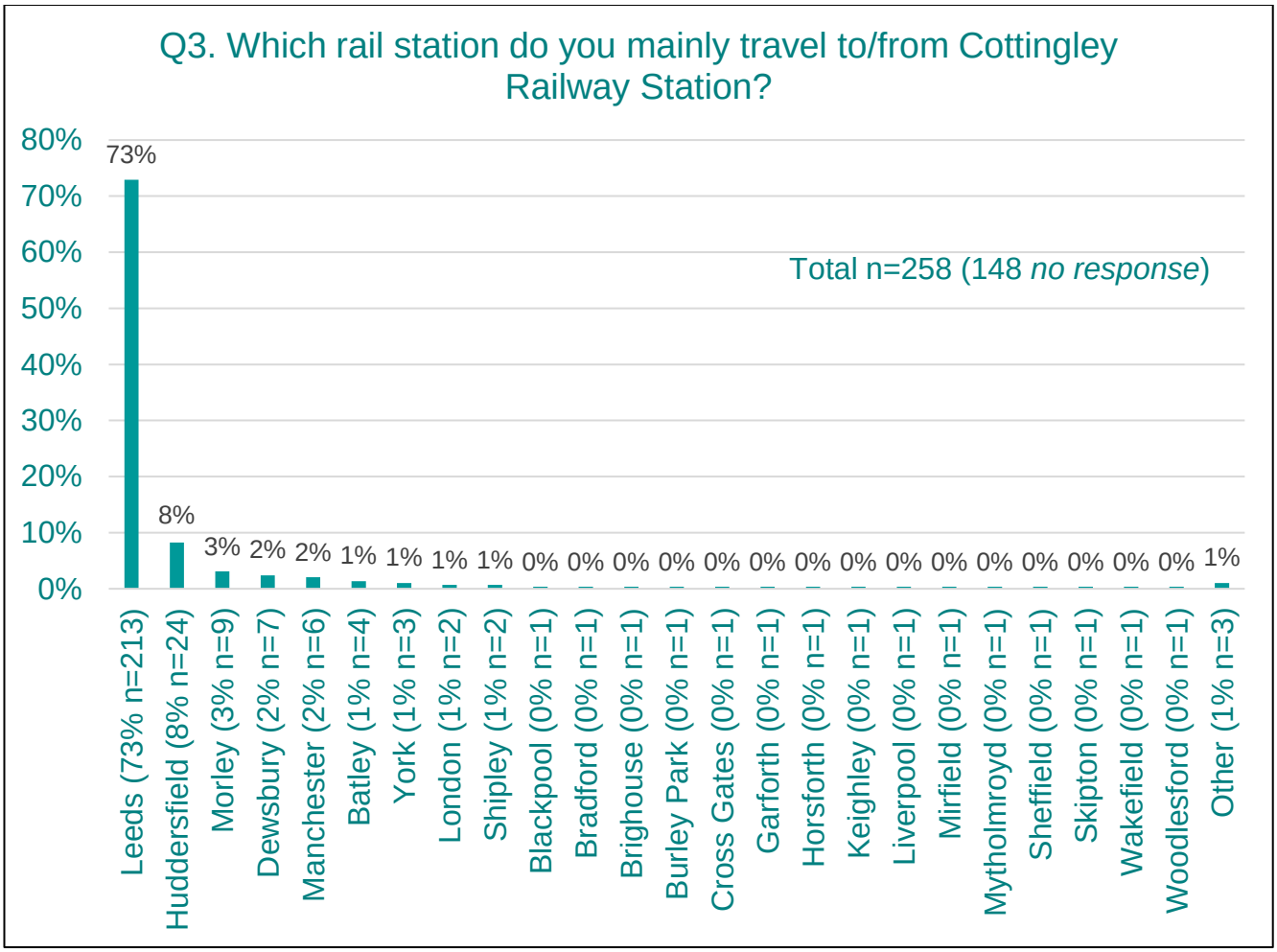
89% (n=237) stated they walk to/from the station. 4% travel via 'other' and 3% via car/lift.

Other, please state:

10 open text comments were provided which have been categorised below:

Comments	Tally
Train	3
I don't	2
Never / Don't use it	2
None / N/a	2
Wheelchair	1

Q3. Which rail station do you mainly travel to/from Cottingley Railway Station?



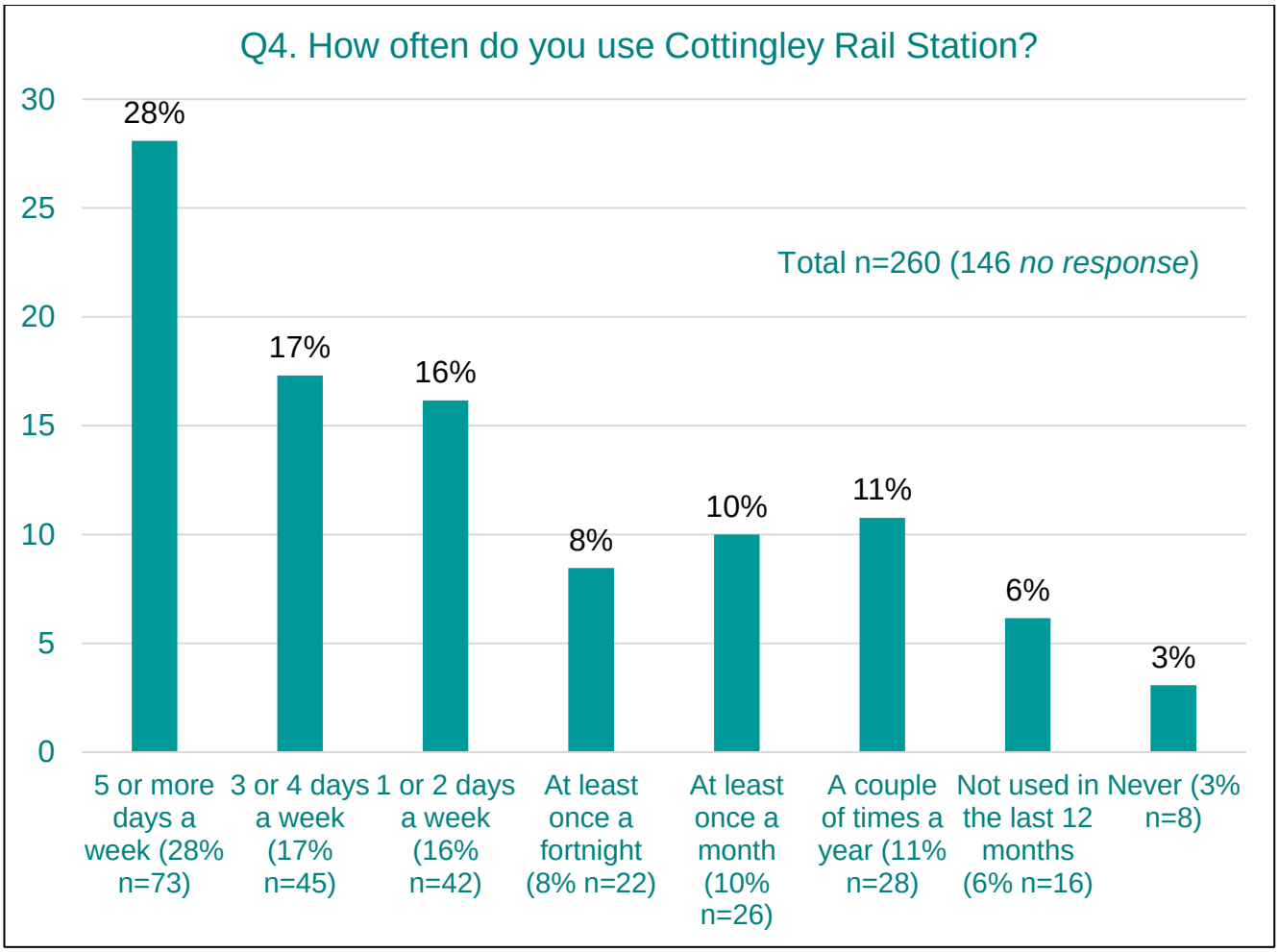
73% (n=213) stated that they mainly travel to/from Leeds from Cottingley Station followed by 8% (n=24) who travel to/from Huddersfield and 3% (n=9) who travel to/from Morley which is one stop away.

2% (N=6 to N=7) travel to/from Dewsbury and Manchester.

Seven 'Other' comments were provided which have been categorised below:

Comments	Tally
None / N/A	3
I don't.	1
More then one	1
Never travel from Cottingley	1
I used to use it when I lived there	1

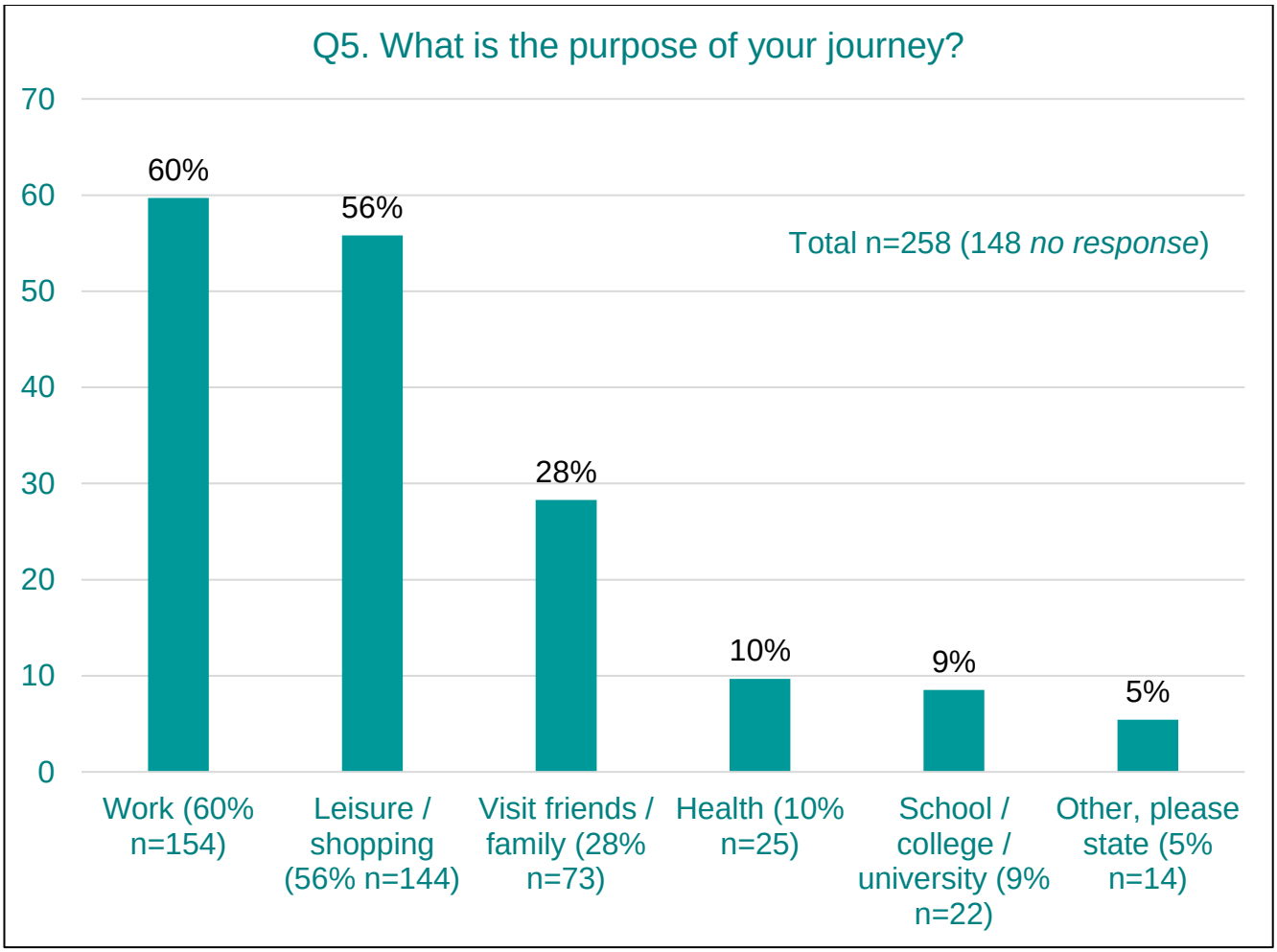
Q4. How often do you use Cottingley Rail Station? (please tick one box)



Over a quarter (28% n=73) of the respondents stated that they use Cottingley Station 5 or more days a week followed by 17% (n=45) who use it 3 or 4 days a week.

A total of 11% (n=28) use the station a couple of times a year, (6% n=16) have not used the station in the last 12 months (3% n=8) and have never used the station.

Q5. What is the purpose of your journey? (please tick all that apply)



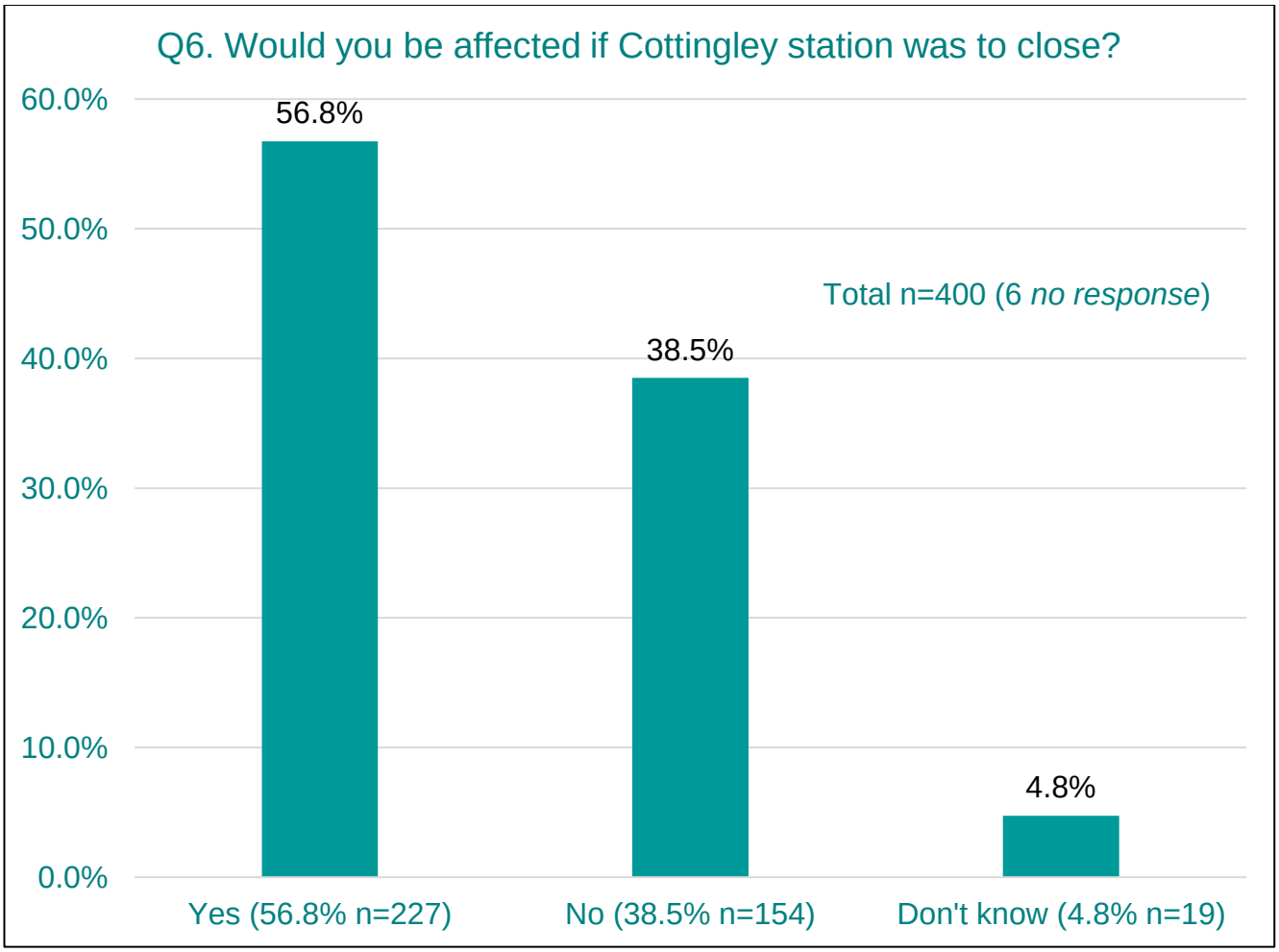
The majority of respondents 60% (n=154) use the station to travel to work and for leisure / shopping 56% (n=144). 9% (n=22) use the station to travel to school / college / university.

Other, please state:

14 open text comments were provided which have been categorised below:

Comments	Tally
Shopping / leisure	8
No reason	3
Don't use	2
Education	1

Q6. Would you be affected if Cottingley station was to close? (please tick one box)



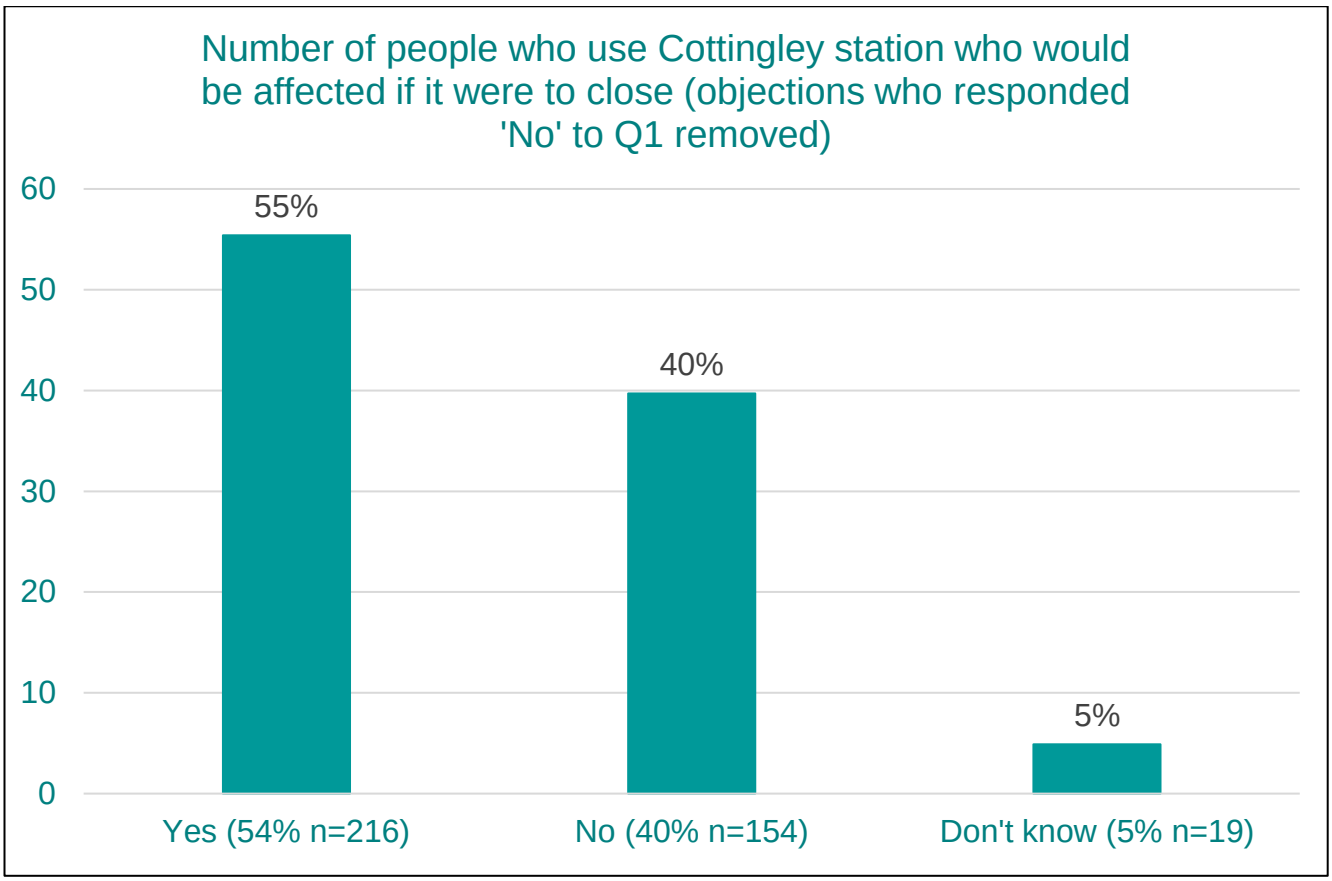
400 respondents answered the above question.

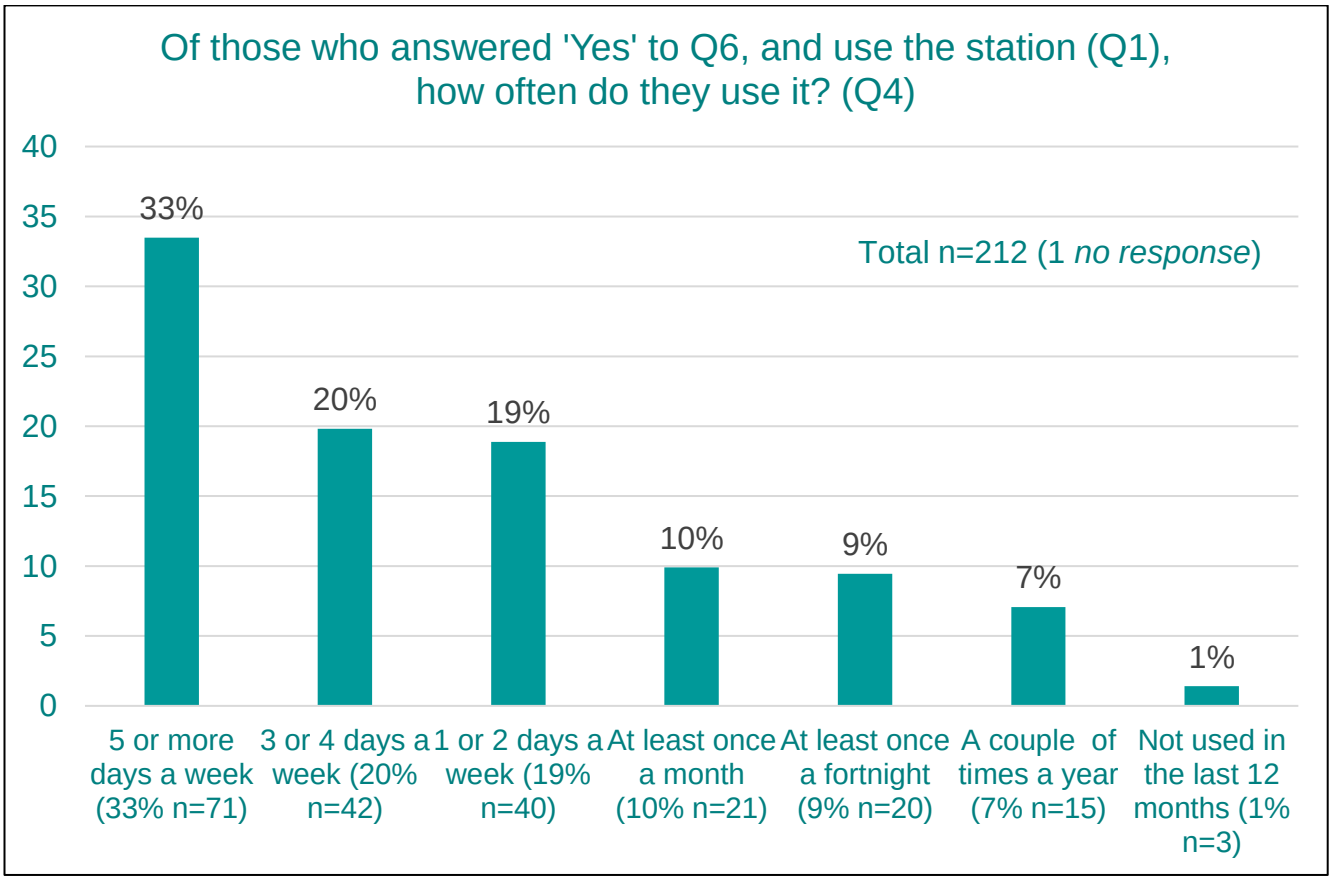
57% (n=227) respondents stated that they would be affected if Cottingley Station was to close with 39% (n=154) stating they would not be affected.

Those who stated they would be affected were asked to explain their answer in Q7.

Further analysis was done on this question using the data from Question 1 ‘Do you use Cottingley Rail Station?’. From the 227 responses that answered ‘Yes’ to Question 6, 5% (n=11) said they did not use the station. 3 responses did not give an answer to Q1.

The below chart has been updated to reflect this by removing the 11 respondents who stated they did not use the station in question 1.





Of the 95% (n=213) who use the station and said they would be impacted by its closure, the graph above shows how frequently they use the station.

Q7. If you selected 'Yes' to question 6, please explain your answer.

213 open text comments were provided. The full list of comments can be found in Appendix A, pages 63-72 of this report.

Those respondents that stated they would be affected if Cottingley station closed, were provided with an open text box for any explanation they wished to provide.

Of the 227 respondents that stated 'Yes' they would be affected, 213 provided a comment. As this question was only asked of those that stated they would be affected by the closure, comments received here feature views opposing the closure.

Below is a summary of some key themes emerging from the comments, with illustrative quotes, followed by a tally table of themes.

Many respondents commented that they would have **further to travel** to access the train, should Cottingley close. Some felt that the increased distance to White Rose station would make a big difference to their lives, in terms of taking longer and being a more testing route to and from the station:

> *'I would have further to travel to catch the train and I would have to negotiate crossing a very busy main road'*
>
> *'Much less accessible for me to take a 15 minute walk every day when the current train station in seconds away from my home. The train would drive past me every day but stop 15 minutes away making it less efficient and useful for me as a method of travel'*
>
> *'Due to living in close proximity of Cottingley station (Churwell New Village), if it were to close it would double my commute time into the city centre…'*

While others noted that although the new station was slightly further away, the change would have a **small impact** on their travel to the station, and would likely not cause them too much concern:

> *'Although I would be (slightly) affected, I agree that the White Rose is a more logical place for a station.'*
>
> *'I'd have to walk a tad further to the new station, but in honesty it wouldn't be a massive inconvenience.'*
>
> *'Additional travel time to new white rise station, however, if walking links are good it wouldn't be the worst…'*

Many noted the current convenience of having Cottingley station close by, and felt that its closure would be a loss. Comments explained the **potential inconvenience** in terms of change in commuting routine; spending more time and expense travelling, and wider impact on their day:

> *'…My wife commutes to work everyday and is most convenient to manage with our daughter in the morning.'*

'…I live at the farthest end of Churwell… & there is no nearby public transport except Cottingley Station to me. No buses come into the estate either,so train is my only option'

'Although I don't use the station often, (I know a lot of friends who do) I do like the fact that the station is so close to my house and makes access into the city much more convenient and easy when I do get to go in'

Some respondents felt that without Cottingley station they would have to use **alternative modes of transport**. They mentioned increased use of their cars, while others were considering bus use, which they perceived as a slower option:

'Without services from Cottingley, I would have to drive. As would many other users resulting in an increase in carbon emissions'

'Financially – would… pay more for parking or bus fare , more time spent in travelling using Bus or car and adds on to my commute time rather than getting on the train from Cottingley'

Personal safety was a concern for some, either from the perspective of feeling the journey to White Rose is isolated and risky, or of needing to cross dangerous traffic to reach it.

'The new station is not in a good location for female travelling alone. No houses no footfall no one about at 6 in the morning when I'm walking to it'

'There is no footpath leading to the new station and we would have to cross a busy road where a lot of accidents have happened'

A small number also commented that they decided to live in the local area / **buy their property** there, due to the location of Cottingley station, and that it would be wrong to take this away from the community that invested in the area:

'With all our hard earned money we invested in this estate to buy a house as it's close to train station and so we don't need to spend for car. It won't be fair for people who invested here and attracted because of train station'

Various **other comments** were provided in this section. Some used the space to describe their circumstances and use of the station. Others mentioned wider issues with infrastructure and congestion in the area, while some referred to issues with the existing rail service.

'The line is heavily congested as it is with many people unable to get on the train. That is the reason station usage is low at cottingley…'

'We are looking to move to Cottingley and this would affect our decision'

'Cottingley station is easily accessible whereas the White Rose station will not be therefore it will make it more difficult to travel to Leeds and also to points beyond - e.g. London by rail connection.'

'Living on New Village Way, the recent planning applications for c. 140 new homes were approved on the strength that the station and access it provides to services were in place. Closing the station will put additional pressure on the traffic'

Please note that due to the variety and depth of comments received, the tally does not correspond with the total number of comments received; some comments were coded against multiple themes.

A full list of comments received is provided in Appendix A, pages 63-72.

Theme	Tally

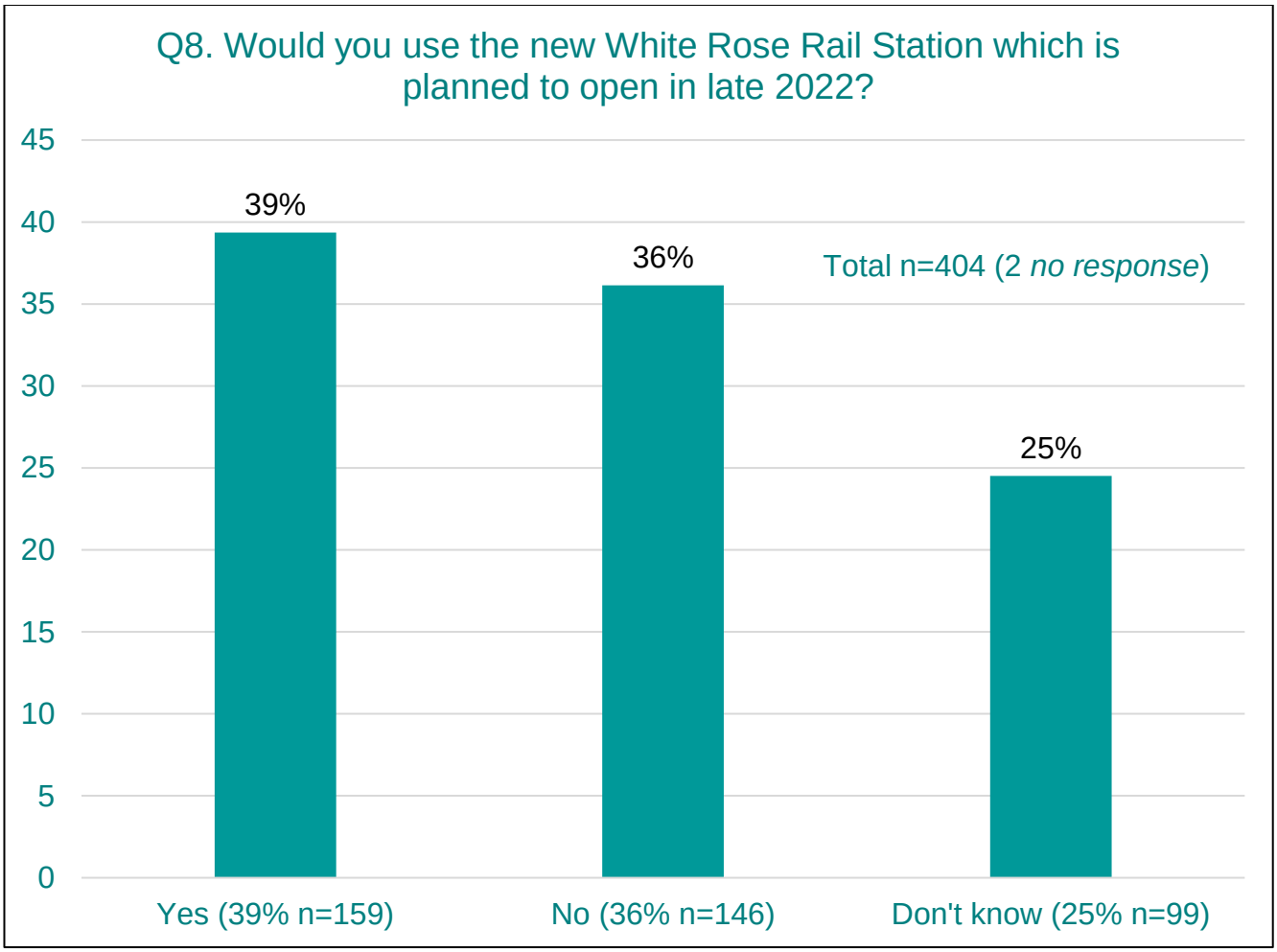
• Further to walk / longer commute
  ○ Would impact length of journey duration
  ○ Would have a minor impact
	79

• Closure would be inconvenient; would have wider impact on family life / lifestyle	37

• Would use alternative transport method
  ○ Car use would increase; increased cost, emissions
  ○ Would use bus; slower journey
	23

• Safety concerns – isolated, dark route; busy road to cross	20
• Bought house due to station location	12
• Other explanations	53

Q8. Would you use the new White Rose Rail Station which is planned to open in late 2022? (please tick one box)



Almost all of the respondents answered the above question (only two did not).

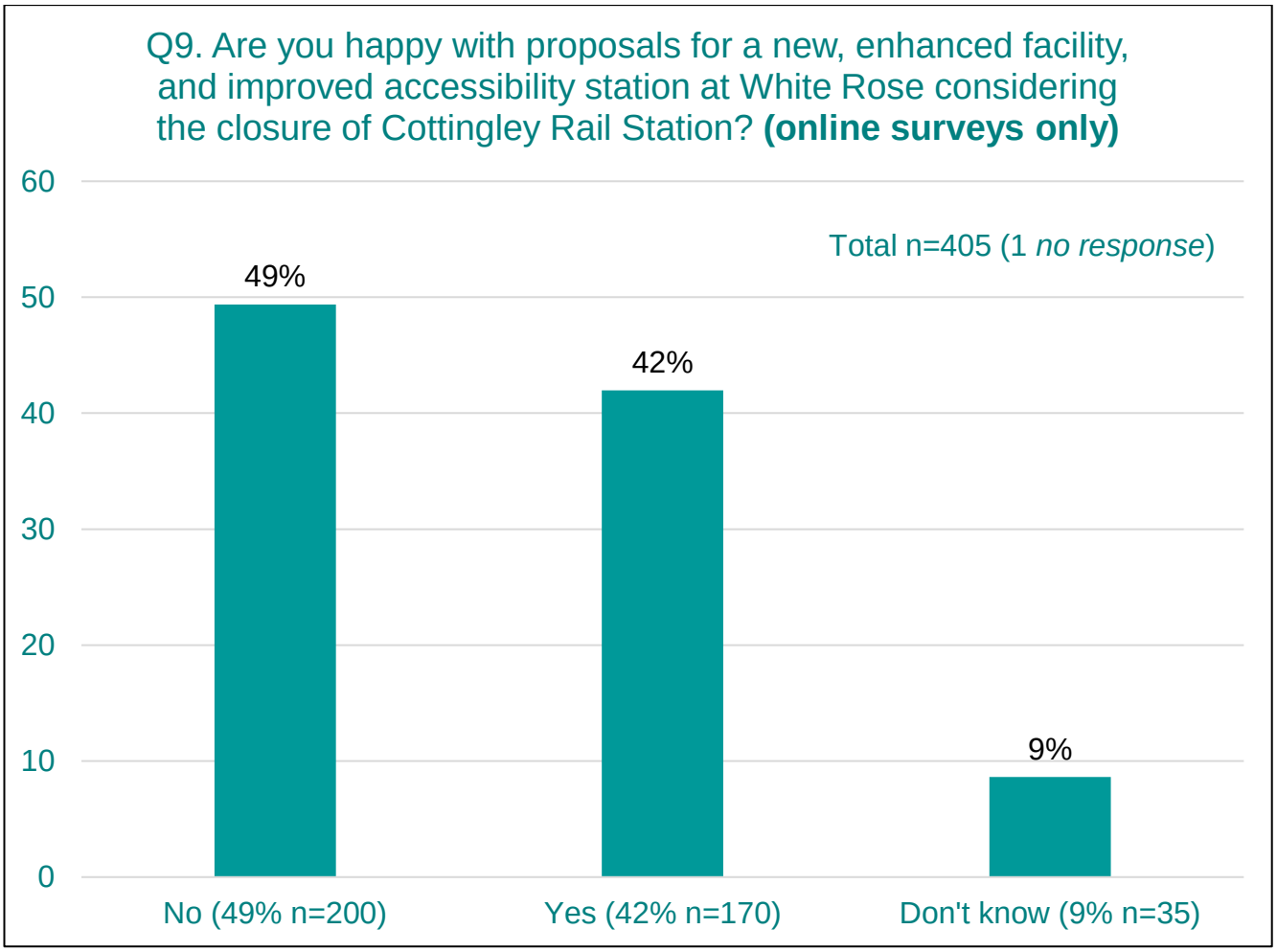
The results from those who stated they would use the new White Rose Station when it opens in late 2022 was very close. 39% (n=159) stated that they would use the new White Rose Station whilst 36% (n=146) they wouldn't.

A quarter of the respondents 25% (n=99) stated they don't know if they would use the new White Rose Station.

Q9. Are you happy with proposals for a new, enhanced facility, and improved accessibility station at White Rose considering the closure of Cottingley Rail Station? (please tick one box)

This question was asked as part of the online survey, and also asked at the consultation events held in relation to this project.

Online survey results



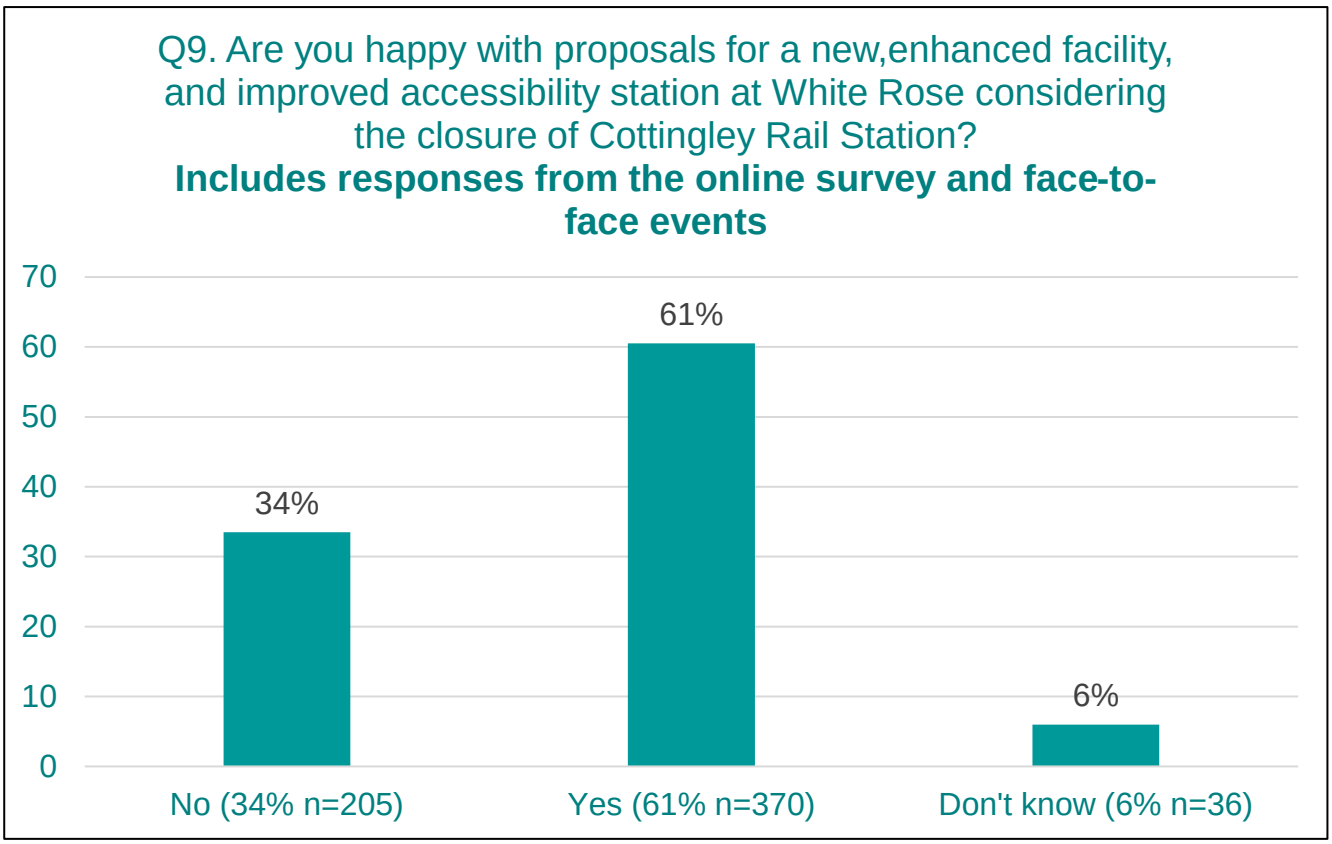
All but one online respondent answered the above question.

Almost half of the online respondents 49% (n=200) stated that they were not happy with proposals for a new, enhanced facility, and improved accessibility station at White Rose considering the closure of Cottingley Rail Station whilst 42% (n=170) stated they were.

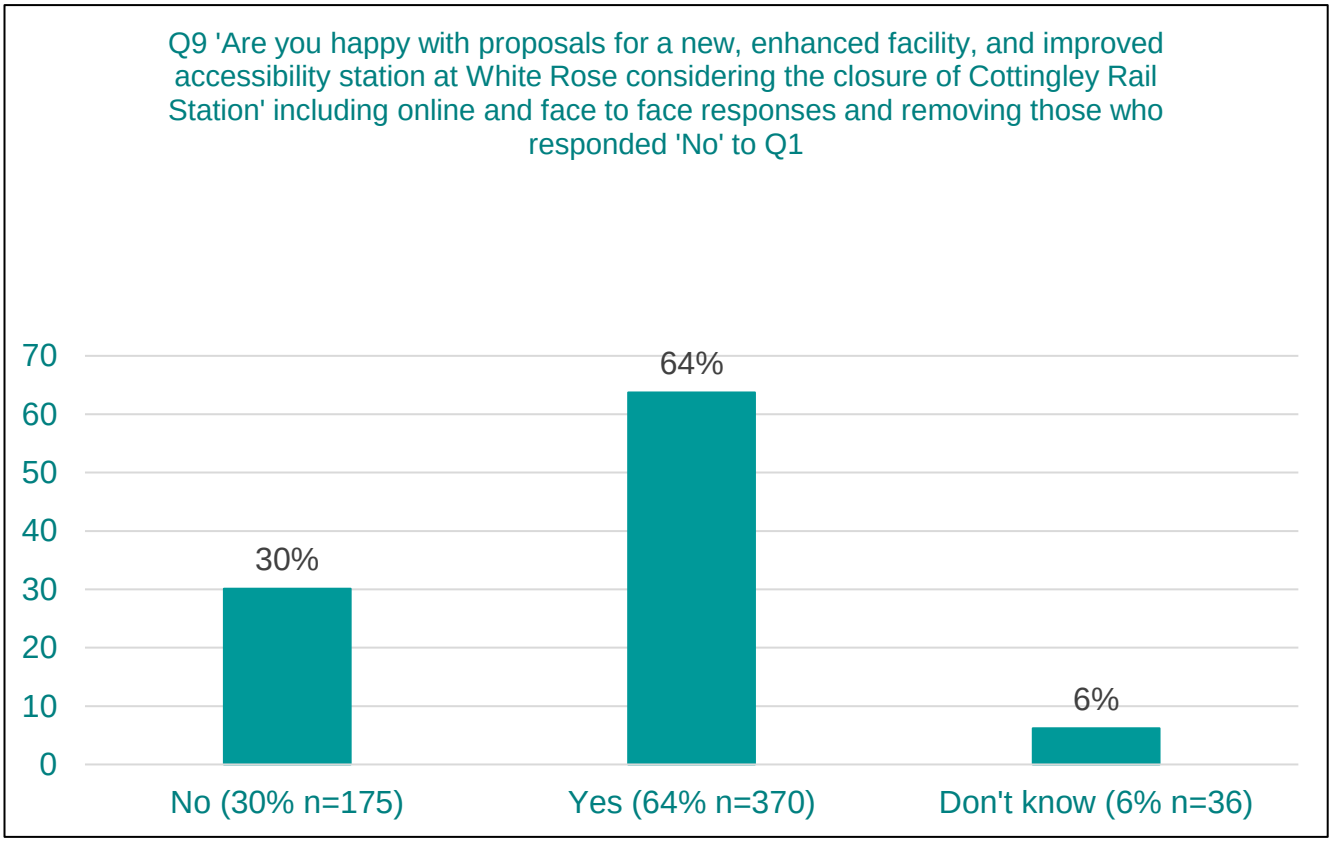
Face-to-face (Drop-in) events

Face-to-face events were held as part of this consultation, a more detailed summary can be found on pages 55-56. Attendees were asked Q9 of the online survey 'Are you happy with proposals for a new, enhanced facility, and improved accessibility station at White Rose considering the closure of Cottingley Rail Station'.

Of the 206 people asked, 200 responded 'Yes', 5 responded 'No' and 1 responded 'Don't mind'. These results have been combined with those of the online survey to produce the below graph.



In addition to this, of the 200 respondents who answered 'No' on the online survey, 30 stated in



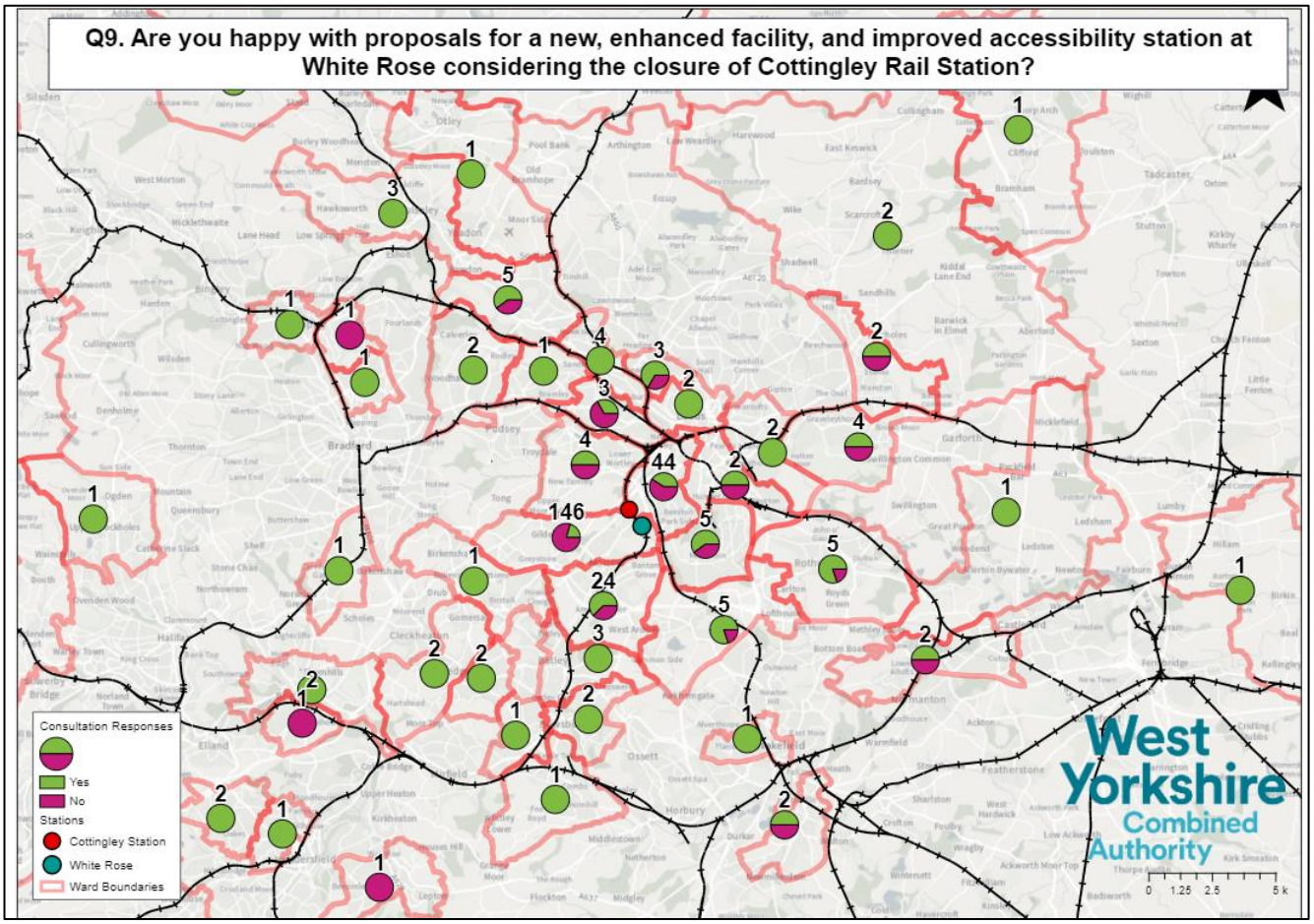
question 1 that they do not use the existing station at Cottingley. The graph has been updated below to demonstrate this.

A further 106 respondents (53% of people who responded ‘No’) justified their response as either ‘further to walk / longer commute / general inconvenience’ (62), ‘safety concerns’ (4) or ‘keep both stations’ (40). Measures are in place as part of the new station proposals which aim to mitigate these concerns.

Respondents Postcode

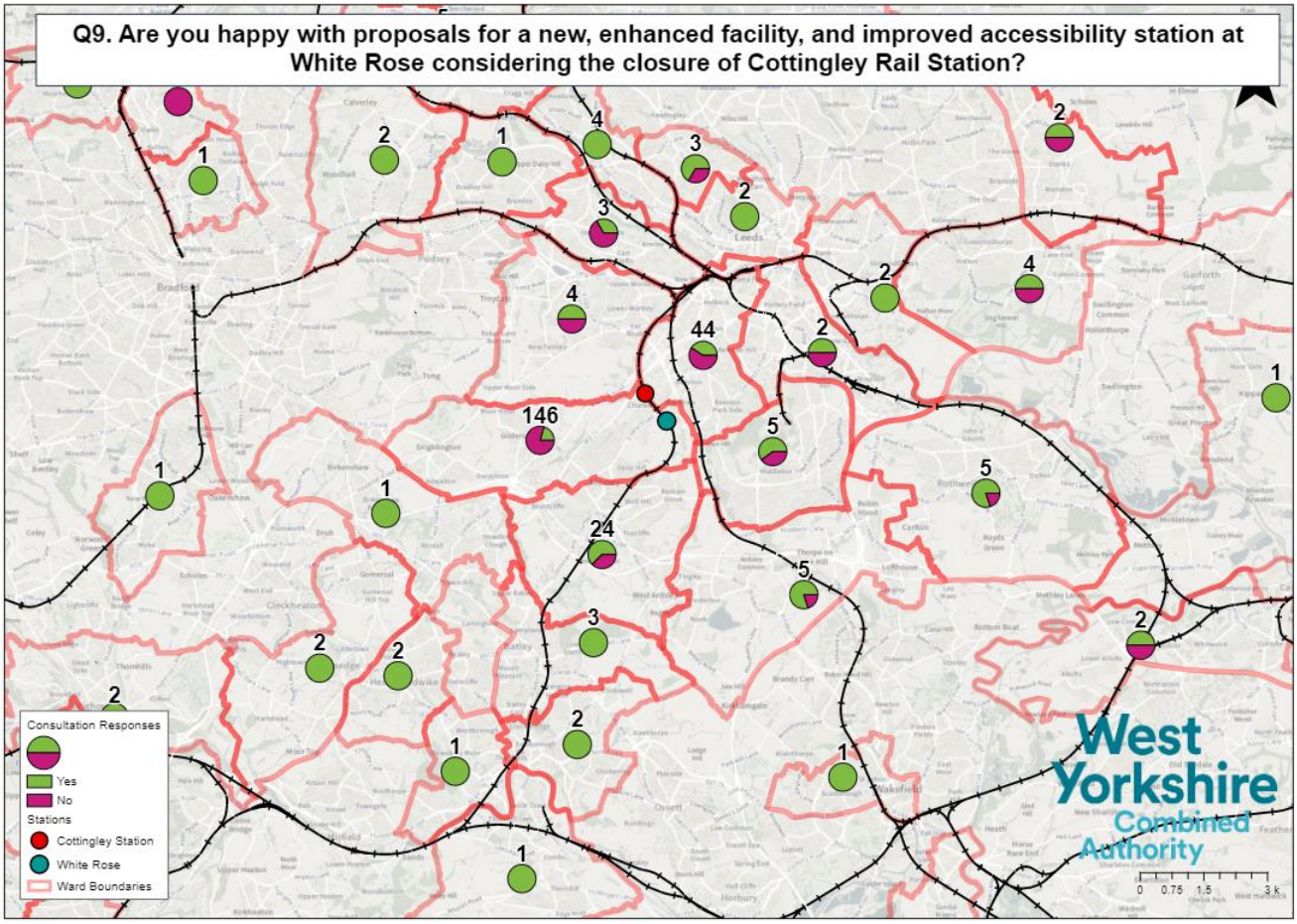
What is your postcode?

Of the 367 respondents who provided their postcode, 28 provided a partial postcode. The majority of the respondents were from the Leeds district.



The above map shows the overall responses from the wider area who indicated their support of the closure of Cottingley Station whilst the map below shows the local area.
The majority of respondents who stated they were unhappy with the closure of Cottingley Railway Station were from the Churwell and Beeston areas.

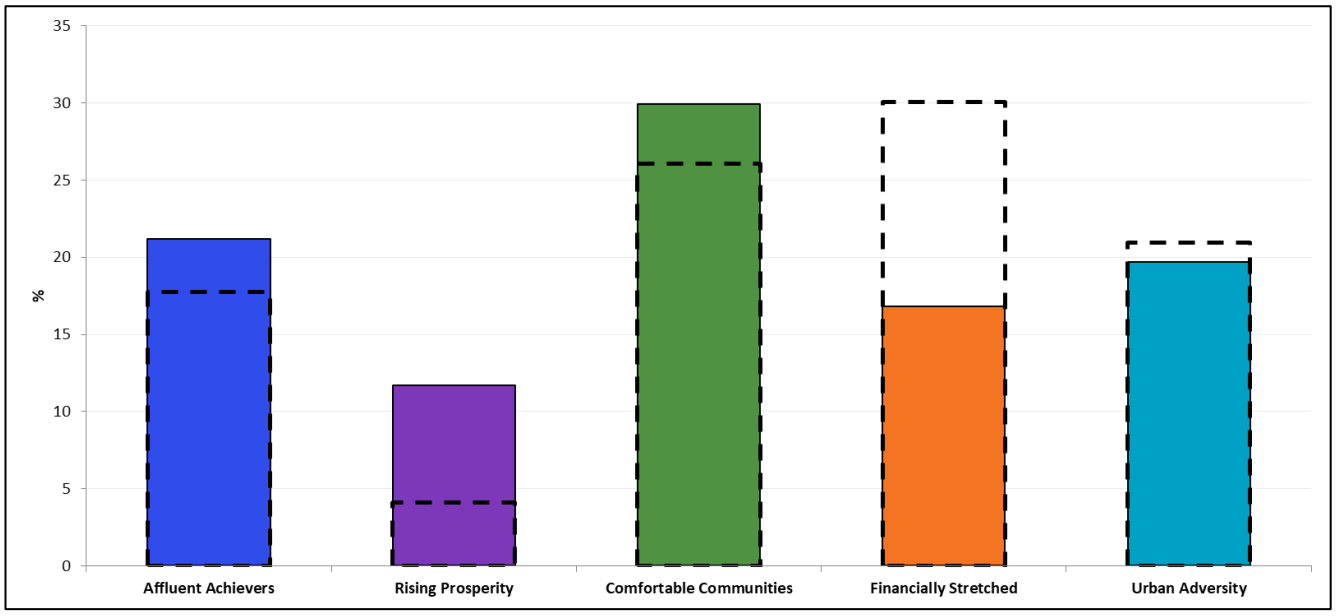
The maps have been produced with the postcodes provided by those who completed the survey.

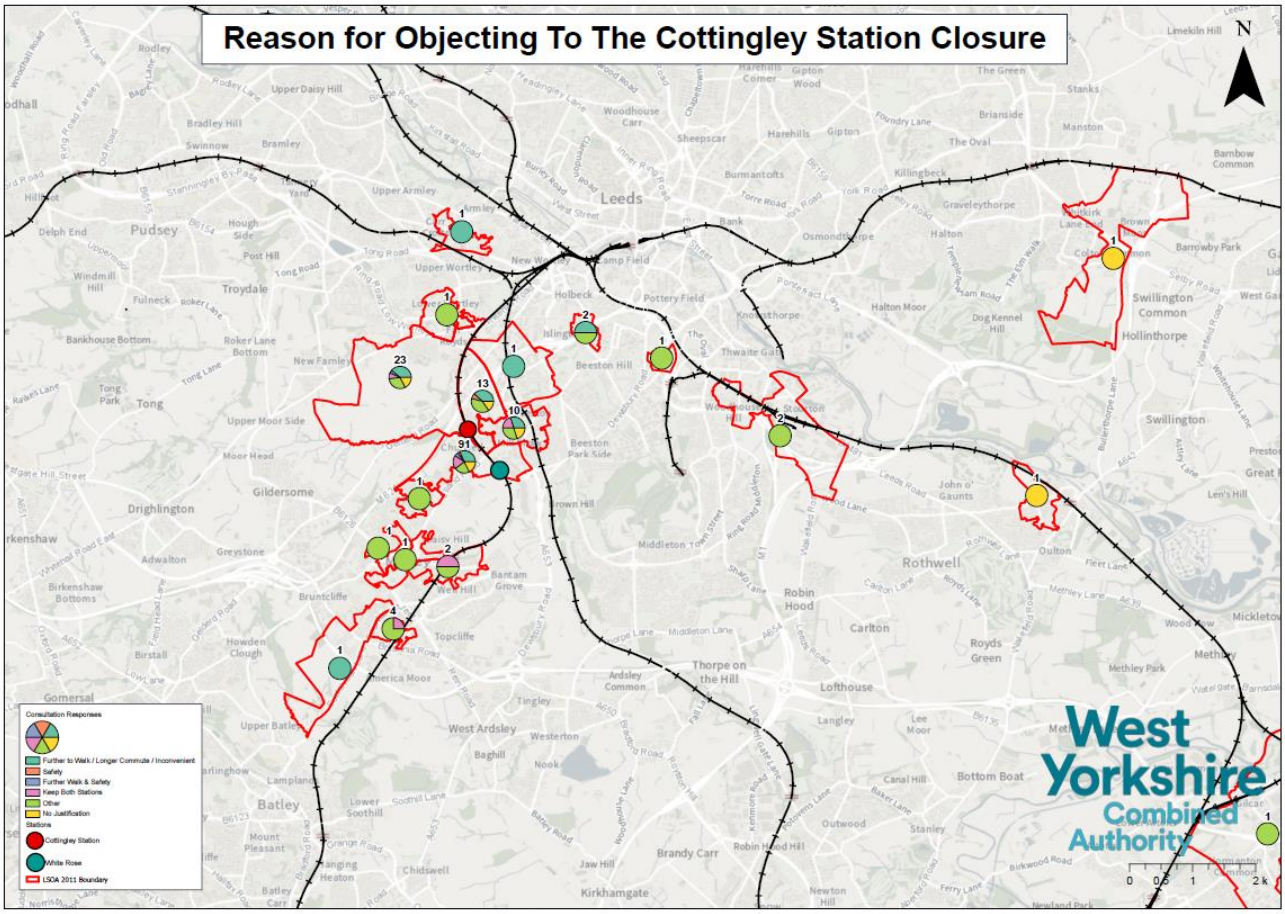


Yes – Happy with White Rose Despite the Closure of Cottingley Rail Station

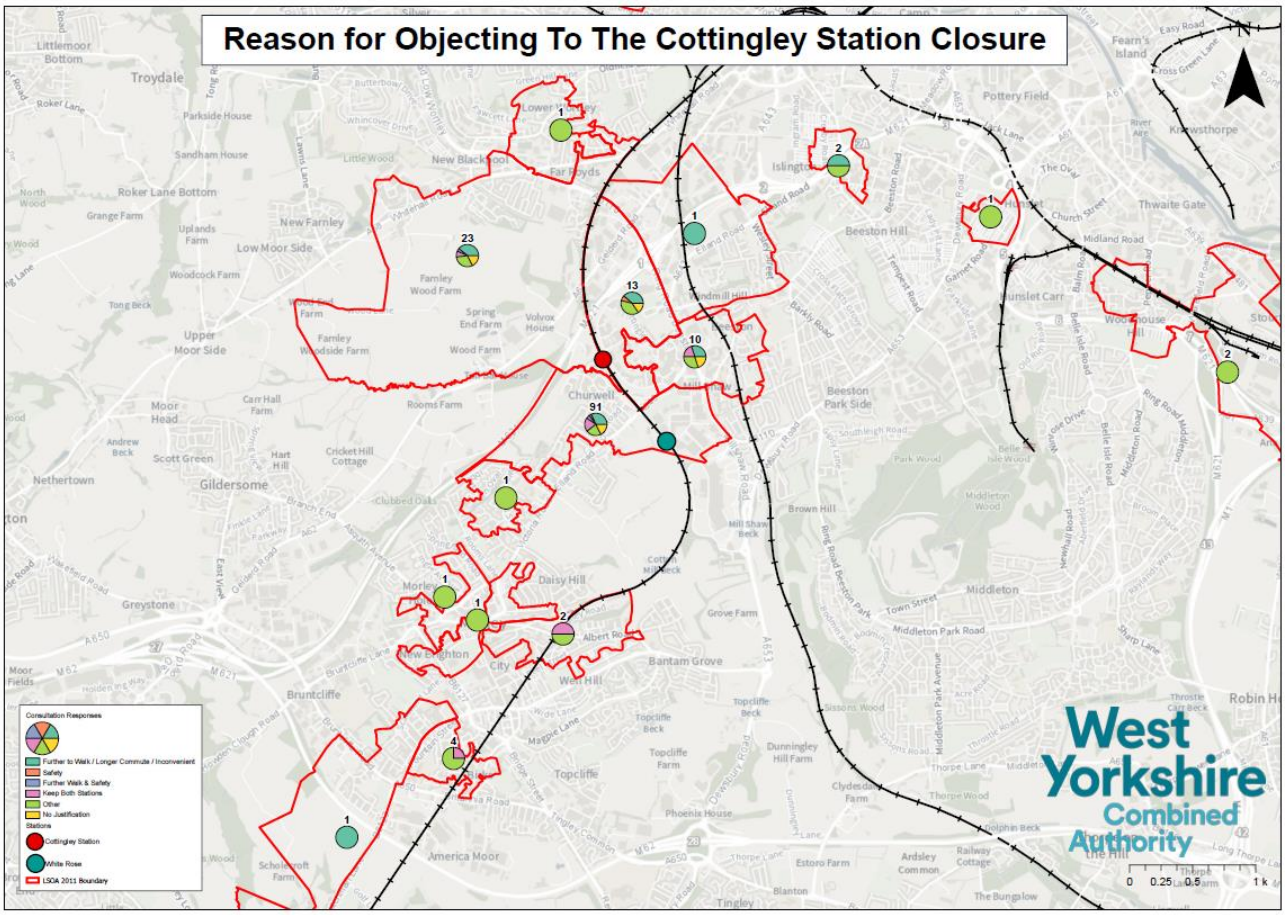
Compared to the West Yorkshire baseline the Acorn categories of Affluent Achievers, Rising Prosperity and Comfortable Communities are over-represented in the respondents supporting the closure of Cottingley Rail Station, while Financially Stretched people are under-represented.

16% of supporters came from areas of urban adversity, slightly below the West Yorkshire baseline (21%).

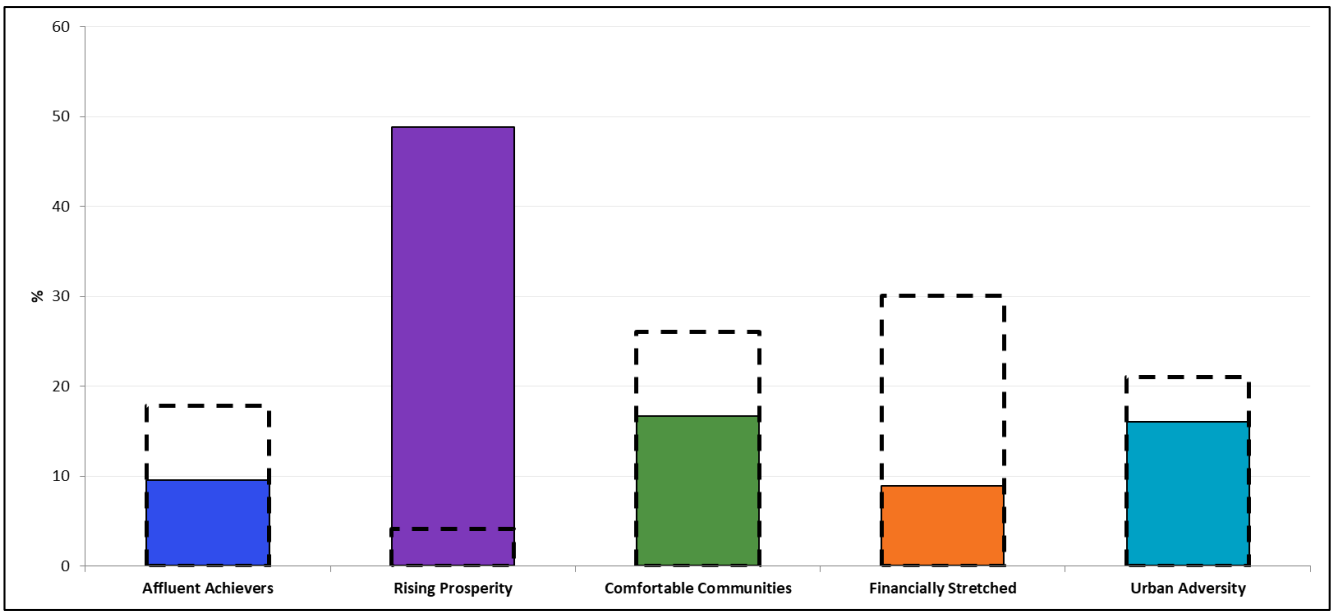




The main reasons provided for objecting to the closure of Cottingley Rail Station was ‘Other’. The local residents’ main reason for objection was: further to walk / longer commute / inconvenience.



No - Do Not Support the Closure of Cottingley Rail Station

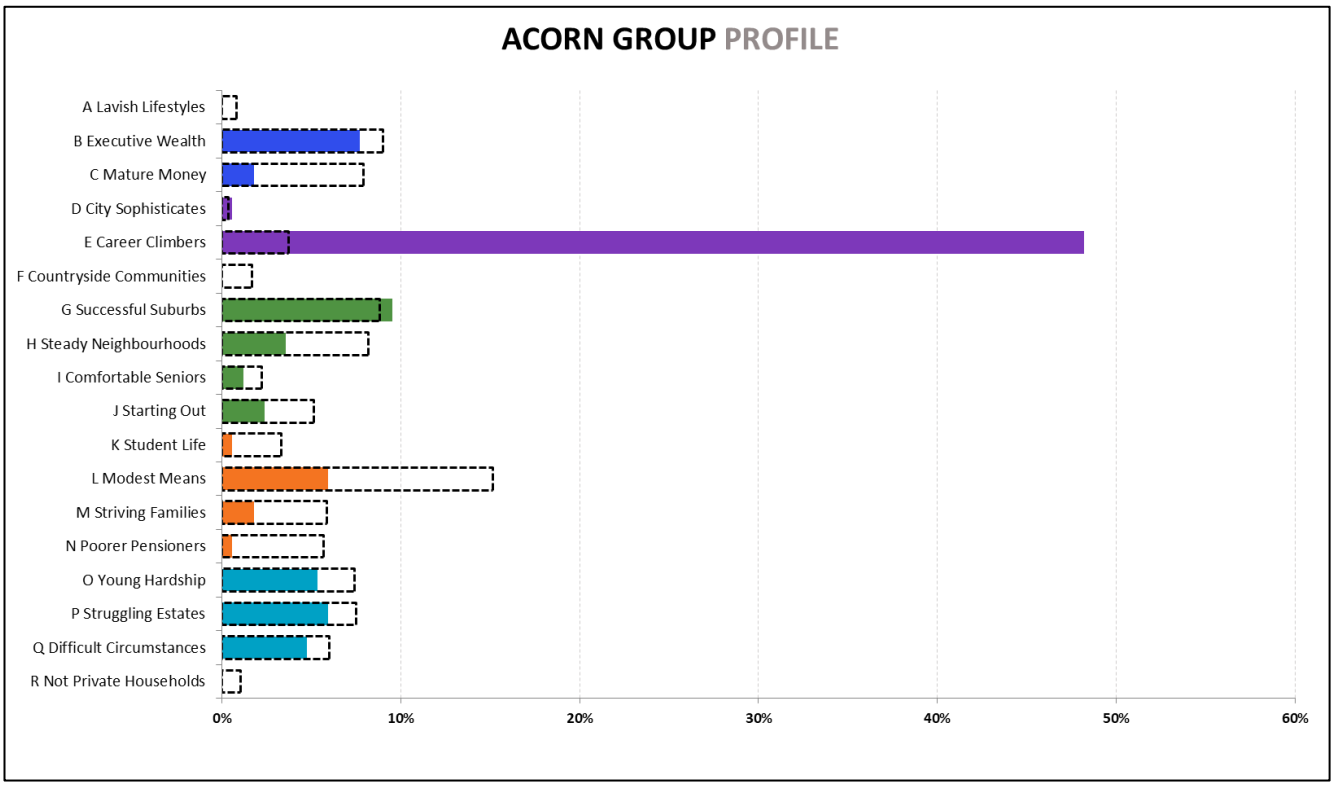


49% of respondents objecting to the closure of Cottingley Rail Station lived in areas or Rising Prosperity, more than ten times above the West Yorkshire baseline of 4.1%.

Looking into the Acorn Group of respondents objecting to the closure of Cottingley Station shows that 48% of them were defined as Career Climbers, far above the West Yorkshire

baseline of 3.7%, showing them to be over 12 times more prevalent in responses than in the West Yorkshire population.

Career Climbers: Younger singles and couples, some with young children, living in more urban locations. They live in flats, apartments and smaller houses, which they will be renting. They will have started saving what they can in order to put down a deposit on a house in the future.



Acorn Categories

Affluent Achievers: These are some of the most financially successful people in the UK. They live in affluent, high-status areas of the country. They are healthy, wealthy and confident consumers.

Rising Prosperity: These are generally younger, well educated, professionals moving up the career ladder, living in our major towns and cities. Singles or couples, some are yet to start a family, others will have younger children.

Comfortable Communities: This category contains much of middle-of-the-road Britain, whether in the suburbs, smaller towns or the countryside. They are stable families and empty nesters in suburban or semi-rural areas.

Financially Stretched: This category contains a mix of traditional areas of Britain, including social housing developments specifically for the elderly. It also includes student term-time areas.

Urban Adversity: This category contains the most deprived areas of towns and cities across the UK. Household incomes are low, nearly always below the national average.

Q10. Please explain your answer to question 9.

If you selected 'No', please explain your answer.

176 open text comments were provided. The full list of comments can be found in Appendix B, pages 73-80.

Those respondents that stated they were not happy with the White Rose station proposals were provided with an open text box for any explanation they wished to give.

Of the 200 respondents that stated 'No' they were unhappy with the proposals, 176 provided a comment. Respondents used this opportunity to give detailed, honest, emotive feedback. Below is a summary of some key themes emerging from the comments, with illustrative quotes, followed by a tally table of themes.

Many respondents commented that they were unhappy with the White Rose station proposal due to the location being further to walk to access it, compared to Cottingley station. This would mean a **longer, less convenient commute**:

> *'You're taking travel and time away from commuters'*
>
> *'Living at the farthest end of Churwell, the commute to the whiterose train station would take significantly longer. I'll be looking at a 20-25 mins walk for a 7 min train ride. It's going to be such a hassle during days of rains and snow'*

- Some felt they would consider using their car rather than walk to the new station:

  'If I can't use cottingley station there's no incentive for me to walk 20 minutes or more to a new station that only has one train an hour.'

- While others noted an impact would be felt by less able people who would struggle physically to cover the extra distance:

  'White rose is a significant distance from Cottingley estate. It is not acceptable to ask infirm people to walk that distance at any time, least of all at night. This will serve to isolate the hugely deprived Cottingley estate even further.'

Some respondents commented that they would like to have **both stations** available for use, and felt that retaining Cottingley alongside White Rose was a viable option that should be explored.

> *'I am happy with the proposed new station at white rose. However I feel closing Cottingley is short sighted in future when Northern power house rail opens this line could provide a good local metro style service up to Huddersfield.'*
>
> *'… Both stations could, and should, exist.'*
>
> *'We should should be keeping stations open and not closing them just because a new station is been built down the road, look at garforth and east garforth both work together…'*

Personal safety when walking to the new station was a key issue for some:

'The walk would take 4-5 times as long and isn't a safe walk after dark for a lone female. I would feel too unsafe going to this station.'

'As a disabled person I would feel very vulnerable travelling alone by foot from the White Rose back into the New Village. From Cottingley the path is well lit and passes by homes.'

A selection of **other comments** were provided. These covered topics including impact on house values; the whole scheme being a waste of money, suggestions to improve Cottingley station; and the impact on the local community.

'I paid a premium for my house to be close to the station. Now that is being taken away it will devalue my house and make life much more difficult.'

'Why waste millions moving the station meters up the track for it to add no addition benefit''

'It will worsen the employment prospects of local residents.'

'A better option would be to improve the access and train capacity at Cottingley so it would actually benefit local people.'

Please note that due to the variety and depth of comments received, the tally does not correspond with the total number of comments received; some comments were coded against multiple themes.

A full list of comments received is provided in Appendix B, pages 73-80.

Theme	Tally

• Further to walk / longer commute / inconvenient
  ○ Would switch to car use
  ○ More difficult for less able residents
	62

• Would like both stations / to keep Cottingley	40
• Safety concerns – isolated route for lone walkers	11

• Other comments, including
  ○ It's an unnecessary change
  ○ Suggestions to improve Cottingley station
  ○ Impact on local community
  ○ Impact on Cottingley house values
	61

Q11. Please use this space to provide us with additional comments.

Finally, respondents were provided with an open text box for any additional comments they wished to make.

224 comments were received, which is over half (55%) of all survey completions.
The comments covered many different viewpoints, both positive, negative and neutral about the proposed changes.

The full list of comments can be found in Appendix C, pages 81-102.

Below is a summary of some key themes emerging from the comments, with illustrative quotes, followed by a tally table of themes.

Many respondents chose to make additional comments on the **impact of changing the local station location** from Cottingley to White Rose, in terms of distance of travel, accessibility, and impact on walking, car and bus use.

- Some felt support for the new station location, particularly those who worked in the White Rose area:

  'For me, working at White Rose Office Park, the new location would be closer and better.'

  'I work at the white rose office park & can't currently use the station at cottingley without a considerable walk or another bus... My daughter also works at the white rose centre & finds the bus service in between Leeds & the centre to be difficult to manage due to the traffic along Dewsbury road, a train service would provide more timely transportation.'

- Others were against the new station location:

  'The White Rose station is too far away from most houses and would increase my commute time significantly which I would not be willing to do every day.'

  'I live in Cottingley and I can walk to the station. The new station would be too far for me to walk too so I would not use it.'

- Some Cottingley residents commented that support would be needed to access White Rose station:

  'We are happy for Cottingley to close and start using white rose instead, but only if there is a direct walking route created between the two stations to provide quick and easy access to the residents who live near Cottingley Station'

  'The new station needs to take into account elderly and disabled people from n to white Rose from the new station'

- Some people noted that their mode of transport may change more widely than just reaching the new station:

'The proposal to make people walk an extra mile to access rail services will lead to people simply driving, leading to further pollution and further traffic…'

'The only way I would be able to use White Rose station is to drive there and back, which defeats the point if I'm going to get in my car I may as well stay in it and drive where I want to go.'

'There will be a need for Cottingley and Churwell residents to drive to the new White Rose station, whereas they could previously have walked to Cottingley Train Station. Some residents will walk the extra 800m-1km, most will just get in a car. This will increase road usage in the vicinity of Old Road, Elland Road, etc.'

Another key theme in this section was the need to **improve public transport and reduce car journeys** on local busy roads. While perspectives differed between those in favour and against the closure of Cottingley and opening of White Rose stations, generally respondents felt measures to support commuters out of cars would be beneficial for the local area.

'Busses in this area are terrible. Traffic on Churwell hill is terrible…'

Being able to travel by train or on a cycle route to WRose would save us having to use a car. Given the entertainment facilities at WR late trains would need to run for return home.

Opening White Rose…above all is likely to take more cars off the road

'If you had more local stations more people would use trains as opposed to buses or cars'

'I work at White Rose Office Park and currently drive to work from city center. I do not use the bus as it is slow and impacted by road congestion. The rail option would likeely be faster than driving (considering peak traffic / congestion). I would take train if I could get a flexible season ticket (I dont work 5 days a week - mostly work from home)'

Personal safety was again mentioned by some respondents, both in terms of worries about getting to and from the new station and feeling safe while waiting there, but also current concerns about safety at Cottingley station.

- There were concerns about travelling to and from the new station, particularly for lone people walking after dark:

  'Better lighting, clearer pathways may help to feel safer but unlikely as businesses and shops will be closed after 10pm.'

  'It's far less safe to have to walk to the new station especially after dark.'

- As well as more immediate concerns about similar issues with Cottingley station:

  'The current Cottingley station doesn't feel very safe to use on a dark evening as is a little remote and I know female passengers are put off using it especially when it gets dark early in winter.'

  'I really hope this goes ahead as it never feels safe when you go up there…'

'Cottingley station… a bit out of the way and not in sight of people'

- Existing anti social behaviour around Cottingley station was mentioned, with worries that closing the station may exacerbate this:

  'My concern is that the platform bridge will remain, with no station. That area of the estate suffers a lot of car theft, crime, drug dealing etc because it is easy to access the bridge at night. Please get rid of the bridge if you get rid of the station.'

Other comments covered a variety of topics, with some demonstrating that this is an emotive issue with some heartfelt requests to keep Cottingley station open, and comments on the perceived unfairness of closing it:

'Please save our Cottingley Station it is such a great Station for all residents of Churwell new village'

'Morley still open to residents but you threaten Cottingley! All about the Money not people!'

'There are lots of houses being build in new villlage. They all sold/were promised because of the station but by the time the house is built the station will be gone!'

Other considered the financial implication and perceived lack of ambition to improve train frequency as part of the change:

'The cottingley station was recently extended to allow for larger trains, and has recently had a ticket machine installed, this cost will be wasted by the closure of the station.'

'Given the new WR station will not even increase the frequency of service it seems a waste of money to support it, why could a path not be to the existing cottingley station instead ?'

'The money would be better spent opening Thorpe Park and Elland which are probably needed more than a station at White Rose, with far more potential.'

While some took the opportunity to leave a comment in support of the closure:

'This is a long time overdue!!'

'Both White Rose and Cottingley stations are not viable so close together on a busy line.'

The need for thought on the future impact was also noted, along with some suggestions:

'Is it sensible in the long term to close a station? …I can envisage in 20 years this being regretted and a lot more money being used to have to reopen, especially with the (hopefully) increased reliance on public transport'

'Keep it Green. Plenty of roof space that could be covered in solar panels. If secure motorcycle parking spaces were always available it would encourage me to use it.'

Please note that due to the variety and depth of comments received, the tally does not correspond with the total number of comments received; some comments were coded against multiple themes.

A full list of comments received is provided in Appendix C, pages 81-102.

Theme	Tally

• Impact of changing the local station location
  ○ Distance and accessibility
  ○ For and against the relocation
  ○ Support to access White Rose station
  ○ Impact on mode of transport
	53

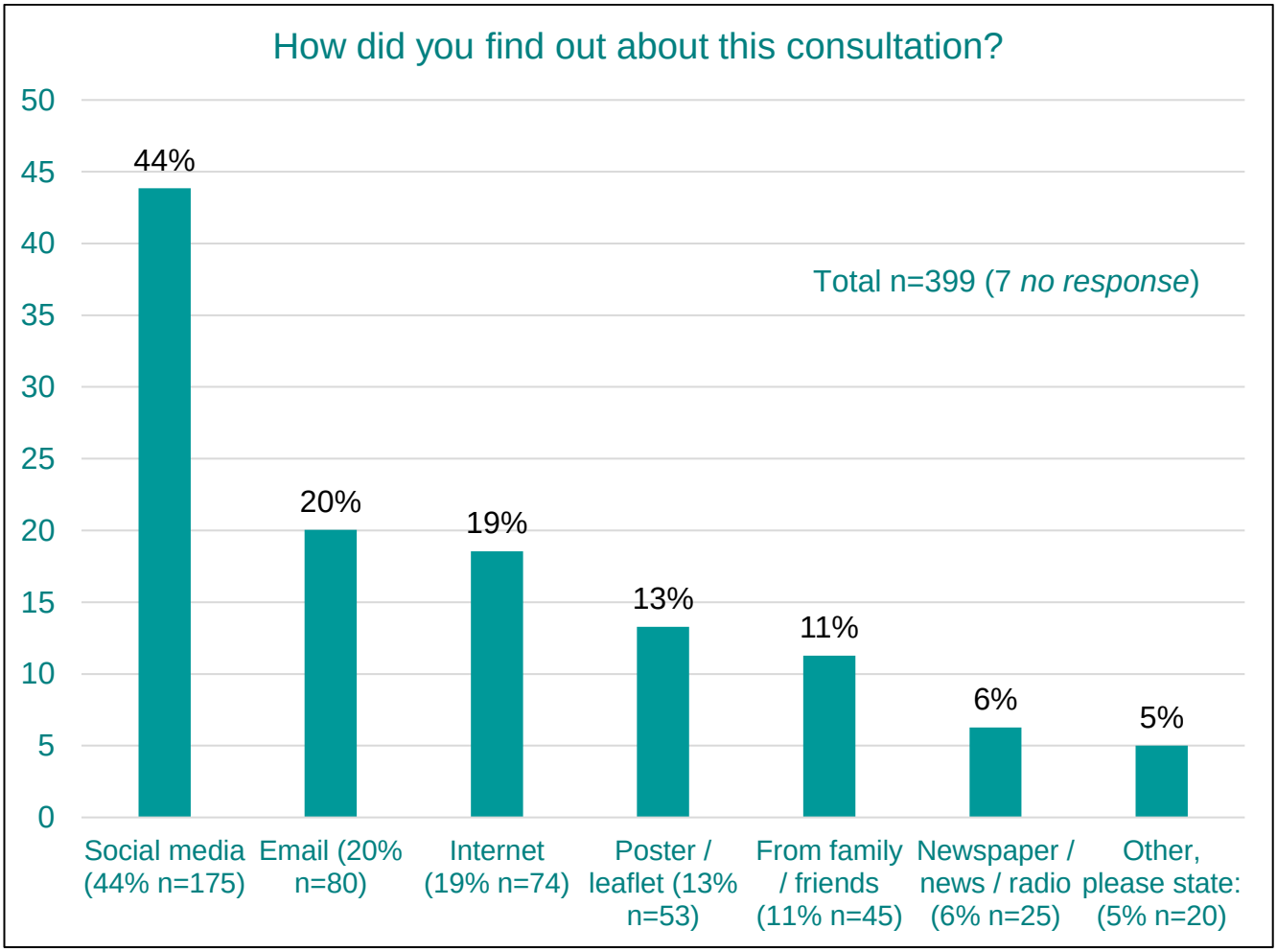
• Need to improve public transport, reduce car journeys	49

• Safety concerns
  ○ When travelling to and from White Rose
  ○ Concerns at Cottingley station
	17

• Other comments
  ○ Keep Cottingley open
  ○ In support of the closure/opening of White Rose
  ○ Waste of money better used elsewhere
  ○ Thinking longer term
	62

Section B: About You (Optional Questions)

How did you find out about this consultation?



The majority of respondents heard about the consultation via social media 44% (n=175), via email 20% (n=80) and the Internet 19% (n=74).

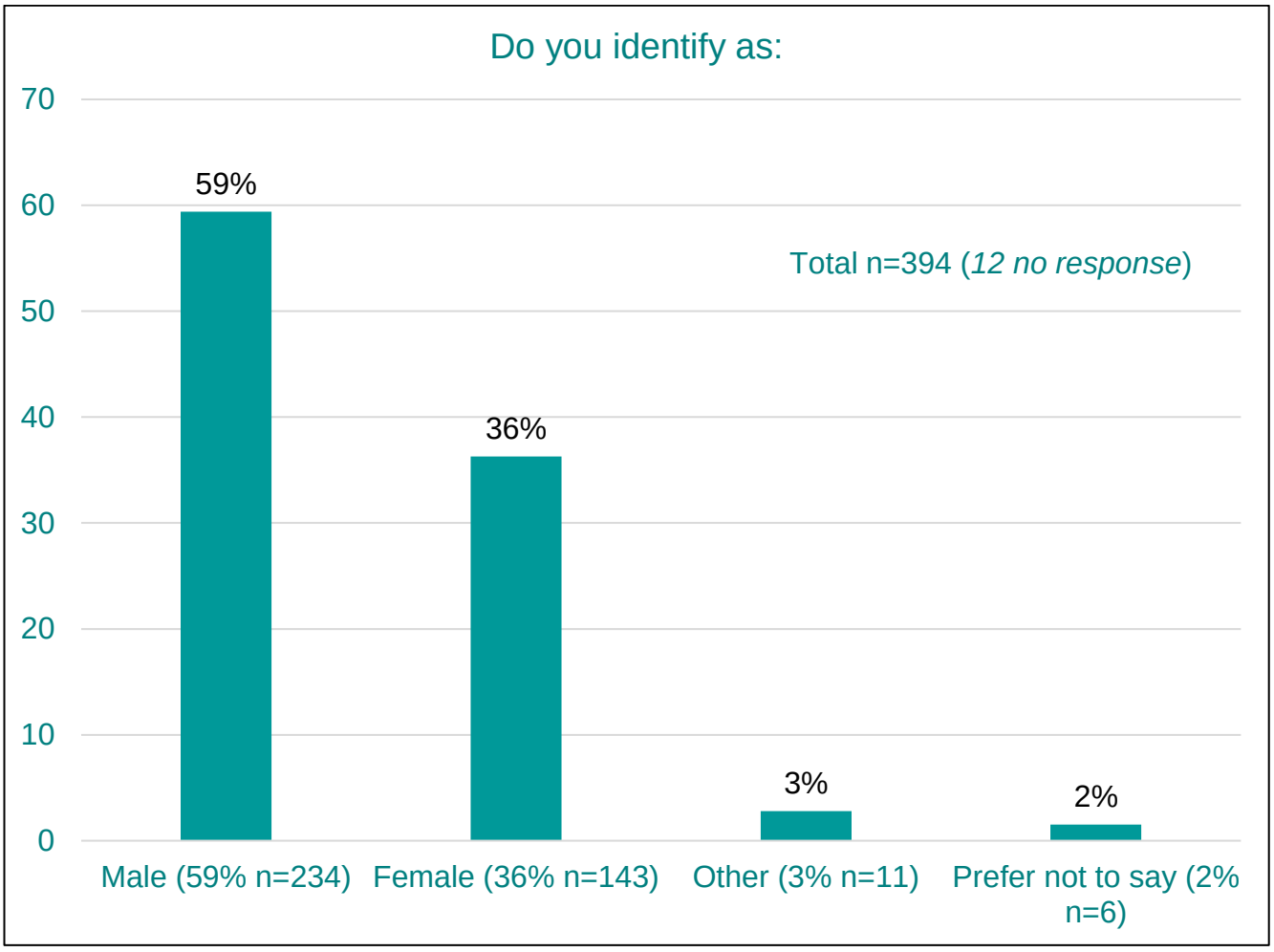
Other, please state:

20 open text comments were provided. 5% (n=20) of the respondents found out about the consultation via 'Other' methods. The reasons provided for 'Other' were:

Comments	Tally
Work	11
Drop-in event at Elliott Hudson College	3
Letter via post	1
Via neighbour	1
Bus stop	1
Leeds Council online consultation	1
Churwell Village group	1
West Leeds dispatch website	1

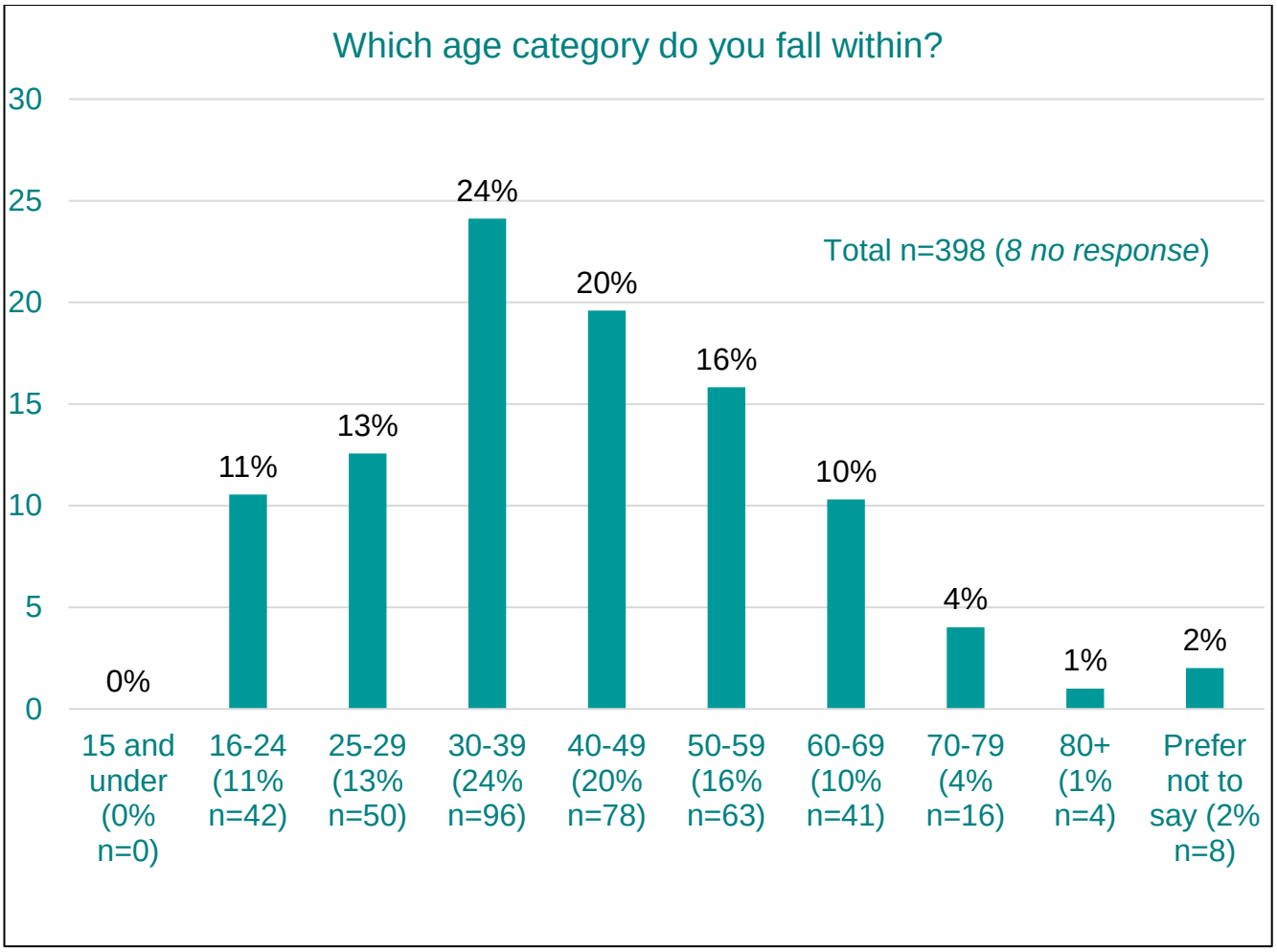
Optional Questions

Do you identify as:



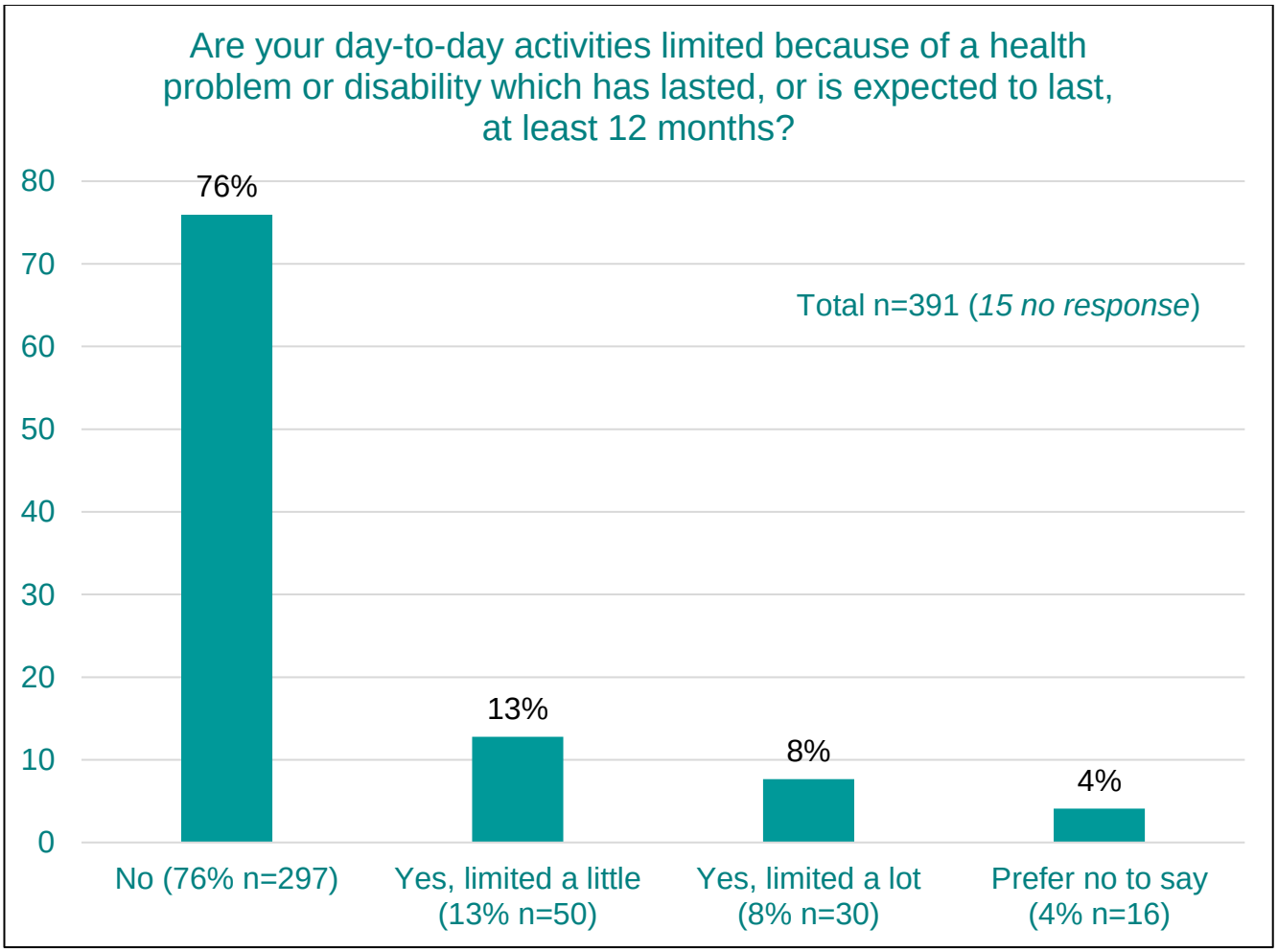
Over half of the respondents who completed the survey were male 59% (n=234) compared to females 36% (n=143).

Which age category do you fall within?



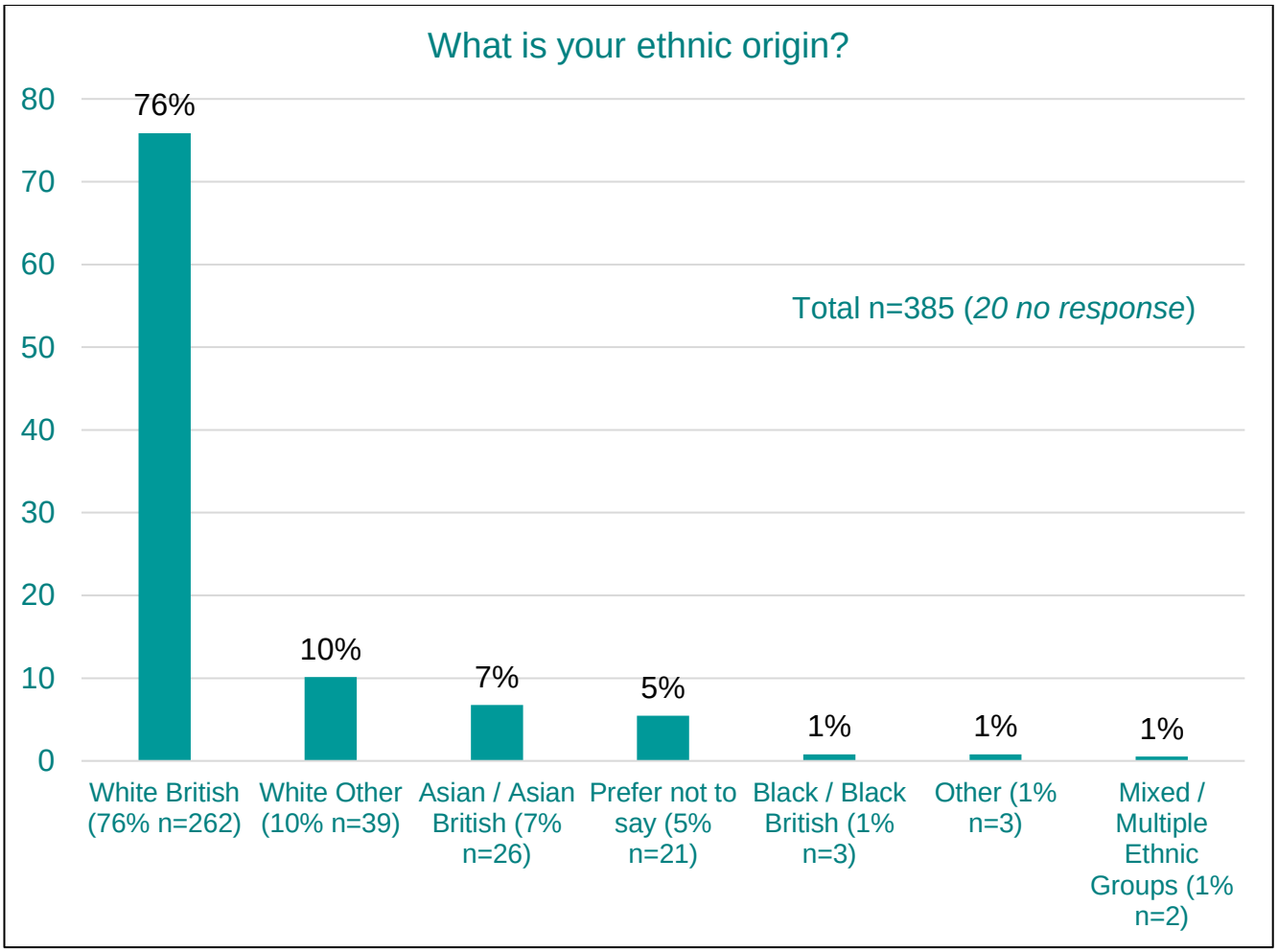
The largest number of respondents were aged between 30 and 39 (24% n=96) followed by 34-49 20% (n=78).

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



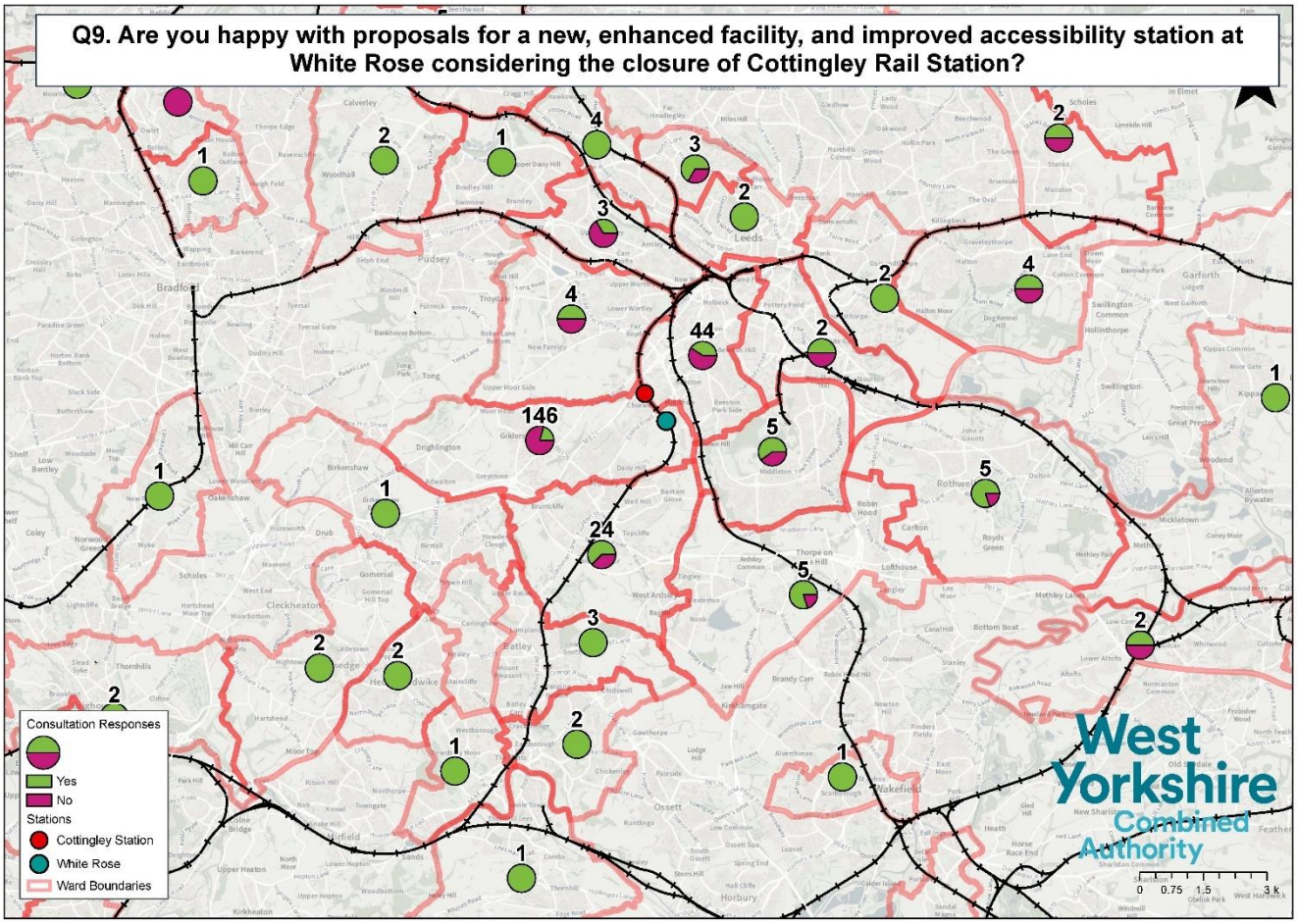
A high number of 76% (n=297) of the respondents stated that their day-to-day activities had not been affected due a health problem or disability in the last 12 months compared to 13% (n=50) who stated that it had a little. 8% (n=30) stated their activities were limited a lot.

What is your ethnic origin?



The majority of respondents were White British 76% (n=262).

Respondents postcode map



Emails, Letters, Telephone Call and Q&A's

Throughout the consultation period, local residents, rail station users, businesses, and various stakeholders were offered the opportunity to feedback via email, in writing via the freepost address provided, or via telephone.
This was made available to complement the survey and Q&A sections on the Your Voice engagement website, and as an option for groups or representatives to submit consolidated comments or feedback. 13 emails and 2 letters were received which can be found below.

Redacted: Any information that could potentially identify an individual has been redacted from the content of this report to retain anonymity, and best practice data handling in line with our privacy statement. Redacted information includes names, addresses and contact information. Where this information is relevant or necessary for a timely response to have been provided (emails), this information has been given freely, however redacted for the purposes of this report only.

Please also note that these comments have been copied verbatim from their source and have not been altered, updated or amended.

Emails

10 emails were received via the Your Voice email and 3 via other emails during the consultation period.

Emails received via Your Voice:

No.	Date Received	Email Content	Response
1	02/07/21	I am a resident of New Village and as well a daily commuter who is using the Cottingley trains station to go to work in Dewsbury. For me, one big reason to buy a house in the New Village (Churwell) was this train station. I am against closing the train station and I cannot see how you think I can walk or cycle to the White Rose station but you cannot propose the same thing for the ones who need to reach the nearest (Cottingley) trains station from the White Rose area. You just need to create a better connection footpath and cycle path to this center from Cottingley/Churwell. This will be a good investment for everybody and not need a new train station. It is wrong to think that Cottingley train station serves only the Cottingley area and to not consider the residents need to be linked to a fast commuting service. As you know, the area is very busy during the rush hours and bus or car is a very slow option for the residents of Churwell and	Thank you for providing your views on the future of Cottingley rail station. The proposed new station at White Rose would be located on the northwest boundary of the Millshaw Park Industrial Estate between Churwell viaduct to the north and Walkers Bridge to the south on the Leeds to Dewsbury section of the main Trans-Pennine railway line in south Leeds (Huddersfield Line). Dependant on where you live, the walk to the new station could take around eight minutes longer than the walk to Cottingley Station. Should Cottingley station be closed, walking and cycling routes would be upgraded linking local catchments to the new station at White Rose. The new station will have a wider catchment area, still serving local catchments and also the White Rose Office Park & Shopping Centre. In its current location, ticket data shows that Cottingley is the least used station in Leeds. This is thought to be due to several factors, including the location of the station and the lack of accessibility. Cottingley has no pick up / drop off points, no disabled parking and no step-free access to platforms. It is anticipated that in the future the level of service would be increased to 2 trains per hour.

		Cottingley. So, please do not close the Cottingley train station, just make it more functional (one train per hour sometimes is not sufficient). Thank you.	Thank you once again for providing your views, these will be considered in our consultation report which will be used to make a decision on the future of Cottingley rail station. Our survey is now live and can be found at the following link: www.yourvoice.westyorks-ca.gov.uk/cottingley should you wish to provide another response.
2	03/07/21	Hi, I am writing about the recent news of cottingley train station to be closed. I live in the new village estate and the reason I bought here was because I needed close access to a train station as I have a disabled family member that needs close easy access to the train station. I wholeheartedly object with this change and please don't go ahead with it. Thanks	Thank you for providing your views on the future of Cottingley rail station. As you may be aware, Cottingley is not an accessible station, meaning there is no step free access to platforms, no pick up / drop off points, and no disabled parking. These factors, along with the location of the station, are thought to be the reason that Cottingley is the least used station in Leeds. The new station being constructed at White Rose has been designed in accordance with 'Design Standards for Accessible Railway Stations: A Code of Practice by the Department for Transport and Transport Scotland.' There will be 2 lifts on either side of the station in addition to stairs, sheltered seating, tactile paving, ramps and hand rails where required. The station will also have disabled parking bays. The new station will have a wider catchment area, still serving local catchments and also the White Rose Office Park & Shopping Centre. Dependant on where you live, the walk to the new station could take around eight minutes longer than the walk to Cottingley Station. Thank you once again for providing your views, these will be considered in our consultation report which will be used to make a decision on the future of Cottingley rail station. Our survey is now live and can be found at the following link: www.yourvoice.westyorks-ca.gov.uk/cottingley should you wish to provide another response.
3	12/07/21	Dear Sir or Madam, Please could you tell me about the Withdrawal of the TransPennine Rail Route, which currently calls at Cottingley Rail Station, will the Trains no longer Call at Cottingley or the total/whole Line will be shut down too? I am a Rail Enthusiast as well as like reading about Rail Lines/Routes News I read the Free Rail Engineer Magazine every month Also I would like to discuss things about HS2 and TransPennine Express If HS2 will be extended to Leeds	Thank you for your email. Should Cottingley station be closed, services would no longer call at Cottingley however the rest of the route would be unaffected. The services currently calling at Cottingley would instead call at the new station at White Rose. The closure of Cottingley station is being considered due to the location, low usage of the station, limited accessibility and service provision. The new station at White Rose will be fully accessible, serve a larger strategic catchment and it is intended that the level of service will be increased to 2 trains per hour following the transpennine route upgrade. The new station will have a disabled toilet accessible by radar key and there will be parking spaces for blue badge holders.

		will it be going near the current or new Cottingley Rail Station What about the TransPenine Express, will that be going anywhere near Cottingley Station What is the rationale behind the moving of Cottingley Station? About the new Cottingley Station If the new Cottingley Station gets built, will it have Changing-Places Toilets inside, any Disabled Toilets inside, any Toilets inside any Restaurants, Shops, Car Parks, Flats and or Houses etc? What are the plans for the new Cottingley Station? I saw your advert in the Metro newspaper that is why I am sending you this E - Mail My Opinion My Opinion is that if you cannot retrofit the current station and it is not fit for purpose then you should Close it straight away and pull it down and then build the new Station and open it as soon as possible Please could you add me to your E - Mail Mailing list, so I can be kept up to date with this Project? My Contact Details is: [Redacted] Thank You All The Best,	Thank you again for providing your views on the future of Cottingley rail station. If you would like to provide further feedback please complete our questionnaire which can be found at https://www.yourvoice.westyorks-ca.gov.uk/Cottingley To discuss HS2 please contact HS2enquiries@hs2.org.uk To discuss the Transpennine Route Upgrade please contact Network Rail https://www.networkrail.co.uk/communities/contact-us/.
4	12/07/21	How many trees will be felled on this scheme?	No trees would be felled during any decomissioning of Cottingley station
5	17/08/21	• The case for a station at White Rose has been made following detailed work and engagement by West Yorkshire Combined Authority with the rail industry, evaluating the positive impact this station will have on a local level and also across the West Yorkshire region as well as the whole of the rail network in the North of England • White Rose station will serve a business park and provide access to Elland Road and the shopping centre; in doing so White Rose station supports the wider economy and enables development around the station footprint to utilise sustainable travel rather than road transport	Thank you for your email in support of the closure of Cottingley Rail Station. Your views will be noted within the report produced following the closure of the consultation. If you require any further information please don't hesitate to get in touch.

		• This opportunity to see high demand to use services calling at White Rose station will require the dwell time of trains calling there to be sufficient enough in order to not have an adverse impact on overall network performance • The benefits of White Rose station provide a greatly enhanced replacement to Cottingley station which is in close proximity to the site for White Rose station and cannot meet the level of use expected due to Cottingley station having a limited catchment area and is a station that has poor accessibility • We do not support any requirement for Cottingley station to remain open in order that a 'Parliamentary service' is provided • Based on the above, we support in full the proposal to close Cottingley station and in doing so remove it as a calling point on the rail network If you have any queries regarding this response please let me know.	
6	09/09/21	To Whom It May Concern, Andrea Jenkyns MP has recently been contacted by constituents, [Redacted] Could you please read the email forwarded below and the attachments above and issue a response to us for them about the closure of Cottingley Station? Yours Sincerely, [Redacted] As you know, we are very concerned at the suggestion made in the Consultation Document that Cottingley station could be closed once the proposed new White Rose station has been completed. [Redacted] and [Redacted] are regular users of Cottingley station which offers a fast service to Leeds and then excellent rail connections to all parts of the country. The station is a very short walk from our house whereas White Rose station is 15-20 minutes away and would be difficult to access during hours of darkness, taking account of the unsavoury nature of parts of the route – near the rail viaduct -which go through known drug dealing areas. [Redacted] – would be very reluctant to attempt the walk and so would not use White Rose. We would contend that the Consultation Document is flawed because it considers that Cottingley and White Rose stations serve a single catchment area whereas we believe they serve two different catchments, the former caters to local residents to the north and west, whereas	Thank you for passing on the correspondence from [Redacted] and [Redacted] in relation to the potential closure of Cottingley station. We can confirm that this feedback has been captured in the Cottingley consultation report, which will be submitted to the Office of Rail and Road for consideration in their assessment for station closure. In response to the first point around walking time and route, it is anticipated that the new station will be a maximum of 10 minute additional walking time compared to the existing station at Cottingley. New and upgraded walking routes will be provided to access the new station, increasing safety with well-lit walkways with CCTV coverage. From Churwell New Village, this would be directly via a new crossing over Elland Road onto a new access road with a compliant, lit footpath covered by additional CCTV. In addition to this, a hopper bus will also be provided for a minimum of the first year following the potential closure of Cottingley station. This will take local residents to the new station at White Rose should they prefer to use this option. Ticket data shows that Cottingley station represents only 1.4% total rail demand in Leeds, making it the lowest used station in the area. The next lowest used station in Leeds has almost double the patronage as Cottingley. It is anticipated that the new station at White Rose would have around 400,000 passengers per day, more than 4x the usage at Cottingley. We would therefore challenge that White Rose station would only serve the Office Park and Shopping Centre, as the local residential catchments fall within 800m of the new station, this is reflected by the demand forecasted patronage figures.

		the latter would mainly serve office workers and shoppers coming from further afield. The two options set out in the Consultation Document are to replace the existing Cottingley station with the station at White Rose or to run the two stations together, the former being stated as the preferred option. However, we would argue that the main arguments (set out below) being used to justify this choice and hence closure are invalid, for the following reasons:- **Low Usage at Cottingley** – in reality there were over 100,000 exits/entrances in the last pre pandemic period; this is a sizeable figure – official network data show that there are numerous stations on the network with far lower usage – albeit not in the Leeds area. Furthermore, usage is surely set to increase because of new housing development underway nearby – e.g. at Snittles Farm – far closer to Cottingley than to White Rose. Because they serve different catchments, we believe passenger usage at Cottingley would remain substantial even when White Rose was open. **Trains would be unable to stop at both Cottingley and White Rose because the stations are so close together** – this seems doubtful, investigations into station proximity show that there are several stations on the rail network that are very close together, yet trains can stop regularly at both. To quote a few examples, Altrincham and Navigation Road,Stapleton Road and Lawrence Hill, Altrincham and Hale, Motherwell and Airbles, all a similar distance apart to Cottingley and White Rose but each with regular services. **Lack of Step Free Access at Cottingley station other than at prohibitive cost** – this is incorrect, there is step free access to both platforms though they are linked by a stepped footbridge. We can accept that a new station should be fully accessible but to close an existing station on those grounds seems unreasonable. In any event the £5m cost quoted by the developers to provide step free linkage is surely for a 'Rolls Royce' solution of complex lifts whereas alternatives such as a system of ramps as used at for example Normanton station should be investigated and would be far more cost effective and practical given the land availability around Cottingley station. For all these reasons we consider that the	Stopping trains at both stations would cause an increase in end to end journey times on the Transpennine Rail line. Operational timetabling development work and performance studying produced by the Train Operating Company Northern confirms that the current hourly TPE stopping service between Leeds and Huddersfield and some peak Northern services that currently call at Cottingley can take the call at White Rose instead of Cottingley without any impact to running times. Both station calls cannot be accommodated without unviable impacts to sectional running times and headways on the route. In response to step free access to both platforms at Cottingley; within the station footprint there is not step free access to both platforms. During our three public consultations on White Rose / Cottingley, we have spoken to numerous rail users with restricted mobility who have described that to exit Cottingley Station, they would have to either stay on the train to Leeds and catch a train back to Cottingley to alight on the opposite platform exit, or be assisted from the platform. This is unacceptable. It is important to consider that the residents of Cottingley will not be losing the facility. They will be able to access a new, fully accessible station with a maximum of an additional 10 minute walk. We can confirm that the Service provision offered by Cottingley will be maintained at White Rose with an aspiration to add a second train per hour post Transpennine route upgrade. The potential closure at Cottingley will be considered by the Office of Rail and Road following submission of the application by the West Yorkshire Combined Authority. They will then take up to 12 months to review all the information provided and make a decision.

		existing station at Cottingley should be retained and would ask you to use your influence to ensure that retention – rather than closure – is the outcome of the consultation.	
7	27/09/21	My name is Cllr Wyn Kidger I represent Morley South for Leeds City Council. I feel strongly about the closure of Cottingley rail station and feel closure is certainly the wrong decision. A couple of years ago when my daughter was at York University she would disembark at Cottingley and I would pick her up. I witnessed many people using the station, surely that is an advantage. Also Churwell New Village, situated at the side of the rail station, quite a lot of people when buying their houses regarded the rail station as a positive and are frequent users. It has been made clear that a few hundred metres the station at White Rose will be available. It doesn't mention that there is an extremely dangerous busy main road to cross. I feel sorry for the residents of Cottingley and Churwell New Village to loose a way to travel, not using the already over busy roads with cars surely contributes to keeping the station open Also to extend the platform, and to then make plans to close the station, is that not a waste of tax payers monies.	Dear Cllr Kidger Thank you for your response to our consultation regarding the future of Cottingley Rail Station. We note the reasons you have presented for your position and would like to respond with the following information: Although Cottingley station is used by some (ORR ticket data shows up to c100 passengers per day pre-covid), it is the least used of the 14 stations in the Leeds district. This is thought to be for a number of reasons, including the location, lack of provisions including drop off area, and lack of step free access to the platforms. The station does not meet current standards as it is not accessible for all users. The new station at White Rose would be a maximum of an additional 10 minute walk for users of Cottingley station, so it is not intended that existing users of Cottingley would lose a facility. A new, fully accessible station would be available for all local residents within / less than 800m distance. A crossing facility will be provided as part of the proposals, providing safe crossing over Elland Road for users of the new station and pedestrians. In addition to this, walking and cycling routes will be upgraded to provide safe, easy access to the station. Scheme proposals also include provision for a demand hopper bus service for passengers to access the new station. Considering the responses provided to your email, we would be really keen to speak to you to understand if this addresses your concerns. It would be extremely useful to us to better understand any perceived impact to Morley, to relocating the station 700m towards Morley.
8	02/10/21	<u>OBJECTION to PROPOSED CLOSURE of COTTINGLEY RAILWAY STATION</u> I wish to object to the proposed closure of Cottingley railway station. It was opened in 1988 – only just over 30 years ago – to serve a large residential area of south Leeds, including Cottingley & Churwell. Usage has increased significantly in recent years to 102,000 journeys (which may not include all “Metrocard” ones) in 2019/2020 in spite of the poor “service” of only one train/hour each way. The expectation that most, if not all, current users of Cottingley will simply transfer to the new White Rose railway	Thank you for your email relating to the consultation regarding the future of Cottingley rail station. Your objection has been noted and will be considered as part of our consultation report. Accessibility standards for rail stations have changed significantly since the opening of Cottingley station, meaning Cottingley is dated and is not accessible for many users. There is no step free access, meaning the station is not suitable for people with mobility issues, no pick-up / drop-off points, no car parking and poor accessibility. Cottingley is currently the least used of the 14 stations within Leeds, representing around 1.3% of the total rail demand in Leeds (excluding Leeds station). This is thought to be due to the reasons mentioned above, plus the low level of service, and

		station is totally unrealistic. For many people, it would mean a very circuitous route involving crossing the busy A643 Elland Road. This journey would be difficult, if not impossible, for people with luggage & shopping, children in buggies, the disabled & those in wheelchairs, for example. The literature states that “it is not possible [sic] for trains to stop at both Cottingley & White Rose as the stations are so close together”!! However, there are many examples across the UK rail network of two stations, which are close together, and trains have successfully stopped at both for many years. They include: • Headingley & Burley Park in north Leeds • Garforth & East Garforth in east Leeds • Manchester Oxford Road & Deansgate • Dunblane & Bridge of Allan and Culrain & Invershin in Scotland • Stations between Exeter & Exmouth in Devon • Bootle New Strand & Bootle Oriel Road in Liverpool • Ryde Pier Head & Ryde Esplanade and Hastings & Ore on the South Coast Several of these pairs are less than the 800m apart that Cottingley & White Rose would be. Therefore, to say that “it is not possible for trains to stop at both stations” is clearly nonsense and factually incorrect. In these days of justifiable concern about climate change and of encouraging people to transfer to public transport, we should be opening new stations to improve access to the national rail network, not closing existing ones as is suggested here. I therefore object to the proposal to close Cottingley railway station. Please acknowledge receipt of this email and keep me informed of developments. Thank you.	also because its catchment area is only highly urbanised to the south and east. We do not believe that the expectation that users of Cottingley using the new station would be unrealistic. The proposals for the new station include extensive upgrades to walking and cycling routes accessing the station, including a crossing facility at Elland Road. Paths will be fully lit and wide enough for two pushchairs/wheelchairs to pass side by side. The walk between stations is expected to take no longer than 10 minutes. Details of the full proposals can be found on our web page Consultation regarding the future of Cottingley Rail Station | Your Voice (westyorks-ca.gov.uk). Northern have developed timetabling work for White Rose station including performance modelling. This work demonstrates that considering sectional running times and headways on this section of the Transpennine Route, calls cannot be accommodated at both Cottingley and White Rose Stations without an impact to end to end journey times. In order to make a change to the network, approval must be received from all the Train Operators on the route. The train operators will not accept a full service calling at both stations in this case. In response to your concerns about climate change, the new station at White Rose is expected to have more than double the patronage of Cottingley, meaning the proposals would encourage greater use of public transport which would therefore reduce carbon emissions. The new station at White Rose will be fully accessible to all users, will serve Millshaw and Churwell as well as Cottingley, and it is intended to have more frequent services post-Trans-Pennine Route Upgrade. Thank you again for your response to our consultation. If you have any further comments or queries please don’t hesitate to get in touch.

9	03/10/21	Good evening. I am writing to object to the proposed closure of Cottingley station. Now more than ever we need to encourage greater use of public transport in order to reduce carbon emissions. We need more access to the railway network not less. I understand the station at Cottingley would be replaced by a new station at the White Rose Shopping Centre to the south. However a glance at the map shows that they serve entirely different areas and markets. Has the Combined Authority evidence that the current users of Cottingley Station will use the White Rose station? Will they access it on foot or by cycle - or be tempted to use their cars? Even if an electric shuttle bus is provided this will lead to a net increase in carbon emissions.	Thank you for your email relating to the consultation regarding the future of Cottingley rail station. Your objection has been noted and will be considered as part of our consultation report. Cottingley is currently the least used of the 14 stations within Leeds, representing around 1.3% of the total rail demand in Leeds (excluding Leeds station). This is thought to be due to several factors including its low level of service, limited accessibility (no pick-up / drop-off points, no car parking and poor accessibility for pedestrians and wheelchair users), and also because its catchment area is only highly urbanised to the south and east. The new station at White Rose is expected to have more than double the patronage of Cottingley, meaning the proposals would encourage greater use of public transport as mentioned in your email. It is expected that current users of Cottingley station will use the new station, either by walking approximately 10 minutes (800m) along upgraded footpaths and cycleways, or by using a hopper bus service if they do not wish to walk. Strategically, it is not intended to encourage car use to White Rose Station, therefore beyond the PRM bay allocation, there is no parking provision facilitated. The new station will be fully accessible to all users, which Cottingley is not, and will serve Millshaw and Churwell as well as Cottingley. It is intended that the new station will have more frequent services post-Trans-Pennine Route Upgrade. Thank you again for your email. I hope this response assures you that the proposals will in fact encourage greater use of public transport and therefore reduce carbon emissions as mentioned in your email. If you have any further comments or queries please don't hesitate to get in touch.
10	03/10/21	Kindly note I object to the closure proposed - it serves a lot of people in the immediate locality very well indeed, over 100,000 in the last full year before covid, despite only an hourly service - and many of these will never make the for them wretched slog to the proposed White Rose alternative - have you asked them? Yours sincerely,	Thank you for your email relating to the consultation regarding the future of Cottingley rail station. Your objection has been noted and will be considered as part of our consultation report. Cottingley is currently the least used of the 14 stations within Leeds, representing around 1.3% of the total rail demand in Leeds (excluding Leeds station). This is thought to be due to several factors including its low level of service, limited accessibility (no pick-up / drop-off points, no car parking and poor accessibility for pedestrians and wheelchair users), and also because its catchment area is only highly urbanised to the south and east. The new station at White Rose will be fully accessible to all users, will serve Millshaw and Churwell as well as Cottingley, and it is intended to have more frequent services post-Trans-Pennine Route Upgrade. The walk between stations is approximately 800m, which is estimated at a maximum of additional 10 minute walking time for users of Cottingley station.

			A hopper bus service will also be provided from Cottingley to the new station at White Rose. The 12 week consultation held this summer has provided an opportunity for users of Cottingley station to provide feedback on the proposals in advance of the station closure application being submitted to the Office of Rail and Road, who will then assess the application and make a decision on the future of Cottingley station. Thank you again for your email, if you have any further comments or queries please don't hesitate to get in touch.

Emails received via other email inboxes:

No.	Date Received	Email Content	Response
1	08/07/21	Hi Sarah Thank you for the email. I'm really frustrated about this coming out of the blue and in a manner that feels like it is already agreed. Supporting the White Rose station did not include support for closing the Cottingley Station. Whilst we do recognise that was a risk, I had been led to believe that: 1. Any decision on closing the station would be based on usage and therefore it is premature to be discussing the closure of the station at this point before we know the impact of the White Rose station! 2. Back in 2018 when this was discussed with Cllr Richard Lewis (the then exec member) assurances were given there would be something tangible given back to Cottingley if the station closed. I therefor implore you to step back from starting this consultation on Monday and wait until at least 12 months after the new station is opened. After 12 months, assess the data and make an informed decision on whether closure is even necessary or beneficial. Kind regards [Redacted]	Thank you for your email. I am sorry to hear that you are frustrated about the upcoming consultation in relation to the future of Cottingley rail station and that you feel it is out of the blue. We have endeavoured to keep councillors informed throughout the scheme development, including holding a briefing session on 22nd May, presenting our plans for Cottingley and the consultation. Firstly, let me assure you that the closure of Cottingley station is not already agreed. The West Yorkshire Combined Authority intend to submit an application to close Cottingley, and this application will be thoroughly assessed by the Office of Rail and Road (ORR) who are the only organisation who can ratify a station closure. This ratification can take up to 12 months so a decision will not be made at any point in the near future. In terms of station usage of Cottingley, it is currently the least used of the 14 stations within Leeds, representing around 1.3% of the total rail demand in Leeds (excluding Leeds station). This is in advance of the construction of the new station at White Rose, and it is not expected that this would increase following the opening of the new station. The poor usage of Cottingley is thought to be due to several factors including its low level of service, limited accessibility (no pick-up / drop-off points, no car parking and poor accessibility for pedestrians and wheelchair users), and also because its catchment area is only highly urbanised to the south and east. The new station at White Rose will be fully accessible to all users, will serve Millshaw and Churlwell as well as Cottingley, and it is intended to have more frequent services post-Trans-Pennine Route Upgrade. In response to your second point, residents of Cottingley would be able to use the new station at White Rose as a replacement to Cottingley station. There may be additional walking time of up to 8 minutes for residents at the most northerly edge of the Cottingley estate only, however walking routes and cycle ways will be upgraded as part of the new station. We are currently looking into additional bus service provision for local catchments to the new station who may be disadvantaged by the potential closure, which will be confirmed at a later date. The consultation that opens on Monday 12th July is an

			opportunity for all who are affected to provide their views on the potential closure of Cottingley. Following the closure of the consultaiton on 4th October, a report will be produced summarising the responses to the consultation. This will then be submitted to the ORR, who have up to 12 months to make their assessment. Our survey will go live on 12th July and can be found at the following link should you wish to provide a formal response: Consultation regarding the future of Cottingley Rail Station | Your Voice (westyorks-ca.gov.uk) We would of course be pleased to meet / call you to discuss this further. Alternatively, if you have any further concerns or queries please don't hesitate to get in touch.
2	14/07/21	Can you formally note the opposition to closure of Cottingley Station from the MBI Group on Leeds City Council and Morley Town Council? The survey doesn't allow us to formally oppose closure and has to be completed as an individual. regards Cllr R Finnigan	(A meeting was arranged with the Councillor)
3	14/07/21	I fully support the keeping open of the station at Cottingley Cllr Judith Elliott	(A meeting was arranged with the Councillor)

Letters

Two letters were received as follows:

No.	Date Received	Letter Content	Response
1	08/09/21	<u>Proposed closure of Cottingley Railway Station</u> I wish to add comments to my letter of 21st July as follows: I wish to challenge the statement by Network Rail that it is not possible to stop trains at stations only 300 metres apart. This is not true and the issue should be based upon station catchment population and not station spacing. I have suggested that the station at Ravensthorpe should not have platforms on the Leeds line and that the Huddersfield to Leeds trains should stop at White Rose instead of Ravensthorpe as well as Cottingley only. This would be OK and the same number of stops as at present on the two track section from Ravensthorpe to Leeds. I would like to see platforms provided on the Wakefield line at Ravensthorpe and an additional station at Horbury. This would maintain the service from	<u>Proposed Closure of Cottingley Railway Station</u> Thank you for your letter dated 24th August in relation to the consultation regarding the future of Cottingley rail station, and apologies for the delay in responding. Northern have developed timetabling work for White Rose station including performance modelling. This work demonstrates that considering sectional running times and headways on this section of the Transpennine Route, calls cannot be accommodated at both Cottingley and White Rose Stations without an impact to end to end journey times. In order to make a change to the network, approval must be received from all the Train Operators on the route. The train operators will not accept a full service calling at both stations in this case. The Combined Authority are not promoting any proposals to close / alter platforms at Ravensthorpe station. The changes to timetable and routes that you have suggested are not in scope of the project. This would be better directed to Northern Rail by

		Ravensthorpe to Huddersfield and provide a service from the Dewsbury are to Wakefield and Castleford. The Ravensthorpe station is not well used and closure is a better option rather than Cottingley. I believe that WYCA should not write off Cottingley and not destroy valuable asset and realise that this station is a valuable part of Leeds's public transport. Surely it is better to close Ravensthorpe rather than Cottingly I hope that the WYCA will recognise this. PS. Cottingley Station has never had a good service although in 2010 was patronised by 77,562 passengers from a poor service as against 19884 at Ravensthorpe. The run down of Cottingley station started in May 2019 when TPE drastically cut the peak hour service. I was concerned about this but WYCA failed to support Cottingley passengers. The service since 2019 has been terrible. However it need not be like this. If an all day half hourly service is introduced at Cottingley patronage will increase rapidly. The Huddersfield - Bradford service should call additionally at Deighton, to give 3tph, and and a new station at Elland. The Leeds - Wigan local service should additionally call at Cottingley and Elland.	emailing enquiries@northernrailway.co.uk. It is intended that post Transpennine Route Upgrade, the level of service at White Rose will be increased to 2 trains per hour. Thank you once again for your letter. Your response to the consultation will be taken into account within our consultation report, which will be published on our web page in the coming months. If you have any further questions please don't hesitate to get in touch.
2	25/09/21	<u>Cottingley Rail Station Closure</u> I am writing this letter of support on behalf of Network Rail to assist with West Yorkshire Combined Authority's (WYCA) consultation on the closure of Cottingley station. WYCA are working to improve travel and transport in and around Leeds, and Network Rail are supporting them in this. Cottingley has been identified as a station that requires improvement as it does not meet current accessibility standards and it is the least used station in the Leeds area (2018/19). WYCA explored different options to improve rail access in the area. It was decided that the best course of action was to close Cottingley and construct a new station, 800m along the line from the existing station. Network Rail is supportive of this decision for the following reasons: • The new station (White Rose) will be an accessible station built to current standards	N/A

		• It will facilitate improved access to the Millshaw and White Rose Business Parks, allowing a conversion of road to rail users, a reduction in congestion in the local area, and a reduced environmental impact • It will expand the catchment area for rail users in the area • It will facilitate improved access for the Elliott Hudson College and allow existing education provision to double Consideration has been made to keeping Cottingley open when White Rose Station opens. However, timetable studies have shown that trains would be unable to stop at both stations. For the reasons listed above, the predominant stops would be at White Rose, which would lead to infrequent services at Cottingley. This could lead to anti-social behaviour due to it being an unstaffed station. These reasons further Network Rail support for the closure of Cottingley. As stated above, Network Rail is supportive of the decision by West Yorkshire Combined Authority to close Cottingley Station for the reasons detailed in this letter. Please do not hesitate to contact me if you have any queries and, in the meantime, we will continue to support WYCA through the closure process and the construction of the new station. Your sincerely,	

Telephone Calls

One-to-one telephone calls were made upon request via MetroLine. No calls were requested.

Q&A's

A Q&A tool was added to the online engagement project page on www.yourvoice.westyorks-ca.gov.uk/Cottingley. This was to complement the expansive FAQs that had been compiled prior to the consultation. The dedicated Q&A forum hosted on the engagement webpage allowed visitors to pose questions that were responded to by the officers involved in the scheme.

The following question was received, which was added to the Your Voice page. It will remain on the site and consolidated into the FAQs.

Question: Whats the point its already been passed nothing we say about it will do any differance its always the case

Answer: Thank you for your enquiry.

Please let us assure you that the closure of Cottingley station has not already been agreed. The West Yorkshire Combined Authority intend to submit an application to close Cottingley, and this application will be assessed by the Office of Rail and Road (ORR) who are the only organisation who can ratify a station closure. This ratification can take up to 12 months.

This consultation is an opportunity for all who are affected to provide their views on the potential closure of Cottingley. Following the closure of the consultation on 4th October, a report will be produced summarising the responses to the consultation. This will then be submitted to the ORR, who have up to 12 months to make their assessment.

Drop-in Events

A combination of virtual and public facing events were held to make the consultation and project team accessible to as many people as possible.

Drop-in events

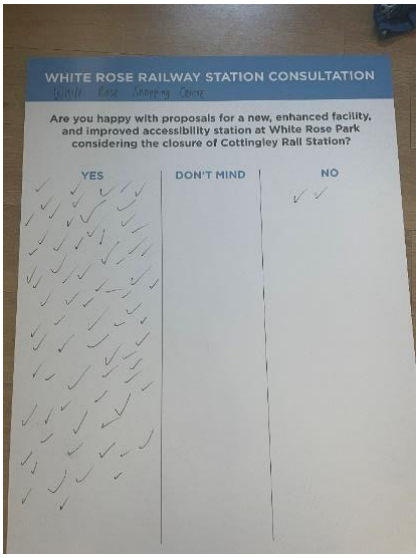
Face-to-face public engagement sessions were held at the following venues:

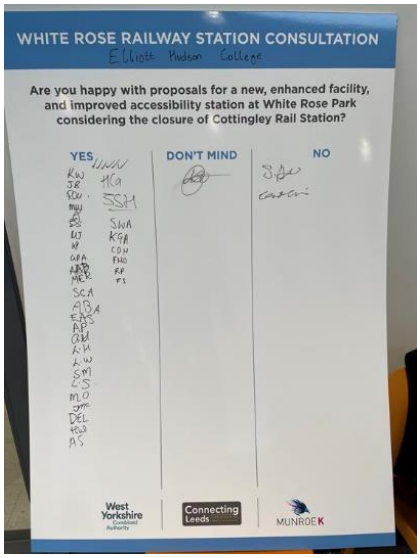
- White Rose Shopping Centre, 19th August 2021, 10am-6pm
- Elliot Hudson College, 16th September 2021, 10:30am-4pm
- White Rose Office Park, 23rd September 2021, 12-14:30pm

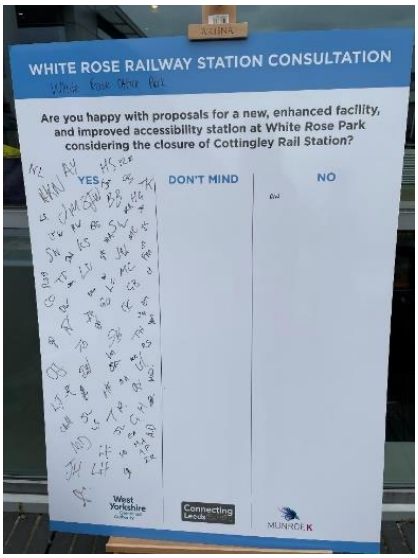
During the public facing sessions a short survey was taken asking the question below, taken from the consultation survey. Members of the public signed their initials under one of the three columns indicating if they agreed with the statement, the outcome of which is summarised in the table below.

'Are you happy with proposals for a new, enhanced facility, and improved accessibility station at White Rose considering the closure of Cottingley Rail Station?'

The photographs below show the majority in favour to close Cottingley Station at each of the drop-in events.

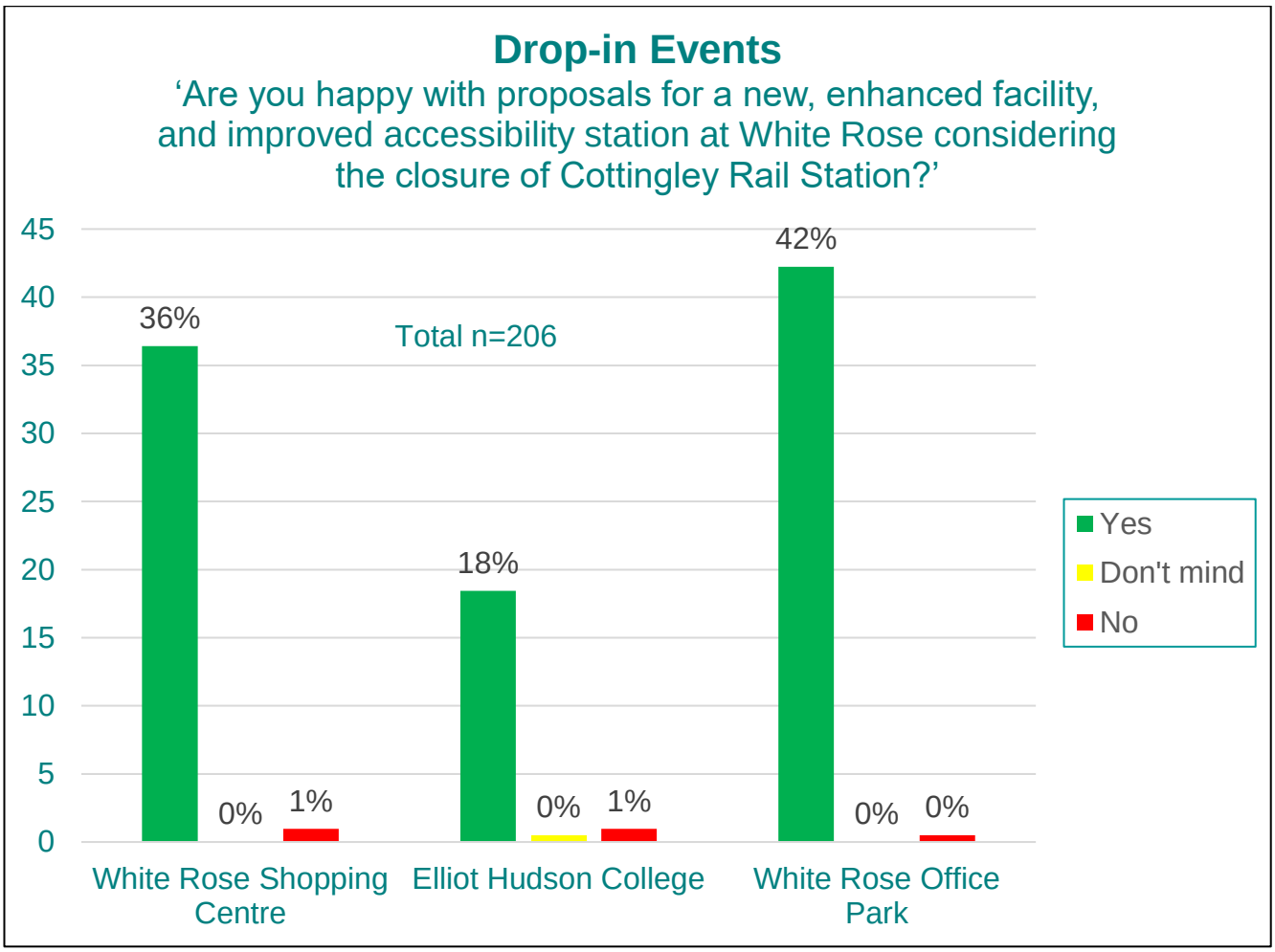






206 people participated. A summary of the above boards can be found below:

Drop-in venues	Yes	%	Don't mind	%	No	%
White Rose Shopping Centre	75	36	0	0	2	1
Elliot Hudson College	38	18	1	0	2	1
White Rose Office Park	87	42	0	0	1	0



Webinars

Public webinars were held via Microsoft Teams on the following dates:

- 21st July 2021, 1pm
- 9th August 2021, 10am
- 13th September 2021, 6pm

The webinars were recorded and the videos were posted on the Your Voice page for anyone to view.

Stakeholder Meetings

Due to the Covid-19 government guidelines at the time and the need to maintain social distancing, it was not possible to hold any face-to-face meetings with stakeholders ahead of the consultation. Prior to the consultation commencing a virtual briefing was held for local ward members and councillors on Thursday 27 May 2021 and further meetings with the project team were made available upon request via Microsoft Teams.

Meeting Notes

Pre-consultation briefing on Cottingley Rail Station was held via Microsoft Teams on **Thursday 27 May 2021 at 5pm** with local Councillors.

The closure of Cottingley Rail Station is being considered due to the construction of a new, more accessible station 800m from Cottingley Rail Station at White Rose, which will have extensive, safe, walking and cycling routes to and from the wider community.

Panel:

- Dave Haskins, Head of Transport Implementation
- Peter Coello, Project Manager
- Sarah Albone, Project Officer
- Sophie Waite, Project Assistant
- Elle Macleod, Consultation & Engagement Advisor

Attendees:

- Cllr Karen Renshaw
- Cllr David Blackburn
- Cllr Gohar Almass
- Cllr Wyn Kidger
- Cllr Oliver Newton
- Cllr Ann Blackburn
- Cllr Angela Gabriel
- Cllr Jim Aveyard
- Cllr Mohammed Iqbal
- Cllr Angela Gabriel
- Cllr Gohar Almass

Cllr Blackburn:

- Removing Cottingley station impacts people from local catchments.
    - *Advised that the design includes provision for fully accessible routes to both platforms. Footways will be upgraded (fully lit, CCTV coverage, resurfacing and widening). There will be a crossing facility to cross Elland Road.*

Cllr Kidger:

- Raised concerns re access to the new station over Elland Road.

- *Advised there will be a crossing facility over Elland Road. Cottingley residents will still be able to use White Rose, with potential additional walking time for residents to the North of the Estate.*

- Discussed possible train capacity issues.
  - *Advised Cottingley is the lowest used station in Leeds. Reason for low usage is believed to be location, poor level of service and lack of step free access / accessibility in general. We hope to increase service to 2tph post TRU.*
- ***ACTION to share ORR Cottingley usage figures with Cllr Kidger.***
  - *(Extract shared below whilst we await updated pre-Covid figures from ORR)*

Station Name	2017-18	Last year growth
Leeds	31,107,672	0.5%
Guiseley	1,259,200	-2.9%
Horsforth	1,102,610	-3.6%
New Pudsey	850,162	-5.7%
Burley Park	736,268	-0.4%
Garforth	661,398	-5.7%
Cross Gates	542,722	-0.7%
Morley	352,122	-4.6%
Woodlesford	345,790	0.6%
Bramley	338,150	-2.3%
East Garforth	233,934	-7.5%
Micklefield	163,900	-4.2%
Kirkstall Forge	150,208	58.9%
Cottingley	96,596	-0.6%

- Concerns for potential impacts to residents of Cottingley new village. Suggested letter drops for every house in Cottingley.
  - *Advised we will letter drop Cottingley, including new village and possibly part of Beeston. We'll also be going out to community centres and flats to letter drop.*

Cllr Gabriel:

- Concerns around hopper buses that were previously discussed, now not being included in consultaiton materials.
  - *Advised this is an ongoing negotiation with the developer. Unable to make commitments in the materials until this has been finalised.*
- Concerns around the lack of section 106 agreement for this scheme.
  - *Advised CA were a joint applicant in the planning application so couldn't input to the section 106. We now understand a section 106 was not agreed. We are looking to build the hopper service into the current funding arrangements with Munroe K, Delivery lead for the station.*

Cllr Aveyard

- Suggested we consider Churwell Community Centre as a location for consultation events.
  - *We are looking to host drop-in sessions in August 2021, subject to COVID-19 guidelines. Prior to then, we can supply the centre with leaflets to distribute.*
- Asked will happen to the public footpath in the location of the new station during construction.

- *Believe there is a legal obligation to divert PROWs during construction works.* ***ACTION to provide a response before construction commences.***

- Question raised in relation to cycling accessibility. There were previous proposals to have a cycle path between Morley to White Rose. Are WYCA still considering this?
  - ***ACTION to look into Morley/WR cycle routes.***

Cllr Renshaw

- Wants to ensure the people of Ardsley and Robin Hood are consulted with. Can we letter drop or hold events here.
  - *We are looking to host drop-in sessions in August 2021, subject to COVID-19 guidelines. Prior to then, we can supply bus shelters in the area with posters.*

Cllr Almass

- Further concerns re hopper bus and walkway safety.
  - *Advised walkways will be level, lit and have CCTV coverage.*

Cllr Blackburn

- Has previously used Cottingley station at night. It was very quiet and she felt unsafe. Lacking lighting. Further concerns re hopper bus.
  - *Advised it's currently a live issue that we're trying to resolve.*
  - ***We will update Cllrs on hopper bus situation once resolved.***

Cllr Newton

- Why is Cottingley the least used station?
  - It is believed to be low used due to the location, lack of accessibility and the low service provision. We hope to increase White Rose service to 2tph post TransPennine Route Upgrade.
  - Noted that it's not a removal of the facility altogether without replacement. White Rose will be fully accessible to users of Cottingley acknowledging an increased walking distance to some local residents.

Cllr Gabriel

- Noted that at Cottingley, there is no step free access between platforms. If you want to use the opposite platform without steps you have to get on a train to Leeds and back again. The service provision at the station doesn't make this practical.
- Advised Cottingley was part of the Morley Town Deal. Can we get funding for the hopper bus from this?
  - ***ACTION: CA to look into whether hopper bus could be funded by Morley Town Deal*****.**

Cllr Blackburn

- Further concerns re hopper bus. Need to give them an adequate replacement if we're to have a chance of support for the proposals.

Cllr Renshaw

- How many cycle sheds will be provided?

- *A total of 80 covered cycle spaces covering both sides of the Huddersfield Line will be provided which surpasses the required number specified for this category of station.*

Cllr Almass

- When will we follow up on actions?
- *Hopper bus clarifications may take more time as interface with live commercial negotiation.*

Letters of Support

Two letters of support were received throughout the consultation period.

Elliott Hudson College

Principal: Lee Styles MA, BA (Hons)
Chair of Governors: Maurice Miller BComm FCA

part of The GORSE Academies Trust

Chief Executive Officer: Sir John Townsley BA (Hons) NPQH
Executive Principal: Post 16 Education: David Holtham BSc (Hons)

1 October 2021

To whom it may concern

As the Principal of Elliott Hudson College, located at the White Rose Office Park in Leeds, I am writing on behalf of the staff and student body to show our support for the proposed White Rose Railway Station.

As an education provider for 16-19 year olds, we take pride in offering places to students from across the Leeds city region and beyond. Indeed, there are a number of students who travel over 2 hours per day to access the college. The new station being so close to the college will undoubtedly make our setting more accessible to an increased number of potential learners, in turn providing access to high quality education to many more students.

Additionally, we take great strides to recruit and retain the very best teaching and support staff. The White Rose Station will enable our staff and future staff access to sustainable and reliable transportation to and from the college. The benefits being twofold, reducing the number of car journeys taken by staff to and from work as well as making the college a viable employment option for potential staff where driving to school is not feasible.

The new White Rose Station has the opportunity to be key in helping us reach our ambition in offering education to all, irrespective of background or location. It will be an important part of our plans for the future growth of our college.

Yours faithfully

Lee Styles
Principal
Elliott Hudson College

White Rose Office Park, Leeds, West Yorkshire, LS11 0LT
T 0113 323 9777
E info@elliothudsoncollege.ac.uk
W www.elliothudsoncollege.ac.uk

Ofsted Outstanding Provider

Peter Coello
Project Manager
West Yorkshire Combined Authority
Wellington House
40-50 Wellington Street
Leeds
LS1 2DE

Network Rail
George Stephenson House
Toft Green
York
YO1 6JT

21 September 2021

Dear Peter,

Cottingley Rail Station Closure

I am writing this letter of support on behalf of Network Rail, to assist with West Yorkshire Combined Authority's (WYCA) consultation on the closure of Cottingley Station.

WYCA are working to improve travel and transport in and around Leeds, and Network Rail are supporting them in this. Cottingley has been identified as a station that requires improvement as it does not meet current accessibility standards and it is the least used station in the Leeds area (2018/19). WYCA explored different options to improve rail access in the area. It was decided that the best course of action was to close Cottingley and construct a new station, 800m along the line from the existing station. Network Rail is supportive of this decision for the following reasons:

- The new station (White Rose) will be an accessible station built to current standards
- It will facilitate improved access to the Millshaw and White Rose Business Parks, allowing a conversion of road to rail users, a reduction in congestion in the local area, and a reduced environmental impact
- It will expand the catchment area for rail users in the area
- It will facilitate improved access for the Elliott Hudson College and allow the existing education provision to double

Consideration has been made to keeping Cottingley open when White Rose Station opens. However, timetable studies have shown that trains would be unable to stop at both stations. For the reasons listed above, the predominant stops would be at White Rose, which would lead to infrequent services at Cottingley. This could lead to anti-social behaviour due to it being an unstaffed station. These reasons further Network Rail support for the closure of Cottingley.

As stated above, Network Rail is supportive of the decision by West Yorkshire Combined Authority to close Cottingley Station for the reasons detailed in this letter.

Please do not hesitate to contact me if you have any queries and, in the meantime, we will continue to support WYCA through the closure process and the construction of the new station.

Yours sincerely,

Paul McKeown
Investment Director - Eastern

Capita

Sarah Albone
Project Officer
West Yorkshire Combined Authority
Wellington House
40-50 Wellington Street
Leeds LS1 2DE

Our Ref: BM/KS/211001-LtrWhiteRoseStation

1st October 2021

Dear Sarah,

RE: NEW WHITE ROSE RAILWAY STATION, LEEDS

As I am sure you are aware Capita is a major occupier and employer based on the White Rose Park.

This is a key site for us as a business and being able to attract and retain the right staff is central to our continued success. As such we are keen to give our support for the plans for the new railway station at White Rose. This will represent a significant improvement on the existing, rarely used station at Cottingley which is of no real benefit to our employees.

This new station will make the location much more accessible to our colleagues and allow us to encourage the adoption of the train to get to work. This will help us to reduce dependence on the car and help us on our target to reduce our carbon footprint as a business.

Yours sincerely

Bruce Mason

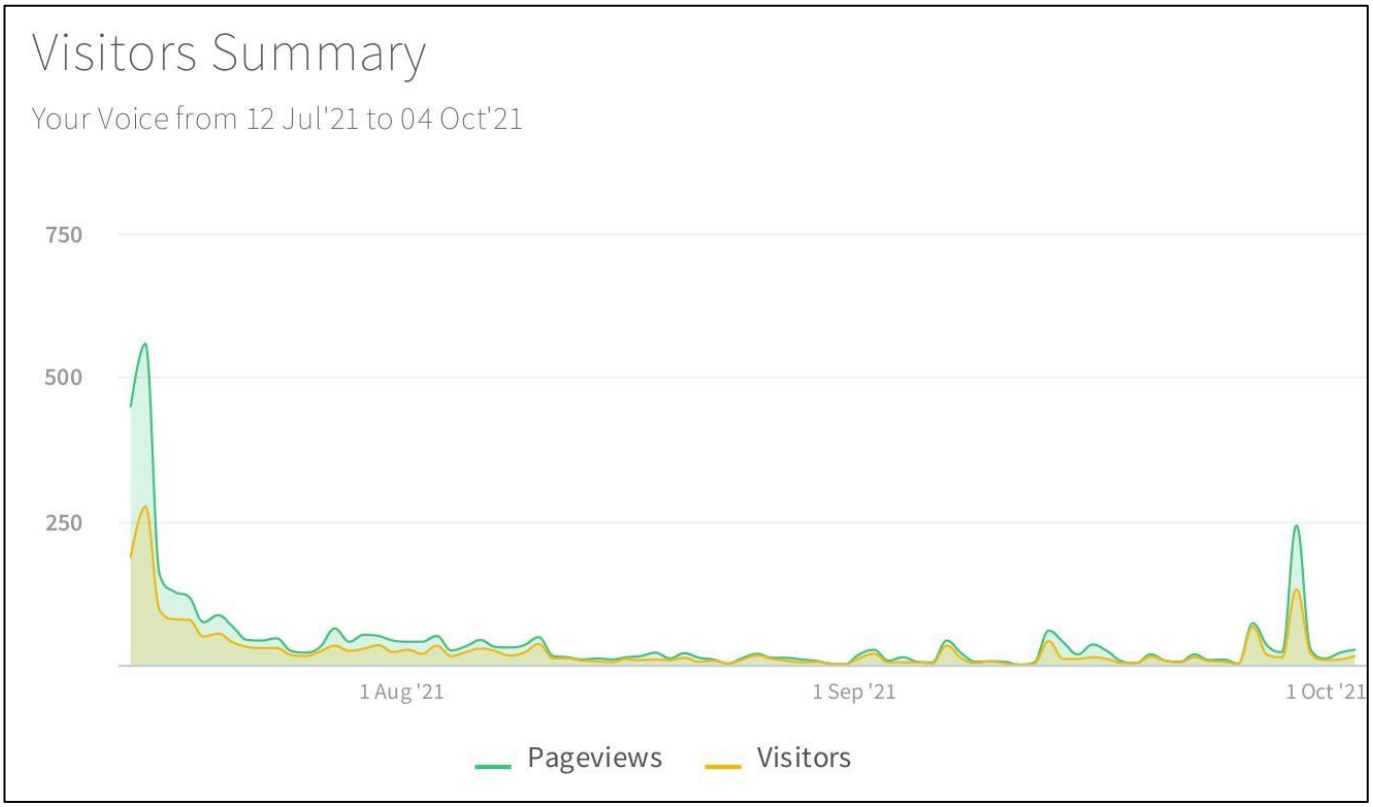
Bruce Mason
Head of Estates, Group Property

Engagement Levels

Your Voice website

The engagement webpage www.yourvoice.westyorks-ca.gov.uk/Cottingley was visited over 2,200 times during the consultation period 12 July – 4 October 2021 (12 weeks).

The highest number of website visits per day was on 13 July with 275 visitors and 558 page views. Visitor numbers were highest at the start and end of the consultation.



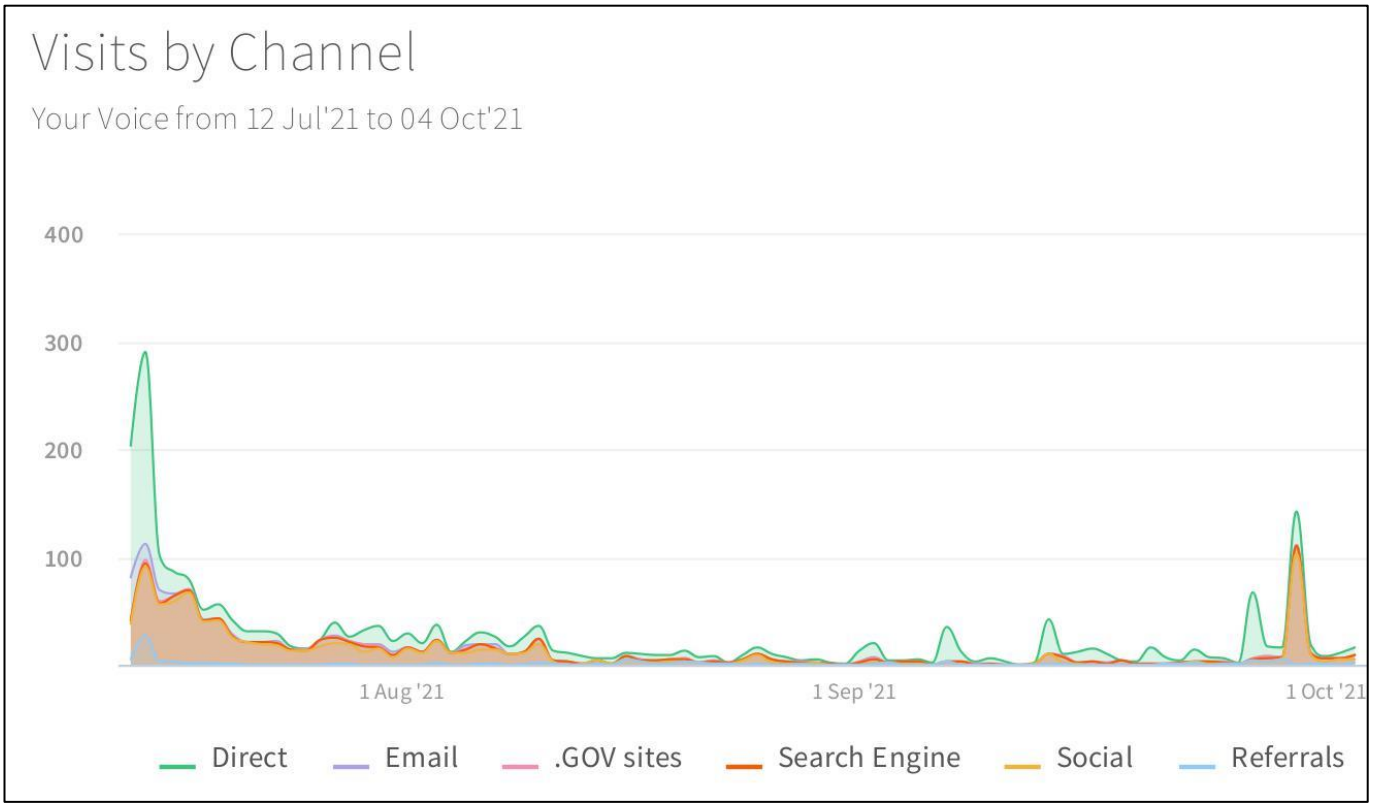
Visitors to Your Voice are split into three categories: 'Engaged', 'Informed' and 'Aware'.

An 'Aware' visitor is one who has made at least one visit to the website page but has not accessed any additional information or participated in an exercise/activity. 1,834 unique visitors accessed at least one page of the engagement project site.

An 'Informed' visitor has clicked on something, accessed an image or document, which suggested they were interested in the project. 618 (33.7%) of visitors to the site were informed. The majority visited multiple project pages and the FAQ list page.

Informed activity	Number of visitors
Visited multiple project pages	230
Visited an FAQ list page	142
Downloaded a document	80
Viewed a video	9
Asked a question	1

An ‘Engaged’ visitor is one who has contributed to an activity (tool).



Traffic to the engagement site came from a number of different sources. The highest proportion of visitors came via a direct site visit to the Your Voice website (987), followed by social media (843) then via search engine (142).

A direct site visit is one where the web address has been input to access the site and a referral is one where a hyperlink has been used to redirect to access the site.

Informed activity	Number of visitors
Direct	987
Social media	843
Search engine	142
Referral	103
Email	82
.GOV sites	32

Officers from the Combined Authority’s communications team publicised the engagement activity through a number of social media channels, namely Twitter and Facebook and via emails sent to key stakeholders which included a link to the Your Voice website.

Appendices

Redacted: Any information that could potentially identify an individual has been redacted from the content of this report to retain anonymity, and best practice data handling in line with our privacy statement.

Redacted information includes names, addresses and contact information. Where this information is relevant or necessary for a timely response to have been provided (emails), this information has been given freely, however redacted for the purposes of this report only.

Please also note that these comments have been copied verbatim from their source and have not been altered, updated, or amended.

Appendix A

Q6. Would you be affected if Cottingley Station was to close?

Q7. If you selected 'Yes' to question 6 please explain your answer.

The following 213 open text comments were provided:

It's a lifeline to residents and we have a poor bus service closing this will be a disaster and you can expect a big opposition from the whole of Cottingley
well i think like the beeching cuts,these stations should be kept open ,to close it would be a folly.
As a young female who often travels alone the prospect of walking in the dark is a scary prospect and have been subject to a mugging and inappropriate behaviour by men in the past I know it's a very real risk. I don't want to walk further than I have to
I would have to drive to the new station I can walk to current which reduces impact
Cant get to White rose or morley
Easy to get to
I work in leeds city centre and I find the train services from Cottingly very useful it is convenient it is much cheaper and quicker then the bus services and I use it to go to othere towns like dewsbury batley Huddersfield it will be missed so much
We live next to the station in churwell. The bridge is used daily as my children attend Cottingley Primary Academy and many parents in the same position also use this bridge twice a day. The bridge must stay. Travelled less due to Covid. Station is ideal
I specifically moved here because of proximity to rail station. The house was sold to me with this benefit. I will struggle to walk much further and will choose to drive into town instead and rent a car parking space for the same cost as train fare.
I get the train home in the late evening. I would not feel safe walking alone from White Rose so am unlikely to use the new station.
Walking to the new white rose station would be unpractical, given i live on the churwell new village development, i would instead have to drive into the office (walking 10-15mins isnt suitable with my health)

Live 150m from cottingley station on the new village estate. Buses and white rose fair distance away so would more likely drive.
I use the train station as it’s the closest one to Elland Road stadium. I get on the train in Morley and travel 1 stop to Cottingley where I then only have to walk 20 minutes to get the stadium. I then reverse my journey for my trip home after the game.
Reduced connectivity. More likely to travel by car instead.
Very inconvenient
I commute to Huddersfield Monday to Friday and it will affect me and other people that do the same.
I'd have a longer walk to White Rose station unless a more direct route is created from Town Street/Milshaw Beeston
I don’t drive and it’s the most effectiv way to get around
Cottingley station is only a five minute walk at present.
One less stop on the train to and from Leeds. Quicker journey times.
Although I would be (slightly) affected, I agree that the White Rose is a more logical place for a station.
Quicker journey from batley to.leeds as one less stop and more chance of a seat
The white rose station is too far away from my house
I would have to extend my commute time, I work shifts and it would put me further away from home when walking home in the dark.
Can walk from house to Cottingley Train Station, convenient. White rose would be too busy.
I would drive more and use rail less
The walk to station and journey to Leeds is 12 minutes the new station would add at least 10 minutes to my journey and be unpleasant in adverse weather.
As don't drive and it cheaper than the bus. And have Senior railcard
would not have access to Cottingley
Having a station within short walking distance was one of the key reasons we moved to Churwell, mostly for mobility reasons. The distance to the White Rose station is a lot further, and would likely mean having to move home if Cottingley closed!
I would have further to travel to catch the train and I would have to negotiate crossing a very busy main road
Local bus services are slow and overcrowded. The new white rose station is not in a safe walking location and will add approximately 20 minutes to the overall journey time, i.e. more than double it.
The line is heavily congested as it is with many people unable to get on the train. That is the reason station usage is low at cottingley. Plus one train an hour is appalling. In london there are 12 carriage+ trains every 2mins - we get 2 carriages. POOR!
Additional walk to white rose, adding time on to my journey time
As I walk to the station, it is safer to walk through a well-light residential area rather than a business part. area
Would be easier to travel to work at White Rose Office Park by rail if station was at White Rose Centre
I use it for my hospital appointments. I’m currently having treatment for cancer

My commute is likely to be extended by at least 30 minutes and will also get considerably more expensive.
It will be twice as far away as cottingley for me.
Currently used to access Leeds city centre conveniently without having to drive in to town. Also useful to get to other stations such as Huddersfield
Cottingley station is one of the main reasons I chose to move to Churwell New Village as it provides transport for my disabled partner who works for [redacted] in the city center.
It's further for me to walk and I am not sure I would be willing to walk that far
Due to living in close proximity of Cottingley station (Churwell New Village), if it were to close it would double my commute time into the city centre as just the walk to the White Rose takes around 30 minutes.
I'd be affected if white rose station didn't happen
No easy access to a train station
My daily commute would take longer. This may become even more of a problem if hybrid office working demands meeting attendance at irregular times.
Train commute is quicker and cheaper than driving and parking in Leeds
Extended walk to the new station
Without services from Cottingley, I would have to drive. As would many other users resulting in an increase in carbon emissions
Yes, residents of Cottingley and Churwell, many of which only moved in the past 15 years with the construction of the new housing in Churwell, will be ripped off by this expensive waste of money and time. Improve Cottingley station instead of depriving us
F**k buses
Drop in property prices in new estate with loss of direct transport links (the station is a huge selling point). Possible anti-social behaviour in the empty Cottingley carpark area. Delays getting to work - now need my car.
Struggle to get to work
It’s near to my home
It would take much longer to get to leeds
As Ward Councillors represneting the area our communities - especially at Churwell New Village - will have to walk further for a train service
As a disabled person, the extra distance to walk is a lot, will have to use my car in the future, some help to the environment!
Current residence is only 2 min walk to cottingley station , which make its easily accessible & time saving for daily journey
There are no easy bus routes to the place I work so the train is my best option.
I live too far from White Rose to walk and wouldn't feel safe after dark doing so if I could
Longer walking time to new station
Dangerous road to cross. Further to walk. Narrower pathways in less populated area so less safe at night
Cottingley is in the perfect spot for all those from Churwell and the surrounding area. I have used this train station for years. Moving it to the white rose is going to discourage exercise as the white rose is within walking distance.

Cottingley station is within walking distance from my house. I do not have to cross the busy elland road to access the station. There is not enough safe crossing points across Ellen's road
Means my journey would take longer
The new station would be too far for me to walk to so I would not use it.
I use the station because I then walk to the bus stop on Elland Road to go to Morley. I do this to avoid the long walk (1 mile) uphill to Victoria Road home.
Living on new village without the train service there is no public transport at all for an area covering hundreds of properties, in essence you are putting people back into their cars
It's how I get to / from work
I would no longer be able to visit my friend by train. The walk from the station to her home would be more than my arthritic knees could manage. Neither of us drive & the bus journey would take much longer. I would't feel safe walking from the new station
I would have to drive to another station in order to get into Leeds, the White Rose has no houses around it and so makes no sense for the train station to move there. Instead a walkway to White Rose could be built from Churwell hill
It takes me a minute to walk to Cootingley station right now so shutting this station and opening one at white Rose will mean I have to walk 20 minutes or more to the new station. A massive inconvenience
The station is our social & work transport link
It would be a longer walk, currently Cottingley station is approximately a 5 minute walk with bus stops nearby in case of train cancellations
We are looking to move to Cottingley and this would affect our decision
It takes 30 minutes to walk to white rose rather than 10 to Cottingley. This is a big difference and will mean using buses which across Leeds are terrible because First can't deliver their service. It's also worse for the environment
Couldn't catch a train from there.
I live right next to it walking to white rose and then having to walk through Leeds would be hard for me The reason I purchased my house in the first place was because it was right next to the train station.
Relatives live close
Journey time to and from Elland Road would almost double.
The new station is not in a good location for female travelling alone. No houses no footfall no one about at 6 in the morning when I'm walking to it
My mum is disabled and would not be able to travel to white rose because she has a wheelchair
It would no longer be convenient to use
Got me home when the busses were withdrawn due to snow
My partner is disabled and will be unable to walk the longer distance to the proposed White Rose station. Also given the proposed location of White Rose station it's not safe for even an able bodied person to walk after dark.
I would have to travel further on foot, more than likely across a muddy field - otherwise further distance would be added, across a busy road and I currently have mobility problems.

I am disabled and can just make the walk to the station from Churwell New Village, I cannot walk as far as the local bus stop, nor would I be able to walk to the New station so would have to use car or taxi to get anywhere
It would make my journey to/from work much harder and much longer
I use the station every day & also to cross it for my sons school therebisnt any other exit point for churwell new village especially in the newer part I have health issue & I'm unable to drive it would be too far for me to travel further
If you don't understand the implications of social isolation create by the stripping of a community's few assets, you're in the wrong job. This estate has appalling public transport appalling shopping facilities, no doctors surgery. Think about that..
My wife currently uses Cottingley rail station on occasion. She is wary of going to quiet areas on her own due to personal safety concerns. There is no way she would walk to the new starions location on her own. I'll end up driving her instead.
Distance to work
I live on the cottingley estate and use the station to commute to work and back.
The fact that Cottingley Station is a 5 minute walk, on open space. I'm not going to walk 10 minutes out of my way! Where its not lit up.
I would have to find an alternative way to travel into the City Centre - Cottingley Station is the most convenient option for me
Close to home
An extra walk to get to new station . It would take me longer to walk to the new station than my train journey into Leefs.
New proposed station further away from home and isolated - would feel less safe
Lose station closest to my house
I would have to walk further to The White Rise station
Extra walking distance to Whiteside .Don't feel safe walking to White rose on dark mornings.No buses to White rose early mornings.side on early darkbmorningd
I’d have to walk a tad further to the new station, but in honesty it wouldn’t be a massive inconvenience.
I use the station as much as the limited train service allows. I use to connect with other trains at Leeds for work or leisure purposes.
A. Was to the new station would not be possible for me on foot. Not only is it further away but the proposed site is isolated and I would feel vulnerable
it is my nearest railway station
I would have to travel further to get in a train probably by car.
The proposed White Rose station is too far from my destination in Cottingley.
It would remove a local transport option.
I am a elderly pensioner
Because I'm disabled
The walk to the new proposed station at White Rose would be much longer than my current walk and would mean I would be even less likely to use the train. Especially if the weather is inclement it is highly likely I would use my car instead

Much less accessible for me to take a 15 minute walk every day when the current train station in seconds away from my home. The train would drive past me every day but stop 15 minutes away making it less efficient and useful for me as a method of travel.
Less option to get around
It would be a farse
Cottingley station is easily accessible whereas the White Rose station will not be therefore it will make it more difficult to travel to Leeds and also to points beyond - e.g. London by rail connection.
Cottingley rail station is the only good link from Cottingley to Leeds. The buses are unsafe and unreliable. An already hugely deprived area is being robbed of one of its few facilities.
Having to walk to White Rose station would be more than a 500 m walk in the wrong direction to Leeds to get the same level of train service we would've received in Cottingley.
Further to walk, to the extent I would likely use bus or drive into Leeds
Work at white rose park. Would have to spend extra on bus
more distance to walk
I believe there would be a loss of amenity for Cottingley Residents.
Having to walk or cycle to the White Rose station is a lot further to travel and, as a woman walking home alone sometimes late at night, I wouldn't feel as safe as I do just walking through my estate.
It is my main form of transportation to work and University, 3 minutes from my house.
I will need to walk further in order to access the new White Rose station. On a rainy day, I might decide instead to use the car (far from ideal in this day and age). In addition, I am concerned about what will happen to the Cottingley station site.
Convenience and accessibility to other station near by
Additional travel time to new white rise station, however, if walking links are good it wouldn't be the worst. Also will the old station be dismantled correctly or left to rot?
Further travel time/cost
It’s so close to home and handy to jump on train but I also use the bridge to walk to school
Would have to find other means to get to work
Would have to get the bus which takes twice as long. Would be a major inconvenience generally.
It would greatly effect my commute time and would mean I would need to sort childcare out.
It would affect my journey to work and would end up been late as I would have to travel further at 6am
This is how I get to work or to go out. Closing Closing the Cottingley station would increase my commute time. Another concern is that closure of the station will most likely encourage anti-social behaviour on the site which is in the residential area
There is little transport near the new village estate and I would have to find other arrangements making it hard for me to travel to university and home
This would hugely increase my commute to work. The station is a vital resource for our community.
It would affect my childcare cost as I’d have to leave for work earlier meaning more money for care before and after school. It would make my life a lot harder as the Whiterose is a 20 minute walk so again I would need childcare which isn’t ideal

There is no footpath leading to the new station and we would have to cross a busy road where a lot of accidents have happened

Instead of it taking me 6 minutes to get into Leeds I would have to get a bus that takes 20 and does not drop me as close to my place of work. It would almost triple my commute time if this were to close n

There are currently no major roads between my home and the station. If the station moves to the proposed location I will need to cross at least one busy road, with my son who has autism.

It is a convenient way to travel into the city centre without a car. My family and I often use the train station to get into town or travel onto other destinations after connecting in Leeds.

i cannot drive and it would make my commute harder to work and to the doctor

It’s part of the community and an integral part of Churwell/ Cottingley commuter service - I always promote the station as Cottingley International Train Station as you can literally go anywhere from there

I would have to find an alternative way to get to work

Financially - would hv to pay more for parking or bus fare , more time spent in travelling using Bus or car and adds on to my commute time rather than getting on the train from Cottingley

Live on the estate linking to the station

I will have to take the car and there's a lot of traffic in the morning.

It is great for commute, despite there being so few trains. It would take my main means of connection to other areas away..

With a small child, such easy access to public transport, a few minutes wall from our house would be sorely missed

Increased number of houses to the cottingley area meaning a greater number of commuters. As a medical professional, this allows travel to LGI without needing to drive.

I purposely chose a house near to the train station as have trouble walking long distances

One of the reasons I bought my house was its proximity to the train station, so that I could have a manageable commute time and easy access into town. Were the station to close I feel my property would lose value and I would have a harder journey.

I would have to get more environmentally harmful ways of travel

It is very convenient as it is in the middle of the housing estates. If it was to close and a new station was to open at white rose it would mean having to get a taxi/walk at least 30 mins to get there. It wouldn’t be worthwhile.

Add to my daily travel times

It would increase the distance needed to walk each day to commute if I have to walk all the way to whiterose

Because I work in the hospital and the hours I work the train get me to work faster and on time

My work journey to leeds at the moment is 7 mins via this station. Getting a bus will increase the journey time and will also negatively impact my child care arrangements

I work for the NHS so have no option of parking unless I turn up to work 90 minutes early for a space a 20 minute walk away. Getting the train means I can save at of time on travel. And £9+ a day it would cost me to park in a private car park nearby

Best, quickest method of getting in and out of town.

I live close by to Cottingley Station and if it closes and I have to travel to White Rose station it will add at least 30 mins (2 x 15) and depending on trains time I will very likely revert to driving to work.
This is one of the reasons we bought our house having a station on the estate.
Travelling to abs from work but be difficult. It is very convenient to have the station so close to home. It takes 7 minutes to get to Leeds which is extremely helpful with family life also.
Its 5 min walk from my house and its very convenient to have a station so close by.
I use transport to get to city. I will be so upset and disappointed with the council and authorities if they shut the station down
My commute to work (once offices open again) would be much longer- I need to travel to Sheffield for work - currently I don't use the station a lot but that is not representative of how much I use in non covid times (4 times a week)
The other station is further. I have young children. I also use the train sometimes to go to work as a nurse on nights. I wouldn't use the train if it was further as I would be too tired.
No other train stations near by
The bus stops to town at closer than the new train station will be
Regular travel to Leeds city centre for work and leisure. Added journey time to access whit Rose and not located in a domestic setting so less safe to use.
Further to walk to access the station which increases the journey time and less convenient if carrying luggage (which I usually would be on occasions I use the station)
Due to covid I have not needed to go into the office for the past 18 months but will be commuting to Leeds shortly.
I used to commute to work every day via cottingley station train to Leeds. I'm currently on mat leave and only use the train for leisure.
What is 5 minute travel will now take 40 minutes to get to city
Will take much longer to get to work
It is so convenient I use it to travel to work and college if I didn't it would take the car which would cost more in parking and carbon emissions in the city would increase and go against the council zero emissions
I stay in New VIllage way which is adjacent to this Cottingley railway station.I access this railway station on daily basis.
It is one of the cheapest and easiest mode of transport to Leeds and Dewsbury. My wife commutes to work everyday and is most convenient to manage with our daughter in the morning.
Takes my five minutes to walk to the station
Cottingley station is much nearer for my husband and I. My husband had been diagnosed with long covid and walking any distance tires him. He also has a three year senior rail card which will not get the same use if Cottingley is closed. We travel by train
This is the best way to get into Leeds the trains are quick reliable and much cheaper then the bus it will upset be greatly if thus goes
It would dramatically change the time of my commute and I would lose hours of time per week
I have to find alternate ways of getting to work (hospital)

I would not be able to get to my destination it has taken me years to build up my confidence to use public transport. I cannot use a bus and the Whitecroft is just too far
I would find it hard to get to college
Lack of public transport and connections to Sheffield where I work.
Getting to work
It is very convenient to be able to walk to the train station. Having to commute to then get the train will put me off travelling to the centre.
It is my travel to and from work
I do not drive,so public transport is my only way of getting around. I live at the farthest end of Churwell [redacted] & there is no nearby public transport except Cottingley Station to me.No buses come into the estate either,so train is my only option
It is quick access to the centre of Leeds
With all our hard earned money we invested in this estate to buy a house as it's close to train station and so we don't need to spend for car. It won't be fair for people who invested here and attracted because of train station
It's close proximity to my house
Living on New Village Way, the recent planning applications for c. 140 new homes were approved on the strength that the station and access it provides to services were in place. Closing the station will put additional pressure on the traffic
My daughter is going to college in Huddersfield and it's so easy and safe for her to take train from cottingley station because of 1min walking distance.
Transportation issues and I don't drive need easy transportation
I will be late for work and cannot change my shift. I need to do a school run first and then get to the station quick to get me to Leeds. I'll get sacked. Thanks for your support.
Safer to walk to the station on the estate rather than walking to white rose
Harder to get to work, more inconvenient for social outings, feel unsafe waking to white rose Station
If this station is to close, it will take much longer to reach Whiterose station and will disrupt daily schedule. Its a daily schedule planned for months to balance work and life, any changes will be too difficult to manage.
Although I don't use the station often, (I know a lot of friends who do) I do like the fact that the station is so close to my house and makes access into the city much more convenient and easy when I do get to go in
It's a convenient station which I can access by walking to and saves me from taking the car into town
2 min walk from my house
Commute would take longer
My commute would become longer
Annoyed
Reduced transport to and from city centre. Will therefore rely on car for transport, which will increase fuel consumption, emmissions, and increase expenses due to ridiculous parking costs in city centre. Also value of local area will decrease.
Train is cheaper than bus

I don’t drive so getting to another station would be difficult, I bought my house because of the proximity to a station
Sold my house on basis of proximity to station, would make my commute longer and less convenient, may as well get a car to drive into Leeds
Inconvenience if closed
I bought my house based on the close proximity to the train station which gave me easy access to Leeds.
i live on the estate near the station it would add approx 20 unnecessary minutes into my journey
Because it is an easy way for me to get home after I’ve been out in town and a bus doesn’t turn up

Appendix B

Q9. Are you happy with proposals for a new, enhanced facility, and improved accessibility station at White Rose considering the closure of Cottingley Rail Station?

Q10. Please explain your answer to question 9.

The following 176 open text comments were provided:

the wite rose shopping centre is too expensive and retail outlets are closing rapidly due to online shopping.
Walking further than necessary in the dark as a lone female adds risk into my safety which I'm not prepared to take. I think the proposals show male privilege in the fact that the consideration of many women like me feel uncomfortable walking further
As above it's not close a d would have to walk
Cant get there
I dont consider this to be a solution
We chose this house because of the close proximity of the station. It is extremely handy for visiting friends who are able to get off the train right outside the house. It's also an ideal gateway to Leeds and will be invaluable when our car is returned
I paid a premium for my house to be close to the station. Now that is being taken away it will devalue my house and make life much more difficult.
The walking route from the new station would not feel safe at night.
Don't want cottingley to xlose
It takes longer to reach the station and the area is quite rough, plus the fact that there's no access other than going around WROP to reach it
I'm not happy having a longer walk, at te moment with short cuts through the Cottingley estate I can walk from Beeston Primary school end of Town Street to Cottingley in as little as 15 to 20 mins.
Because cottingley station is just over the road. The new one would mean we would have to walk quite a bit further.if you want to encourage po
If the new station was actually at the white rosè centre then it would be used by double the amount of people, however given you're not actually putting it at the white rose I wouldn't use it. In my view it's totally pointless!
Cottingley station has been an integral part of the cottingley estate since it was created. It is used by Many people.
Pointless given the location. Why waste millions moving the station meters up the track for it to add no addition benefit
It's too far away. From what I've seen they're closing a lot of walking routes from new village to WR Station so it'll take me a long time to get to the station, I may as well walk the whole way. Then the train company won't get my money!!
I am happy with the proposed new station at white rose. However I feel closing Cottingley is short sighted in future when Northern power house rail opens this line could provide a good local metro style service up to Huddersfield.
The white rose station is too far away from my house

You're taking travel and time away from commuters
I wouldn't want Cottingham to close
Keep Cottingley and improve access.
I live 5 minutes from Cottingley Station and new WRC Station would be 15 to 20 minutes walk away
There's no value to any facilities, good or bad, if I can't even get to the station
I believe it is short sighted to close Cottingley the railway should be a prime way of moving between local communities you should take a look at the example of Liverpool wher many small stations exist connecting the various communities by rail
White Rose station serves a business park, not the significant number of residential properties in Cottingley and Churwell.
Lots of people have bought houses near Cottingley due to the station, particularly the new housing development nearby. Additional walk in my commute will add time and I may consider alternatives.
I do not feel local residents have been listened to with this venture. It is all about attracting people to the commercial areas. Furthermore the argument that sixth form students may use it is negligible as the majority live in the local area.
It isn’t improved accessibility for me. It’s significantly longer to walk and this is a safety issue for me and my children who often use Cotttingley after dark.
It wont let me change my answer to dont know
I believe the closure of Cottingley would impact the accessibility issues of deprived citizens regarding reaching the centre of Leeds in a timely and cost effective manner. It will worsen the employment prospects of local residents.
1 train an hour isn't enough. Services currently from Cottingley are limited which discourages me travelling by train. Increasing the frequency to 2 an hour will provide more flexibility to my working day
A station at White Rose and closing Cottingley is not convenient when we are a young family with small children, I'd end up driving somewhere instead
White Rose is further away from where people live so would mean it would take longer for most people to actually get to the station.
I feel it is unfair to close Cottingley station simply because of the addition of a White Rose station, there is a huge amount of housing developments which rely on this station, and many disabilities don't involve accessibility issues involving stairs.
Cottingley rail station should stay open as well as the proposed white rose station. We should be looking to increase the number of transport options open to residents, not shutter them in favour of new ones. Both stations could, and should, exist.
Further away
The reasoning of increased anti social behaviour is irrelevant, with both sides of the platform not requiring use of steps. This is only to cross the tracks if necessary, and not determined as relevant based on the misinformation.
Prefer to also retain Cottingley and include new station. Would likeore trains stopping stopping at Cottingley
I’m happy with the White Rose proposal but not the closure of Cottingley

Happy with the new station but not at the expense of Cottingley Station, although close both stations serve very different catchments. White Rose - The shopping centre and Office Park, Cottingley-the substantial housing estates and LUFC.
I don’t feel it necessary for a rail station at this location as there is enough public transport available already, along with free parking.
I can walk or take the bus to White Rose, a dedicated train to White Rose does not appeal to me at all and it just deprives those in Cottingley of travel opportunities. Money would be far better spent improving Cottingley station and the surrounding area.
Cottingley should have been made more accessible
The question is loaded. It assumes I am happy with the closure of the Cottingley Rail Station.
If cottingley train station closed it would be hard for me to get to work
We should should be keeping stations open and not closing them just because a new station is been built down the road, look at garforth and east garforth both work together , we should be opening more stations, what about all the new houses around
Your survey is worded in a biased way. New Village was granted planning on the back of having Cottingley Station. White Rose station is a ruse for creating new housing developments on Churwell greenfield sites. You must think we are daft
Office parks are dead way of working. This new station is for one reason. The proposed new housing development. People of cottingley deserve a train station. Many don't have access to a car.
Both stations should remain open
Why should Cottingley Station close, there are other stations that are close together. Will you close Burley Park because it is close to Headingley Station, or East Garforth close to Garforth.
The station would not be in walking distance from my house.
Cottingley doesn’t need to close just because another station is opening
I can't get there, so it's a moot point
Poor connectivity between cottingley and new station, new improved walking and cycling facilities should be proposed
The new station is in a stupid location. It should be closer to the white rose centre. Not in an industrial estate
It is pointless to have two stations in such close proximity, and it is illogical to close Cottingley station which serves residents, and then to have a station which is available to shoppers at limited times when the shops are open.
The station is for the benefit of the centre, it has no benefit to the hundreds of residents in the new village developments which will have no public transport if Cottingley closes forcing people to continue using their vehicles
I dont really go to white rose that often
See previous comments.
It’s ludicrous to move a station away from a highly residential area to one that no one could use for work
cottingley and white rose can operate together
If I can’t use cottingley station there’s no incentive for me to walk 20 minutes or more to a new station that only has one train an hour.

No need to change something that works
For many years a train would depart Leeds Central Station and the first pick up point would be Holbeck High Level Station. Keep Cottingley and build White Rose, we need more local services .Not all trains need high speed.
You should be improving Cottingley as it serves the community in Cottingley and Churwell. If there was more than one train per hour and improved facilities more people would use it.
The new station is only an added benefit to the area if we don't also lose a station. Closing Cottingley would be giving with one hand and taking with the other.
I don't think it will add much value to the white rose or this community. Most people travel to white rose from areas which won't connect to this new station without changing at Leeds
Would prefer both to be open.
You spent money extending the platform at Cottingley to then say you want to close it. As obviously you are so irresponsible with money and finances I think I would rather give money to taxis and buses. Giving money to you would only be a waste.
The new station was proposed as an excuse to build more housing on farmland. When people objected to the development due to the already congested roads we were told there'll be a new rail station. There are more people in Cottingley without cars.
Does not offer an alternative
I do not frequent the White Rose shopping centre - if I go shopping in Leeds, I go to the city centre.
See above - why not leave ours and alter the train times so both are served
Not at closing cottingley train station
The proposed White Rose Station would be further evidence of the Cottingley Estates exclusion from any facilitys which most people living in a major city can rely on. The White Rose Shopping Centre employs almost no one from the area.
Further to walk
Although the proposed access at the new station looks good, the location is too far for a disabled person to walk.
I've yet to see concrete details (no pun intended) of where the access points to the railway station are in relation to both the Cottingley and lower Churwell housing estates both for travellers by road or on foot.
It's a waste of time and money. Whichever genius suggested putting a new train station that far away from the White Rose centre instead of AT the White Rose centre needs sacking. Very stupid plan.
The accessibility angle is a token gesture and only there to meet minimum accessibility building regs to get planning, rather than a true accessibility plan that is inclusive taking into account local residents needs.
The White Rose station is much further away from all residential areas that the Cottingley station currently provides services for, and just the added time to go to the White Rose station will add an hour of commuting time each day
Please keep cottingly station. Provide disabled access also for pram users as there is non !
You are asset stripping one of the few remaining bits of infrastructure this estate has. You are doing this using public money to hand the station over to corporate raiders. Who care nothing for the effects on residents and are only about money.

A better option would be to improve the access and train capacity at Cottingly so it would actually benefit local people.
Inconvenient
It’s going to make it very inconvenient for residents of cottingley and churwell to now commute to work and back
Modify the existing station
There is a lot of money being spent when upgrading the existing Cottingley Station is a much cheaper option. Accessibility will be hugely reduced for those who use it the most
Who are you creating these new facilities for certainly not for those who live close to Cottingley station.
if I lived on the estate like I used to it would be more convienient where it is now. most white rose users have a care or use a bus so it may delay commuters
Would feel less safe as proposed new location isolated
It is factually incorrect and wrong to say trains cannot stop at both stations. You are framing a survey to confirm a station closure rather than asking the public for their say.
As a disabled person I would feel very vulnerable travelling alone by foot from the White Rose back into the New Village. From Cottingley the path is well lit and passes by homes.
The new White Rose station isn't for the White Rose Centre at all, You know as well as I know, it's aimed at the business park and college only. Very unlikely I'll use the new station.
The original consultation was in relation to a new, accessible station at WR. This is fine, but not at the expense of Cottingley station which serves a large residential area
why close cottingley when it is serves a large number of residents and a large amount of housing?
The new station should be closer to the shopping centre which would encourage more people to use the railway over using their cars. Too far to walk with shopping. Nearly 1k from Cottingham Station.
Totally unnecessary yet another vanity project. Cottingley is well placed for the community it serves.
I do not believe that White Rose would provide a suitable alternative for residents living near Cottingley station.
I am not a fan of closing any railway stations.
I don't agree with closing Cottingley station. I understand the capacity constraints which make it difficult to operate both stations, but this option should be considered. Reinstate the island platform at Batley, so trains can pass there.
I am a pensioner unable to travel to white rose Station through me being disabled and elderly
I'm disabled too far to walk
Less accessible and efficient.
There is no need for Cottingley to close. The closure is a typical example of the complete lack of ambition on the part of transport professionals and their political masters in West Yorkshire
I would be very happy about it but I would've liked Cottingley station to continue to provide a service, it almost seems like it was a waste of money to build in the first place if you shut it now!

It would have been fine if Cottingley station was still open, so then I can get from even Cottingley - White Rose too.
I think closing stations is never a good idea, people will have set routes to the current station, I would keep it open but have it as a smaller stop, so only a few trains stop there meaning that it is still in use for local people
I belive that the White Rose station and Cottingley station have different catchments and am surprised that closure of Cottingley should even be considered with 100,000 throughput per year and housing development proceeding in the vicinity.
White rose is a significant distance from Cottingley estate. It is not acceptable to ask infirm people to walk that distance at any time, least of all at night. This will serve to isolate the hugely deprived Cottingley estate even further.
Closing Cottingley station and makig us walk further to White Rose station would be a huge inconvenience, and I would consider driving for my commute if Cottingley station were to close.
I believe Cottingley could support 3/4 services a day in each direction. Since the majority that use Cottingley are residents nearby, I can't see them using White Rose regularly. Cottingley is very convenient for the people that use it.
Why not keep Cottingley too?
I have always believed there should be a station at the White Rose centre, even prior to me moving into the area but that wasn’t to be to the detriment of other stations. There should be no reason why both stations cannot remain in place.
I think the new station at White Rose is pointless as there are numerous ways of getting to the centre.
As above
If cottingley were to stay open I would be all for this as it would provide transport to the white rose centre as there isn’t currently a regular bus route to the white rose centre near me.
Having both stations would be acceptable but the WR station is a long walk for the less able bodied.
As above. Would not benefit me at all. I have arranged my childcare around the times of the trains from Cottongley!
It's useless if there's no crossings nor footpaths leading to the station
The white rose station is a 15 min walk from my house. This wouldn’t help with work at all. I would have to use buses instead.
Surely Cottingley could be upgraded for access via a lift. It is a lifeline for many local residents
White rose has a bus station to allow transport, if our railway has gone where is our closest accessible transport?
it is too far away from residential area. footpath shortcut is full of mud
I’d have to take a taxi to get to the station so a pointless exercise of carbon footprint
The closure of Cottinglstation doesnr resolve the problem it actually moves the problem . There is a new estate with 200 houses coming up and tht will add to the burden of road travel or train to another station away from closest point rather clog the WR
No, this area will get undervalued. I chose to live here because how close the train station was, also thinking for children in the future to access town. White Rose Centre is over 20 min on foot, so I wouldn't bother, it would be quicker to drive/taxi.

Cottingley station being closed and having to walk much further to White Rose would be a huge inconvenience for my family
It is a fair trek to white rose, especially if finishing after a late work shift. It is poorly lit and won't be accessible for elderly residents in cottingley.
Train station at White rose would be too far to walk.Also I will not give money to a plan arranged by idiots who have no idea of financial planning. They waste money on extending a platform then close it down. Even 5 year old would be more savvy.
I don't think I would use it as it is an extra 20 minutes walk from my house so would hugely add to my journey time. I would probably drive in instead.
It would take longer to walk to white rose and I'll be walking in the other direction
It would be better for improvement works to be done to cottingley station
None of the features will improve my experience, it will reduce it due to the further distance
I live in the Churwell development and my journey time is considerably manageable. Walking from Whiterose will be so inconvenient
The walk would take 4-5 times as long and isn't a safe walk after dark for a lone female. I would feel too unsafe going to this station.
Cottingley station still required for community. WR too far and bus routes not as good.
In a world where we need to reduced carbon emmisions we should be opening more stations to complement the current service. Not shutting down a station that serves 2 large estates. As mention I will likely end up commuting in my petrol car
Why not do that to cottingley
This will affect my ability and ease travelling to and from work. The rail station closing will also run the risk of an increase in anti social behaviour, which is extremely disheartening.
White rose station is not walkable from my house, i got 2 little kids and vottingley station is my best option
Would probably drive/ get taxi straight to Leeds. Time is the same. This is a shame as we should be getting cars off the road. Why close a station rather than just having an additional one?
Cottingley should stay open. It is used quite often. The other station is further and not as accessible to disabled people from the area. I feel if cottingley closed it maybe used for antisocial behaviour.
Too far away
Cottingley station is a community station. White Rose station is a station for a privately owned business park. Built with money from the sale of Leeds and Bradford airport. The community should not lose its station. We should have both stations .
There is a local station (Cottunley) improving access with lifts would be a better and cheaper investment.
It will be less convenient for me.
I would like both to stay open as Cottingley is closer to me.
It's a lot further to walk and the route is awful and unsafe from the churwell NVW estate. It's muddy/overgrown and I've had to report used needles to the council.
Walking to white rose is 20 minutes . Taking a car is again the same..Plus winters are darker and colder
I won't use it it's out of my way to use it and wouldn't benefit from any of it

Bus facility is already there in White rose , but cottingley station is very crucial in this current position as there is infrequent bus service in cottingley.
It is not safe to walk to white rose from where i live especially in winter. I won’t be happy for my wife to walk home from white rose when it is dark.
Distance to white rose is too far for me to walk
As I said earlier the new station will not meet our needs.
it would not suit my needs no thought as been peopled mental heslthvas usual
I am vehemently opposed to the closing of this station. More train stations should be built to tackle climate change, air pollution and congestion. The station serves a growing estate and surrounding area. More arguments below.
Will add extra time onto my daily journey
Living at the farthest end of Churwell, the commute to the whiterose train station would take significantly longer. I'll be looking at a 20-25 mins walk for a 7 min train ride. It's going to be such a hassle during days of rains and snow
White rose station will be far away to walk and in the dark times it’s not safe to walk that far. Also disappointed buying house in this estate as no train station. Please keep this one at least to connect to Leeds
It’s too far to walk to to use
As above. If there were plans to close the station, additional housing should have been rejected.
It is far away and won’t make any benefits for our Vilage and cottingley people
Too far away from original station. I will lose my job. Cheers.
Quicker and safer to walk to the current station
Cottingley rail station was opened to serve the local community, it'd be very difficult to cover the new route to the whiterose station on a daily commute.
I don’t think a new enhanced station is needed. A regular, reliable service would be preferred. I know many people who have had to squeeze on the current service at peak times. If more people were to use the new station. Would they be able to get on?
Don't want Cottingley station to shut
Keep both stations
The closure of Cottingley will have considerable negative impact on the area. A station at White Rose would not service local residents, only business and workers in the shopping centre. Young people will also have their transport options reduced.
It would take me 25mins to walk to white rose. Cottingley is 5 min walk
Presumably it won’t be in a walking distance
Few people live a waking distance from it, new village residents will drive making traffic even worse, Cottingley train gets ridiculous overcrowded it needs more carriages not a new location
It is not convenient for people of Churwell and Cottingley
I feel that this project hasn’t been thought through properly. Cottingley station serves a number of residential areas including Churwell New Village, Cottingley and Morley, the research says it’s a short walk to the White Rose station but this isn’t the!
I use cottingley station quite frequently so I would be at a disadvantage if it closed

Appendix C

Q11. Please use this space to provide us with any additional comments.

The following 224 open text comments were provided:

I will be heading up a Petition in which I will take to our MP so expect a fight on your hands
The closure of Cottingley is the right way to proceed given that White Rose Centre is now getting a station - this has always been the preferred operation by Metro (WYCA) and the rail operators on the route - regardless of this consultation requirement - the WYCA is carrying out on belief of the DfT. Upon completion of the White Rose Centre station; Cottingley station must CLOSE the night before the day the White Rose Centre opens - subject to the final DfT Consultation and their approval of the closure of Cottingley. The ORR, therefore, will need to be mined to ensure that White Rose's station is signed into railway operational use for Northern as the station owner and operator - not WYCA or associated partners as these hold no safety operational case - no later than one-month prior to White Rose's Opening. The ORR has been very late in signing stations into operational use - sometimes 24hours before opening.
It would be better to place a railway station on Leeds United carpark ,so the fans could only be able to use the train. vehicle traffic on matchdays is appauling,theres Pollution from vehicles and there should be electric trains on the London line ,to and from elland road railway station. more people would use elland road railway station ,as the white rose is too far away for many.
Morley still open to residents but you threaten Cottingley! All about the Money not people!
Please save our Cottingly Station it is such a great Station for all residents of Churwell new village SAVE OUR LOVELY CONVENIENT STATION
Please consider keeping this station and the bridge across it open. Whilst it may be underused, it is used and the last 12 months of use cannot be indicative of regular use as people have travelled less due to covid. When my wife returns to the office she will use this station daily and I would not be happy with her having to walk the extra distance to the new station in the dark in the mornings and evenings in winter.
We chose to live so close to station for work. Now my son is old enough to travel into town but he will not if train station closes. Busses in this area are terrible. Traffic on Churwell hill is terrible. Transport needs to be improved, not taken away from us!
Better lighting, clearer pathways may help to feel safer but unlikely as businesses and shops will be closed after 10pm.
I have no objection to a new station at white rose, as i believe it serves a very different user community than the current cottingley station, however i am amazed this consultation has taken place after the council already approved the white rose stations. You claim one of the key drivers is accessibility at the new station, but how does that apply to someone with limited mobility who can manage to make it to the current station but will be unable to walk the 10-15mins to the new one.

While you claim the new station will be linked by well lit paths, will it really be safe for a long person to walk back that path late in the evening ?

The cottingley station was recently extended to allow for larger trains, and has recently had a ticket machine installed, this cost will be wasted by the closure of the station.

The station is clearly a key environmental solution to the large churwell new village development and cottingley development, many of whom will resort to less environmentally friendly means of transport should the station close.

Given the new WR station will not even increase the frequency of service it seems a waste of money to support it, why could a path not be to the existing cottingley station instead ?

I believe Leeds Council have made the wrong decision here, i understand the morley independant councillors oppose the closure of the station and i will be asking my MP to refer the decision to parliament.

The station is right outside our house and quite frankly is an eyesore, it is very rarely used and is more of an attraction for youths of the surrounding areas. The closure of this station and a new station at white rose would be beneficial to the surrounding residential areas and provide a much better travel experience from the new station.

Benefits of new station at White rose economically outweigh need for a station at Cottingley

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Being able to travel by train or on a cycle route to WRose would save us having to use a car. Given the entertainment facilities at WR late trains would need to run for return home.

Any closure must be accompanied by the provision of high quality walking/cycling routes from the estates to northeast and southwest of the current Cottingley Station to the new White Rose Station. It is appreciated that this may be a challenge given levels in the area but there is land to create a route up from OId Road up to the A643 alongside the railway viaduct (currently garages and open parking). A controlled crossing would be needed over the A643 but this could be linked to signals at any future junction giving access to the station from Elland Road.

With the current price of rail tickets, there is NEVER justification to close ANY station on the network. Not until passengers get a MUCH better deal than is ever offered.

I am comfortable with closure of Cottingley station if the new station has better connectivity for active travel (ie cyclists and pedestrians), and if the closure does not impair any possible future reopening of the former railway to Gildersome & Gomersal.

Keep Cottingly station and improve it with the allocated budget

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It would take 20 to 25 minutes to walk to the new White Rose station, unless direct access is provided via Milshaw Industrial Estate. Looking at the plans, I'd have to walk down Town Street/Milshaw to the Ring Road, cross there and walk all the way up to the rail line at Elland Road where an access path would be. I'm not sure if going via Crow Nest Lane and turning left along the Ring Road would be any quicker.

I think the development of a new station which will sparkle compared to the eye sore and anti-social behaviour prone spot that is cottingley train station. Hidden in an new build estate connecting to a troublesome area is a great move, I really hope this goes ahead as it never feels safe when you go up there. The estate is tiny with only one exit, not to mention the crime that comes over the train station from cottingley. I would genuinely feel safer for me, my family and my house it was closed.

Capacity on this stretch of railway is already at a premium and to my knowledge there are no proposals for ever 4 tracking this section.
Opening White Rose instead is going to be of use to many more people than currently use Cottingley - and above all is likely to take more cars off the road

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I think if you are proposing to close cottingley then why can you not improve the service to two trains an hour? And more then one every two hours on a Sunday
Are you prepared to make a pathway along the side of the road and over the grass from cottingley station to Cherwell hill or will we be expected to walk around?
Are you going to demolish cottingley station and return it to natural land

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it seems like a good plan to improve access for those living around the area and working / being educated near the new White Rose Station. It will be safe , well lit and secure with good disabled access /parking and have good accessibility for both bike users and pedestrians

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If you would like to encourage people to use it from further afield.why not have free parking facility. I'm not talking park ride but somewhere to park up . Only available for train users.

The new location is only a 10 minutes walking closer than cottingley so why waste all that money! If you're going to do it then put it at the shopping center! Look at Meadowhall, station right on the doorstep and it's used by many. As always within WY money is spent and wasted on things that don't make any difference!

Look at all the other big shopping centres, they all have excellent train/tram connections, whereas this proposal will make no difference. The station isn't at the shopping center, people will be scared to walk to/from the station on their own given the location. Waste of money in my view

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There are lots of houses being build in new villlage. They all sold/were promised because of the station but by the time the house is built the station will be gone! We've already lost the green space persimmon told us would stay to build the new houses on. And no playground. Persimmon are awful inconsiderate lying house builders. Our House is losing so much value because of persimmon poor practice and now council changing services. Cottingley only has poor visitor figures because they don't have enough trains and when one arrives noone can get on! This will just change /get worse at white rose with more people using it but no change in frequency.

This is a long time overdue!!

I think it is a good idea as cottingley station has little use and it will bring more business in to the area

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I would travel from Morley by train instead of by car. Cresting a need for increased parking facilities

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My thoughts are :- the new station will provide more scope for a greater number of people and is not too far away from cottingley however it would be nice that during construction if a pedestrian walkway direct back to cottingley can be created (if possible)

White Rose is much more of a hub, and feels safer there than Cottingley station which is a bit out of the way and not in sight of people

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Both White Rose and Cottingley stations are not viable so close together on a busy line.

Line in future could have more frequent stops for better local travel. Accept would need alternative fast route to Manchester which could be provided by NPR.

Makes sense

Long overdue to have a station at white rose. Many people get off the train in Leeds and buy tickets saying they got on in cottingley.

If we want people to use public transport it doesn't make sense to close a perfectly functional train station

If the station closes there needs to be better bus travel to leeds

Please add additional free park and ride car parks for the station as well as plenty of ticket machines. CY let lanes would be good also with good pedestrian access to the White Rose Shopping Centre.

More houses are being built next to the station and you are moving the station further away from where they live.

You have just spent thousands pounds on new platforms, there is new houses going up next to Station. the money you are going to spend on the new WRC station you could spend on up grading Cottingley like lifts etc . i said it before people coming to the WRC is by bus, by car. With one train an hour or one that don't turn up that make it 2 hour for next. It funny how Morley even today have 2 train hour. Even the Cottingley bus is far and few. Cottingley is pimple for Leeds Council books The only people that may use the WRC station is people that live along the line. Any way you all made up your minds mouths or years ago that Cottingley Station as to go. The WRC should have had a station years go when the WRC was built. For last 20+ people have walk to/from Cottingley to WRC. You talk of Up grade of the line but will that give more trains. Think about on cold November December winters night after work or shopping no one get the train that one every hour, when jump in warm car bus etc

Why not keep both open and have intermediate stopping patterns'

The reason for the low number of passengers using Cottingley station is due to the services that stop here. One train per hour with only 2 carriages. It just meant that car, taxi & bus users increased. Additionally, during the rush hour period in the mornings, passengers can't get on trains at Cottingley because the services are always full before reaching here. It's no wonder passenger numbers are low if people can't board.

Before the Covid pandemic and the lockdowns, I had to amend my working hours from 9am-5pm to 7:30am-3:30pm, just so that I had a slightly better chance of being able to board in the mornings. Even those services were hit and miss as to whether you could get on or not, given how busy they were. Many of us complained for years about the service and were then finally promised improvements - before the lockdowns, you may recall there were months of timetable issues whilst the train companies tried to do just that. They were beginning to introduce 5-carriage trains (having extended the platform at Cottingley to cope with them) and more services per hour, but the training of their drivers on the new trains was delayed. Even now, however, some 2 years on, the same 2-carriage train is servicing Cottingley and still only once per hour. Passenger numbers are low because there is no capacity, not because of a lack of demand

Indeed, had everything gone ahead as planned, and we had the 5-carriage trains as promised, with more than one service per hour, passenger numbers would be up.

Pleas stop being short sighted and tunnel vision Ed in your approach to using rail to connect the communities of Leeds. If you had more local stations more people would use trains as opposed to buses or cars

It would be very helpful if more trains stopped at white rose than currently stop at cottingley

I’m concerned as a Morley resident that it will impact train capacity and access to a service. We need much better services. And we need a park and ride solution incorporating on the line. Where will people park when using the train?! Put a multi-storey car park in the design. Cars will end up parking around already congested streets.

Building a station at White Rose will help to reduce car pollution in the Beeston and travel area and help to further the use of White Rose

See above. I also think that the timing is totally wrong with the pandemic showing that footfall to shopping centres is down, especially given the number of empty units - this has been a predetermined outcome, based on the excuse that it is part funded by commercial entrerprise. Shameful

Should open with 2 services every hour to encourage people to use it

I work at White Rose Office Park and currently drive to work from city center. I do not use the bus as it is slow and impacted by road congestion. The rail option would likeely be faster than driving (considering peak traffic / congestion). I would take train if I could get a flexible season ticket (I dont work 5 days a week - mostly work from home)

For me, working at White Rose Office Park, the new location would be closer and better.

I work at the white rose office park. I would travel via train from Headingley to work if the times were convenient and a station opened. When i move out of headingley in the future i would look at moving to an area which was well connected to white rose train station if it were to open.

I don't use Cottingley at all currently as it's not near enough to work.

I note that there is scope to increase the frequency of the service to 2 times in in an hour. I think this is essential for workers who want to use the new station.

Introducing the new station will promote accessibility of the existing white rose complex to more people with a better and more reliable service away from the current busy traffic routes. it will also provide support to those currently not able to use the existing cottingley station. providing links (footways, cycle ways) will help those that could be affected with closing the existing as well. positive scheme towards the right direction with benefits to many.

I work at the White Rose Office Park, and would normally get the train to Leeds and then the bus to the WR shopping centre. This was often stressful and would take much longer than I imagine the train would take to the WROP. In the winter I would often feel unsafe on the bus, and would feel much more comfortable on a direct train route. I imagine the train link would improve the use of the WR shopping centre by people living in the city centre too.

Here is a recent posting of a comment I made recently on Facebook so you can get the gist of my objections and the need for it.
A lot of us here have been living on this estate since it has been here (over 15 years) and we know the area really well. It's far less safe to have to walk to the new station especially after dark. I've got older children (and myself) who have really benefitted from the safety of having a station on the doorstep. Plus it's used to quickly and easily get into Leeds for work and other key appointments (mother of a teenage son who owes most of his good timekeeping for work due to this station). It's not a whingefest about walking People are calling out that it's a shame that they are changing it based on the fact it is a well used and popular station. Try parking in Leeds to get to hospital appointments required in relation to cancer treatment/scans like I have to at the moment and then you appreciate the fact we've got a fast and accessible route into Leeds on your doorstep.

Additionally. Although I am currently off sick due to cancer. When I do work I do work at the WR office park [redacted] and I can confirm that it's like a ghost town. Everyone has been provided with the e means to work from home and therefore I personally don't see the demand for huge numbers of people having to travel to the business park for the foreseeable future. Like a lot of businesses they are continuing with a flexible working model for years to come.

Additionally. If so required. Build the new station. Just please don’t stop the trains from also stopping at Cottingley.

I work at the white rose office park & can't currently use the station at cottingley without a considerable walk or another bus, a station at the white rose would benefit workers at the white rose office park. My daughter also works at the white rose centre & finds the bus service in between Leeds & the centre to be difficult to manage due to the traffic along Dewsbury road, a train service would provide more timely transportation.

Its much needed

Is it sensible in the long term to close a station? I'm sure assessments have been completed to review the current usage of the station but I can envisage in 20 years this being regretted and a lot more money being used to have to reopen, especially with the (hopefully) increased reliance on public transport

If there was a service from Bradford direct i would probably use it

Makes sense to move it.

I am not sure if I will use white rose until I know if cottingley is definitely closing.

New station would be a safer environment

We've lived in Churwell Nev Village for almost 10 years and having a station which is walking distance was one of the main draws when moving from North Leeds. As a young family we have made use of the convenient access many times over years, taking the children to museums in the city centre in under 10 minutes, taking them swimming at Leeds Univesity, to my place of work in town for [redacted] and for nights out.

Closing Cottingley will mean we no longer have convenient access - the consultation report records the distance to the new station as 800m, this is as the crow flies not using the pavements and crossing of roads, therefore it would be inaccessbile and would lead us to greater car or taxi usage. Cycling would be out of the question due to safety given the condition of the pavements and roads (more cycling routes wouldn't solve this, as much as WYCA/Leeds City Council think every road must be dug up for an under-used cycling lane)

We currently drive to White Rose to do our shopping and have never walked due to the inadequate route along busy often congested roads and along paths which aren't well maintained with irregular paving/tarmac and overgrown foliage/grass/shrubs. If we had to make use of the new station for emergency purposes we would continue to drive there, we wouldn't walk with two young children.

We have always found the station safe at all times of day and night - I jog past it frequently in the evening and never noticed any problem. I have often come back from Leeds on the last train and there have been many people getting off at Cottingley as they don't wish to pay fares for taxis - it's approximately £3 by train from town on the train or £12 by taxi. This will lead to poorer financial outcomes in an already deprived area of Leeds.

The risk identified in the consultation report of anti-social behaviour at a reduced sevice Cottingley station is a false one because it doesn't record particularly high levels of anti-social behaviour as a fully opened station at the moment - a comparison with all other Leeds stations is welcome to illustrate the point made in the consultation document.

Churwell New Village continues to grow with two new housing estates with hundreds of houses being built in the last three years swelling the local population who need multiple access points given there is only one road into the housing estate. Both new housebuilders

cited the close proximity to Cottingley station as being a selling point for new families into the area. Taking away a service which is used only further reinforces the idea that investment is lacking in this ward.

The only option I see as viable is to continue with some sort of service at Cottingley to serve the growing, young community with additional investment in step-free access, such as what is proposed at Cross Gates and Horsforth (WYCA must be clear why it feels Cottingley cannot have similar investment as part of the Rail Acessibility Programme, this is not articulated in any consultation document).

I would also welcome seeing the Equality Impact Assessment which has not been shared with the public as is necessary during a consultation.

I think the most important aspect of White Rose station will be the accessibility for the commuters that used Cottingley station. It is vital that the opening of White Rose station and closure of Cottingley station has little to no impact on their daily commute.

I used to commute from Morley to Leeds up to 2006, and even then there were rumours of a new station at White Rose, and also that Cottingley may close, so I think it's well past time that one is built. Cottingley used to have two stops per hour which was reduced to one. I'm sure that many people would use the train to go to White Rose to shop, plus it would be an advantage to people who work there and in the surrounding area. I'm really pleased that the station is going to get the goahead, even though I can walk from my home to the White Rose Centre in 25 minutes. This is obviously only possible in good weather, so the train will be a huge help, and even quicker than buses.

The White Rose station is too far away from most houses and would increase my commute time significantly which I would not be willing to do every day.

If it does open, could the service at Cottingley either be maintained at current levels.

Or perhaps peak only (6am-9am) and (3pm-7pm) trains stopping and the last 2 trains of the night calling (both ways). Perhaps the Northern Leeds to Wigan trains could call (they usually do at peak times) - they have enough time to turn around at Leeds to allow an extra call.

I would expect that White Rose would attract more visitors than Cottingley and would better support the local economy.

The closure of Cottingley station is likely to push more people towards driving to work/leisure facilities as for pedestrians the White Rose isn't necessarily the easiest place to get to, and the walk can make people feel uneasy (very busy A-roads, lack of other people etc). As Leeds has incredibly high levels of pollution related to the amount of cars within the city centre, closing another train station and pushing people to instead drive because "Well the station was only 5 minutes walk so I may as well have got the train, now it's 30 minutes walk so it's better to drive" is only going to further increase city centre traffic and air pollution. Keeping both stations open at least for the first year seems like the most sensible decision as the opening of a White Rose station might mean that people situated around Cottingley could use the train to get to the White Rose, increasing visitors and reducing congestion on buses. Cottingley station is also a big part of why people may choose to move to Cottingley/Churwell as opposed to other areas in Leeds, not every household has a car, not every person is able to drive (I have a disability which prevents me from ever driving), and not everyone wants to drive when there's an option of a close train station. Keeping Cottingley station open but only providing peak time train services for commuters doesn't seem like it'd be an issue compared to completely closing and removing the station.

The business park, white rose centre, Elland road, park and ride all add excess traffic to the road network meaning sometimes it's almost quicker to walk to Leeds from cottingley. Most residents can hardly afford the train and it's limited service means it's sometimes unsuitable to get you into town for when you need to be there. I feel cottingley station or a new white rose station would benefit from more frequent services than one an hour making it a more convenient option. Furthermore previous plans for a station at Elland road would benefit the residents of cottingley giving them further options and alleviating traffic from the stadium for match days and events while making the ice rink more accessible for other areas of Leeds. I feel if cottingley is to lose its station then perhaps a dedicated direct route to Leeds avoiding Elland road and Holbeck with increased frequency and quicker travel times would benefit those with limited mobility who may struggle traveling to the new station as they will have with the current cottingley station.

I would need more information than "walking and cycling routes will be upgraded as part of the new station" in order to decide whether I personally agree that the decision to close Cottingley is sensible. Where can I see detailed plans of the upgrades to the footpaths?

Given that attracting anti-social behaviour is cited as the reason not to maintain a service at Cottingley, I would like to know what measures will be taken that will prevent attracting anti-social behaviour from the entirely decommissioned train station (where the footbridge is to be retained). Will there still be security cameras covering the area, will the area lighting still be maintained? I'd be concerned that a disused station potentially attracts _more_ anti-social behaviour than an operational one.

This decision will have a detrimental affect to both sides of the tracks both Churwell and Cottingley, restricting opportunities for a low affluent area having easy access to city centre work and transport. Cycle lanes are an expensive and irrelevant cost at this time, as shown by the time it has taken to construct the one along elland road and the clear minimal use of them.

It is convenient for me to use for working in Leeds as well as leisure time

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Please invest in the track and lay double lines so not to hold up express trains

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I work at the WR business park, so a train station at WR would open up the possibility to use public transport.

Abandon Cottingley Station

It is outrageous in this day and age that anybody would think to Close at a railway Station. I understand the desire for a new station at White Rose but surely the demand won’t be as high as originally thought due to the office buildings at White Rose not being at full capacity due due to Covid.
The closure of Cottingley station would result in its users having to use alternative forms of transport. For myself that would mean having to drive nearly 20 miles each day. We need to be thinking about the environment more.
A counter proposal should include the option of having a reduced service at Cottinglea while whilst keeping it open. For example only having services during the peak hours. Or another option could be to alternate the train stopping between Cottingley and White Rose.

The only consideration may be what parking facilities would be available for Cottingley residents who may wish not to walk or cycle? Would this provision be within the White Rose Centre itself or a new facility? I 'guess' residents in Cottingley may walk to the station as it is 'local' yet the White Rose may, by some, be considered not so and therefore drive the short distance - perhaps to travel into the city centre.

From Leeds originally but now living down south (London now Sussex). I despair at the state and lack of ambition when it comes to fixed rail Public Transport in my home city.

It is perfectly common in London for stations to be close together (Wandsworth Road / Clapham High Street - 500m apart from each other an example that comes to mind) and it is perfectly normal in London that people have access to a range of stations within a 5-10 minute walk (even in Crawley where I live now i have a choice of 2 stations 10 minutes walk in either direction from my house). Such situations are also common across Europe, often within cities of much smaller populations than Leeds (Stuttgart in Germany population just over 600,000, has a light rail system consisting of 15 lines and 203 stations, while the new metro in Seville (pop just under 700,000) has 22 stations over its 11 mile length track), here the ease of access to public transport ensures it becomes well used and is accepted as the norm rather than the exception. .

Leeds has a growing and large population (3rd largest in the UK) and desperately needs a city metro system with frequent services and stations, the existing railway lines can provide a basis for this and the existing stations at Morley, White Rose, Cottingley help make this possible, particularly once HS2 is built, enabling the separation of the fast and the slow trains.

I note Leeds City Council declared a climate emergency - How is closing railway stations and reducing the opportunity for residents within Cottingley to have a station within a 5-10 minute walk away going to achieve this aim. Access to fixed rail public transport within a 5 -10 minute walk in crucial in the creation and growth of a sustainable city.

The area around Cottingley station is also one of the most deprived wards in Leeds with a 2019 Index of Multiple Deprivation (IMD) Score of over 60. Again how is closing the local railway station going to improve access to jobs and opportunities - Most people will not walk nearly a mile to White Rose along the edge of office parks, particularly to then travel back into town.

This is an incredibly short sighted proposal. A city of 700,000 people with a rapidly growing inner city population cannot be reliant on cars and buses to the extent to which it currently is long term, its simply not sustainable and stands to damage the status of the city as a place to visit and live.

The funds for this project would be better invested elsewhere, such as providing better road surfaces and public transport infrastructure.

No issue with closing Cottingley station however so long as there is access from Churwell Hill/Elland Road. The current Cottingley station doesn’t feel very safe to use on a dark evening as is a little remote and I know female passengers are put off using it especially when it gets dark early in winter. Also the roads around the station do get littered with cars so it would remove that

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Listen to residents. Please think about our area and help us instead of ignoring us in favour of a flashy looking new station

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A much needed station at white rose. So people like myself can enjoy the bars and restaurants and cinema at white rose with out having to drive there.

The Cottingley train station appears "underused". However, pre COVID, every rush hour train the morning was so full that 5-10 passengers are always unable to get onto the train. This happened to me all the time - the trains are just too full after Morley. The conductors apologised every morning as passengers walked away. This drives down usage as it is unreliable to use for work. Building a new station does not solve this. If you build a new station at White Rose - and do not address the capacity issues - then people will travel to White Rose and have the same experience of not being able to get on the train - and if you

plan to have more passengers coming through White Rose that is just going to make an existing problem even worse. So in parallel with any plans - you have to ensure there is capacity to pick up passengers (Cottingley or White Rose), as that was a serious problem pre-COVID.

As per the map. The properties in the radius of the proposed White Rose station is tiny. Properties in the identical radius of the existing station is vast. And more houses are being built in its catchment right now; the area around the proposed new station is industrial, there are no houses in the vicinity like there are at Cottingley.

There will be a need for Cottingley and Churwell residents to drive to the new White Rose station, whereas they could previously have walked to Cottingley Train Station. Some residents will walk the extra 800m-1km, most will just get in a car. This will increase road usage in the vicinity of Old Road, Elland Road, etc.

I actually Live in Morley and used Morley station regularly (when life was normal) I am assuming there are no plans to close Morley station. I think there was talk about work to improve parking being undertaken at Morley station

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It's a backwards move to be closing any rail stations in Leeds when we have such a rubbish transport system. We need more stations not less! North of the city Burley Park and Headingley are close - and that's a great thing!

We are happy for Cottingley to close and start using white rose instead, but only if there is a direct walking route created between the two stations to provide quick and easy access to the residents who live near Cottingley Station

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New station will be more convenient for work therefore i will be more likely to use it. The walk route from Cottingley was unpleasant therefore only undertaken infrequently when no alternative transport available. I have not used it in the last 17 months due to lockdown and home working.

Both stations are viable and should remain open. Communities at Churwell New Village and Cottingley will be disadvantaged if Cottingley Station Closes. It will discourage people to get out of their cars and on to public transport

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You will no doubt want to close Cross Gates Station because it will be close to the proposed Thorpe Park Station, or Horsforth Station because it will be close to the proposed Airport Station. Presumably there will be no services early in the Morning or late at night because businesses and shop wont be open then. If Cottingley Station had a decent service more passengers would the station, you could put in the footpath links from Cottingley Station so passengers to / from White Rose could walk from Cottingley Station.

Cottingley station it out dated a some unsafe I will to a little to new white rose station but will be worth it

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Because the 2 stations are so close, services could be run to each station alternately or cottingley could become a request stop

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I can't see the logic in closing stations when we are trying to encourage travel. The distance between the 2 is the same as Garforth and East Garforth. Crazy.

In the Q&As, in response to the question, "Why are we considering closing Cottingley Railway Station?" the answer given is, "It is not possible for trains to stop at both Cottingley and White Rose as the stations are so close together." The consultation information clarifies this further by saying, "This closure is being considered due to the construction of a new, more accessible station 800m from Cottingley at White Rose." In other words, you're saying it is not possible for trains to stop at both stations because they are within 800m of each other. However, there are many places in the UK railway system where this is already

happening, so it is wholly incorrect to say it's not possible. For instance, Manchester Piccadilly station is 819 metres from Manchester Oxford Road station and has no such issue. Does the extra 19 metres make a difference? Doubt it. And even so, the next station from Manchester Oxford Road on the same track is Deansgate, a paltry 566 metres. Your reasoning is flawed.

The low passenger numbers you also refer to are skewed due to the poor services provided by Northern and First TPE. The trains don't have enough carriages at peak times, so people can't board at Cottingley (or even Morley and Batley for that matter). We were promised 5 carriages but they never materialised. Passengers have to rely on trains at other times of the day or make other arrangements, such as car, taxi or bus. In other words, most people don't bother going for the train because they know they won't be able to get on it. Ergo, no passengers. If Northern and First TPE had improved their services as promised, the station would see more use. Morley and Batley too for that matter!

Your hope is that more passengers will choose to travel by train when the White Rose station is opened. However, if people can't get on at Cottingley now, how do you expect them to get on at White Rose? The station isn't the problem, the services are! And it has nothing to do with how close they are to one another, so don't feed us such rubbish reasons. Please!!

With the amount being invested I was expecting a more regular service than 1 train an hour. Surely this will deter people using the station as a method of transport with it being so irregular.

You have already made the decision about the station closure and this is only a box ticking exercise

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These questions are written in a biased way so far. No rail station should be allowed to close. Why can't you have both? Manchester is close to deansgate and Oxford road but run without a problem. I feel so sorry for the people of Cottingley to lose such a n asset. Think again provide both, improve Cottingley

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Will not serve shopping centre as too far to walk. No parking for those using as a park and ride to Leeds or Huddersfield. No houses near, yet new build on [redacted] was passed as being close to station to reduce car use. Not easily visible so few new people will use it. Office workers will continue to use their cars if come from a circular route eg Middleton or north Leeds.

Why are you shutting stations down, when more homes are getting built in the area.
When we are trying to stop people from driving and roads in the area are packed aswell

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I used to commute to Cottingley Station on a daily basis. My daily commute by a combination of bus and train used to involve a minimum of 3 journeys and walking at least 10 minutes at either end taking over 90 minutes to travel 10 miles switching to a personal car took 20 minutes door to door. Notwithstanding this I fully support this proposal and should the new station have been available when I used to commute, the lack of the final walk from Cottingley Station to Arlington Office Park could have made me still go by public transport.
I think that the proposed station itself should ideally be nearer to the bus station and the White Rose Centre.

I live in Cottingley and I can walk to the station. The new station would be too far for me to walk too so I would not use it.

This issue should have been resolved before any detailed plans were devised, most people drive to the White Rose Centre anyway because of the free parking.

Leeds CC has indicated a climate emergency yet at the same time plans to close the only public transport for hundreds of homes, if the overall plan is to reduce vehicle use then surely

long term assets such as Cottingley station should be central to this approach, bland mentions of looking at on demand services ie buses as a replacement are window dressing and not based in any reality.

There are so many residents in churwell already that need this transport and the fact that they are building more houses in the surrounding area, it adds an extra selling point to potential buyers and helps the community get to and from either Leeds City centre or Morley.

Cottingley station is convenient to those who live in churwell and cottingley. There's no incentive to walk additional distance for a service that only runs one train an hour. I'm not sure of the logic of attempting to widen the amount of people who would potentially use this service if there aren't more trains running. The early morning train alone during weekdays was packed with commuters most mornings and often had no space for everyone waiting at cottingley station.

The existing walk from Cottingley down to the White Rose Office Park is unpleasant and the footway link between the station and the park involves walking in the road in some locations without circumnavigate around the house.
The new White Rose Shopping Centre will provide a means of transport, which will assist in removing individual vehicle trips and reduce the carbon footprint of the Centre.

See above

White Rose needs a Railway Station to ease traffic congestion. The only reason one was not built when the White Rose Centre was opened, was the proximity of Cottingley Station!

Keep it Green. Plenty of roof space that could be covered in solar panels. If secure motorcycle parking spaces were always available it would encourage me to use it.

The new station at White Rose is a total waste of money and a total White Elephant and is 20 years too late. It would be better served by a rapid transit route. The money would be better spent opening Thorpe Park and Elland which are probably needed more than a station at White Rose, with far more potential. I'm incredulous that this Leeds centric project is going ahead, if a station had been built at the time of opening then fair enough but building it 20 years after it opened, just seems ludicrous, it's managed for so long without one, why now? Unless you know something that we don't?

Any improvements to the bus services available in Cottingley would help counteract the closure of the train station, especially given that currently I'm not aware of any immediate bus stops planned by the new White Rose station in case of trains being cancelled/overcrowded (overcrowding on trains from Cottingley to Leeds is an issue currently during peak hours)

We are responding to this because we are thinking of moving to the Cottingley area. If this would affect our decision, it goes without saying that closing the station would have a detrimental impact on that community, house prices and vibrancy. Getting customers to and from White Rose from elsewhere in Leeds should not be the only consideration here.

This will lower value of living here and cause greater inequality and reliance on environmentally damaging transport options.

Leeds

Why not alternate services so one train stops at Cottingley and the next one stops at White Rose and so on.

You do not care about the elderly that live near the train station deliberately to make life easier. White Rose has never needed a train station and think that who ever had this daft idea should rethink. It is an idea that will bleed money. Money should be spent to make trains more frequent and reliable that way more people will use them and not wasted on a new station that no one will care about.

When electric cars are brought in the inhabitants of Cottingley are unlikely to be able to afford electric cars, so that rail station is more important. Besides we need more rail travel and mass transit, not buses that take ages to get anywhere.

I have used cottungley in the past. It is difficult to access and seems to be in an unwelcoming area. Access to/frim the white rose centre and munroe business park seems far more sensible. There is clearly no real justification for two stations so close and journey times would need to increase.

Think of the children!

So if it’s too close together how do you explain Garforth? And all the stations on the skipton line from kirstall forge to cononley?
All you have to do is change some times around
Stop one on the fast ones there first or the one that stopped first at Morley
New Cherwell village has the station as a main selling point
the one proposed is too isolated
You say you want more cars off the road. So closing this station will achieve that?
Also when you replaced the bridge you claim there was adequate access to both platforms via the path that went around … so what changed?
And you are basing the footfall on numbers gathered 4 years ago
Just because a rich man wants something the poor man working class miss out
Shameful

Also there is no direct bus service to the centre. All we get from the centre is traffic, noise & exhaust pollution with zero benefits for local residents.

The initial proposal for the White Rose station mentioned an on demand bus service, there is no mention of this as part of this consultation. The closure of White Rose station will also mean there is no public transport links within Churwell New Village.

I don't believe the residents of Cottingley or lower Churwell have been properly consulted on the new station. I am a regular user of this station and live 5 minutes walk from it and yet saw no notification on the station itself or have had nothing posted through my letterbox informing me of the proposed new station until it's been effectively rubber stamped.

Just stop making stupid decisions. A station at the back of the White Rose food court and one at the front on the line to Wakefield would drastically increase accessibility for non-drivers. You could also put a station at Elland Road for the park and ride and Leeds fans. But that would make too much sense and be used too often, can't do either of those...

I am unsure if this consultation is even a true open minded mission, given the page starts with the statement "It is not possible to keep open Cottingley Station".
Many assumptions appear to have been made by Counsellors, our new mayor and the CEO of Munroe K about how local people will benefit from the a new station when none of them are local to the area but wish to have their name associated with a big infrastructure project to grab headlines, regardless of whether it will be used efficiently.
Firstly White Rose station does not offer better walking routes to or from the vast majority of Cottingley or Churwell, although I conceed that it undoubtedly has benefits for the few businesses at Milshaw. The walking routes are lengthy, cross extremely busy and congested roads including a busy 'A' Road are poorly lit, unsafe, inaccessible for those with disabilities, the elderly or those with pushchairs.
Can I ask the panel have any of you even tried to walk up any of Elland Road/Churwell Hill to the proposed local walking routes to see if it is manageable especially from the further reaches of the estates of Cottingley or Churwell New Village which are near the existing Cottingley station?
All these areas are now according to your own maps and diagrams over 1km and closer to 1.5km if not more away from the proposed station and that is plotted as a radius not as

walking route.
Planning permission was granted only last year to expand Churwell New Village by a further 87 houses, so it now has over 500, served by a single spine road the application largely boasted by how accessible Cottingley station was to the development and to public transport. The removal of Cottingley station will effectively leave Churwell New Village with no public transport links at all within 1km 500+ houses and no public transport! And yet the literature promoting the new station says it will drive down car usage- how when 500 houses with multiple people within them are left with no reasonable way to get to around?

As I mentioned in my answers I am disabled and can just make the local station with help from my partner, while I agree Cottingley is not disabled friendly it does give me the chance to get into Leeds using public transport, even if I have to use a taxi to get home.
The only way I would be able to use White Rose station is to drive there and back, which defeats the point if I'm going to get in my car I may as well stay in it and drive where I want to go.
As a disabled person I would no longer have any public transport options within my reach at all and considering I can only drive some days I would be left with the huge expense of having to rely on taxis to get everywhere or a friend or relative- so please tell me where is my freedom to leave the house and what is the point of my West Yorkshire travel pass when I can't access any place to use it?
Cllr Hinchcliffe is manifestly wrong when she says that White Rose station will be an accessible station, the building itself may be because it includes a lift and a disabled toilet, but make no mistake it is far from accessible for the elderly and disabled people of Cottingley and Churwell. I would invite Cllr Hinchcliffe and Mayor Brabin to my house and ask them to complete the proposed walking route and see if they are still singing the same tune, then do the same again at night time!
I ask you all to clearly think whether the White Rose station is truly accessible or is it merely built to current building standards and regulations? Let's not pretend that this station is a revelation in accessibility standards it is merely a buzz word to throw further shame on Cottingley station and shine a light on the developer.
It has lifts, an accessible toilet a few mandated by law disabled parking spaces (too few I may add, considering how inaccessible the station is to disabled people) Do the council actually care about their disabled residents and the elderly playing a role in society or are they forgotten here because big business is more profitable and will help fund the councils increasingly empty pockets?
I think [redacted] from Munroe K summed up the project perfectly in his statement on your website
"It provides improved ACTIVE travel routes"
However please don't think my objections to this project a purely around disabilities as an administrator for the local Churwell New Village Facebook group I can testify that many local residents, able bodied, old and young have all stated they will not feel comfortable using the new station. Not just because of the extra time it will take them to get to the station each day but more because in winter and at night the route is not safe, it is dark, lengthy and would leave them feeling vulnerable. All of these people have said they will have no choice but to start using their cars again.
This shows how heavily the axe is falling on Churwell New Village by the closure of Cottingley Station, as I mentioned previously No public transport at all for the majority of New Village within 1km radius and even the nearest local bus stop does not provide an expedient route into Leeds City centre. While I see you are welcoming a further consultation with Cottingley residents about their bus service- what about the residents of Churwell New Village and lower Churwell do we not deserve at least a bus service? I remind you recently allowed another 87 houses to be built next to us as an extension to the village due to our

excellent transport links?

While I may seem like a wholly negative person, who hates development, I'm not I do indeed welcome it where its appropriate, but I'm tired of also seeing development that negatively impacts on existing residents, that is poorly thought out and mainly done to bring in CIL payments etc to the council down the road.

The White Rose station project has major flaws not least in its location, the project is about providing a station for Milshaw business park and White Rose Business Park. Its too far away from White Rose Shopping Centre to be of any real benefit nor is it accessible or shopping friendly. So while I appreciate that business is part funding the station, for obvious reasons, the council is letting down residents by using public money to also fund this station while sacrificing another.
The money would be better spent upgrading Cottingley into an accessible station. This project is purely about business let's stop pretending it's about anything otherwise, to do so is an insult to us residents who already know we're the ones that are being sacrificed.

The only people who will “benefit” from this station are businesses in the white rose centre area. It does not provide any better opportunities or access for people living in the area and are currently using the Cottingley station.

Improve cottingly station

800m doesn't sound far but if you are disabled/young and unable to walk that far, what are you expected to do. There is not much in bus provision now. Would extra buses be going to cottingley from WR. Also if you put a path following the train line how safe would it be. Will it be wide, well lit, kept clear of bushes and have CCTV. To try and prevent any form of assaults.

This site was deemed unsuitable for a new station. Now, it's suitable because you are in hock with corporate interests who are non-democratic. Why are these unelected autocrats given a place on WYCA? Why aren't WYCA more concerned with the needs of residents over such vested interests. Why are you surprised when people disengage from politics when you treat them so contemptuously?

I don't see how this development can to pretend to benefit anyone other than the business park certainly is of no benefit to local Churwell / Cottingley people, and will take up yet more of our valuable green space.

The new station should never have been approved. The land that it will be built on has a lot of wildlife, such as deer, foxes, badgers, hedgehogs that live there. The new station will potentially kill these already endangered animals off. We have managed without a train station at the white rose centre since it was built. We do not need this station

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You say the new station would offer improved accesibility. I would question who for??
Certainly not the people of Cottingley & Churwell, particularly the New Village, which is continuing to expand. These people rely on this station for their daily commutes and links to other trains from the City Centre.
Looking at the map Cottingley Station is ideally placed for those living in these areas with local residents having easy access. There is also parking available for those who require it. I dont see any residential properties within the immediate vicinity of the new station and am aware there will be no parking facilities. What will happen here then??
I find it hard to believe that, after spending so much money you still only intend to have 1 train an hour. Would it not be better to provide additional trains, and also increase the number of carriages on the rush hour trains which stop at Cottingley to improve this service rather than build somewhere else to offer the same. A shuttle bus could be provided for anyone wanting to get to the White Ro se or Office Park.

I am also concerned to note, that since the Pandemic many of the larger stores at the White Rose have been closed. On the occasions I have been there recently the number of shoppers is vastly reduced. It makes me question if the White Rose may become the White Elephant. What a total waste of money that would be!!!

See as how the new station is still ment to serve cottingley could the new station be called Cottingley & whiterose or something to that effect

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It would be good to have 2 trains per hour stopping at White Rose only if the demand is there.

The new station needs to take into account elderly and disabled people from n to white Rose from the new station

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Makes complete sense
Cottingley is not a nice station

Moving a station further away from an increasing residential area is madness. Improve access to Cottingley and provide a better service for local residents than create a station for workers and retail. White Rose has good bus links Office working is in decline and most users South of white Rose would have to change services in Leeds.
What are you thinking ?
This will be a great asset for the area.

Cottingley is a Spellar station do can easily be closed. Two stations that near is simply not sustainable so construction of a better one nearer White Rose and closure of the old one is eminently sensible.

I think the new station will be much safer and easier to use as a connection into Leeds on public transport from the nearby bus station/shopping centre. Cottingley is not a safe place for single females to wait for public transport but the new station will allow passengers to feel safe and therefore use the rail station

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I think the closure will only be a minimal impact for most cottingley residents, a matter of an extra twenty minute walk for me personally.
I did buy my house because of its proximity to the station but understand things have to progress and encourage walking and cycling. I hope the services from WR will be more frequent.
My concern is that the platform bridge will remain, with no station. That area of the estate suffers a lot of car theft, crime, drug dealing etc because it is easy to access the bridge at night. Please get rid of the bridge if you get rid of the station.

Why not simply make Cottingley more accessible with lifts/toilet facilities. People have used Cottingley station for years and it has served the community well

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If/when Cottingley closes I would expect to see the new White Rose station with a much enhanced service of at least three trains per hour; two local and one express. The HUL-MAN would be best.

The survey is appalling fraudulent. As public servants you should base spending decisions on community need and should invest in more train stations. This survey is all about getting a new station for a shopping centre rather than improving rail services for residents.why are there no plans to have both stations and to make cottingley accessible

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The proposed path from the White Rose will pass by several unpopulated areas. Also a well known drug exchange area

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White Rose station should ONLY be built nearer to the White Rose Centre, but WYCA know best don't they?! WYCA waste of time.

Cottingley station is established and well used. Removing it will result in more people driving into Leeds city Centre. Other local train lines have stations in very close proximity (e.g.

Shipley and Saltaire) and both stations are well used.
Develop the new station at WR but keep Cottingley!

---

there should be another railway station built serving either or both of wortley ring road and whitehall road near dixon lane in wortley.

Not convenient for local people visiting Whitehouse Centre. Will not reduce car use.

As you have already made a start this consultation is rather pointless. Have you seen how many people cycle to the White Rose? Not many. What do you do with your bike when you board the train? Why not cycle into Leeds instead and save money. Totally pointless project not wanted by the local community just like other do called improvements bring pushed through under the cover if the pandemic. Disgraceful

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I believe Cottingley station should remain open, with at least one train an hour stopping there instead of at White Rose. There is an established usage of this station that is quite heavily distinct from the probable usership of the new White Rose station. You should not be taking away an established amenity from a local community and replacing it with something that does not, for many of them, provide an adequate replacement.
Also, in Q4, there is a big difference between options “At least once a month” (i.e. 12 times a year minimum) and “A couple of times a year (i.e twice). What about people who use it eight, nine, ten times a year? We’re being significantly under-recorded as a result. Badly worded question.

I’m in favour of this proposal, however, the main issue for commuters using this route is a lack of capacity on the trains, with Cottingley being the last stop before Leeds, it’s always been hit or miss whether or not you would be able to get on the train when it arrived.

If the new station is to be built it will probably finished before the work at dewsbury road is completed, ultimately leading to more chaos than the residents onresresidenh

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Would prefer the station closer to the shopping centre than the office park.

Although it may seem inconvenient, I don't think we should be closing stations.

I know it's due to the curve, but the new station needs to be closer to the White Rose Centre to maximise usage. Lots of new houses are being built by Cottingley station - the new residents are much less likely to use the new White Rose station, which is an extra 10 minute walk away, than Cottingley station. Speed up Transpennine electrification - electric trains accelerate faster, so stops at both stations would be possible - and build HS3/NPR to free up capacity between Manchester and Leeds.

Again we lose our local facilities so big business can make more money.

My main concerns about the closure of Cottingley station are that there would not be any improvement to frequency of service and the lengthy walk to the new station. 1 train per hour is simply not good enough if you want people to use this service in place of cars. There is already too much traffic on the roads in the area and I don't believe that closing Cottingley will help reduce this, especially if the new station at White Rose doesn't bring additional train services. Why would anyone walk the distance required in the dark or bad weather, when the journey time into Leeds is so short? The main reason i don't use the current service from Cottingley more frequently is because it can be hard to co-ordinate meeting times with frequency of trains. When the original consultation about the plans for White Rose came out I am sure there was mention of improved services and connections! In light of this I was vaguely more in favour of opening an improved, accessible station at White Rose. But now the plans mean a lengthy walk - it's not 800m by foot!! 800 metres would be following the train lines which passengers would NOT be doing, so the information you are giving is deliberately misleading. If the additional walking distance was genuinely 800m that would be a different matter, but as things stand I feel angry and disappointed in the plans. My hope was that there would be improved frequency of trains, a better station/facilities and thus

really encourage people to use rail services to help reduce the impact on the environment. I am seriously concerned that these plans as they stand will actually make things worse, and what's more, I don't have any confidence that my concerns will be listened to. The attitude seems to be that Cottingley station is under-used so it doesn't matter if the new service is no better. This feels very short-sighted since the reason it is not used more is because there aren't frequent enough trains to make it an attractive option much of the time. If Leeds is serious about becoming a greener city then put the necessary public transport services in place to make that possible!!

I know that this will effect everyone who lives in churwell new village and the Nearby areas; making the train station less accessible is simply frustrating.

There is no need for Cottingley to close. Instead the transport authority should be looking to improve usage of both stations and indeed an hourly service if this is the best that you can do is really not good. Where is the ambition for a rail based Metro network in West Yorkshire?
Garforth and East Garforth stations are barely a kilometre apart but both thrive as they serve different markets. Saltaire is near to Shipley and in the valleys around Cardiff and on the south coast near Worthing stations are very close to each other. Cottingley and White Rose serve different markets. There is plenty of housing around Cottingley and new developments are planned. There needs to be more intense marketing of the station and improved direct access. But the problem is that the frequency is just not good enough at either Cottingley or White Rose. Until we get turn up and go such stations will not thrive.

Keep train stations open, more the merrier. Use the old one as a small commuting station with limited stops but dont get rid of it. the new station is further away from housing meaning that people will less likely use it, therefore return to using their cars

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I further think that Cottingley could be made fully accessible at modest cost.

Cottingley station has such a poor service for peak trains there is no wonder they are barely used. Trains are regularly full before reaching Cottingley. The proposal to make people walk an extra mile to access rail services will lead to people simply driving, leading to further pollution and further traffic. I have yet to hear from one person who lives on Cottingley or in Churwell who favours the removal of their main access to services.

White Rose station is not useful to us as it is in the wrong direction in relation to Leeds. I suggest that services stop at both Cottingley station and White Rose station, and if that's not possible then have different services stop at either Cottingley or White Rose (e.g. 1 tph at White Rose, and a different train stopping 1 tph at Cottingley).

Option 2 seems the most sensible option. Until White Rose opens, it is difficult to know how two stations or one would be the best option. Modelling only goes so far, a real-life test for 6 months would make the most sense to me.

With extensive bus links and access to White Rose Shopping Centre, the new station makes sense.

This is long overdue

I work in the White Rose Business Park. I currently travel on the train from Ilkley to Leeds then bus to White Rose. The station at White Rose would mean that I wouldn't have to leave Leeds Train Station and enable me continue to use rail travel and reduce my travelling time.

I teach at Elliott Hudson College which is located on the White Rose Office Park and would welcome a White Rose train station for myself as well as our students to use.

Why not move Cottingley Station up towards Leeds by a few hundred meters and that way both stations can be left open, or have a similar situation like Warrington West and Sankey for Penketh

ensure there are dissabled toilets at the new stn.
please brinhg back bright green dayglow metro 3 panel bus pass wallets

I feel the occasional train, maybe one per hour, could stop at Cottingley and the White Rose.

I appreciate the desirability of a station at the White Rose but why not keep both stations open and when trains become twice an hour have one per hour stop at Cottingley and one per hour stop at the White Rose - then both stations are being served with the frequency of service we're currently getting.

Closing the cottingley station would be an insane inconvenience and would hinder my and my partners everyday lives

Q9 is a loaded question. Of course I'm happy that a new station is being provided if the other one closes. I am not happy that the existing station is going to be closed (and let's face it, this consultation isn't going to prevent it).

I choose to move to this area for the convenience of the train station

I think Cottingley station could of just been updated and improved accessibility

I am not sure how the usage numbers are calculated but if 99% of people who use the station have a rail pass how are the ticket numbers counted? I also believe if the service was increased more during peak times to 2/3 trains an hour from 7-9am and 5-7pm this would encourage more use.

It will be a lot more accessible for me to travel to Leeds, Wakefield where I work and Guiseley, I can walk/cycle to the station from my house so its likely I will use my car less

As above

For people living near the cottingley station it is a great inconvenience as it would mean a 20-30 minute walk to the white rose railway station.

Please keep it open

Lots of people use the station. It always seems to have a busy platform between 8/9 and it is really convenient for getting to Leeds / also to Leeds train station to catch linking trains for longer journeys. It’s closure will be very inconvenient.

I don’t agree with the removal of our station. All the estates surrounding often use our train station.

I prefer Cottingley station where it is, however if I am forced to walk to Whiterose, at least ensure the footpath near the Milshaw Park football field on Elland Road is in good condition.

We need to keep this open it’s Part of the Community - why have a station at Morley then White Rose - pointless!!

We moved in to our new build house 2 years ago. Westwood Park's proximity to Cottingley Station was advertised as a key selling point in their brochure. This was the main reason we bought our house. Had we known it would be shut down, we might not have bought a house in Cherwell. I believe the new Berkley Deveer Hampton Garden's Estate brochure also lists the estate's proximity to Cottingley Station as a selling point. We depend on this station for getting to and from work.

I strongly see NO benefit to closing Cottingley station but there is definetly benefits to adding white rose station for improving connectivity to other parts of leeds

This station is a heavy crime area, with passes through chruwell to cottingley the trouble runs through the estate and escape at the train station. Please get rid of it and close the bridge, white rose station is more sutied, well get much more custom and the eye sore means robbery and thefts wont have the bridge to hid and run over. not to mention the anti social behaviour, please get rid of it. I will actually be using the white rose one as i well feel safer.

There’s no reason to need to close this station, even if opening more. It helps to ensure less cars in Leeds

You have angered a whole community. Hopefully we will organise a class action law suit against you for lowering House prices

I think the new station at white rose would only really benefit shoppers, not members of the local community, residents and commuters.

One of the main reasons I purchased my house was due to the convenience of cottingley station. It saves money for petrol and parking when travelling to Leeds, and it wouldn’t be worthwhile travelling to the new white rose station

If staton is close , please demolish the brigde as it have cause crime in our area .

With a large housing development in Churwell being completed there will be an even higher number of people travelling, also why can't both White rose and Cottingley station stay open as the usual 5 minute walk for most residents will turn into 15+ minutes for white rose as there is no direct pathway there

I think it would be reasonable to keep both. Ideally having commuter trains to stop at both as this will have the largest impact on commuters options and reduce travel by car.
Something to note is that whilst you say there aren’t many people using the service it is often cheaper to book a ticket from Morley rather than Cottingley - for example the next train to pass through it is £3.20 for a single from Cottingley and £1.60 for a single from Morley. If people realise this it is likely to contribute to artificially low numbers from Cottingley. This is obviously ridiculous and should be addressed but I really hope it isn’t a deliberate tactic to push through the new station.

Please do not close cottingley station.

I firmly believe that Train system should be nationalised and profits invested in additional stations and services, to get cars off the road and reduce pollution. UK public transport system is in a sorry state compared to our European neighbours

Cottingley station should stay open!!

The decision seems to have been made. Where will parking be for the new station?

Low usage has been listed as a reason to close Cottingley station however if the trains were more regular and bigger then more people would use them.

The train would be used by many more people if it wasnt already full. Also, tickets are cheaper from morley to Leeds than cottingley to Leeds so often people get on in cottingley but buy a morley ticket anyway.

The additional housing built on this estate means more demand . Train travel was one of my reason to Buy a property here but reducing cabins and services in the moring made it less reliable . What was once a great service is no more.

We live 2mins walk from Cottingley train station. Very close train station was the reason to buy a house.

I also live on the railway very near the station I am very concerned if they close it what will happen to it and will it come a place for antisocial behaviour?

We bought our house because of the proximity to the station

Cottingley has been part of our life for many years travelling to different destinations from there. To close it would affect many people in the New Village who use the service. One of the features that attracted people to move there was the fact that Cottingley station was so close.

Please save Cottingly train station its convenient quick and takes only 7 mins to get into Leeds or only 20 mins to go Huddersfield we have just had another 150 house built on Churwell Estate people need the train

Although I've heard cottingley is one of the least used stations I know that is incorrect. There are a lot of people who get on at Cottingley but as the ticket inspectors do not come around until much later into the journey, many travellers will state their departing station to be much closer to the destination to get a cheaper ticket. This happens a lot and would benefit a re-audit.

why not just upgraded why should an existing community suffer for a shopping centre. it has managed all this time. we need the cottingley station . my family use it alot.

Reducing the service from Cottingley is a mistake. Underusage is likely due to the crowded service which does not allow passengers on and discourages train use. If anything, more trains with a higher capacity should serve this station during rush hour. Leeds is a large city (?the largest in Europe?) with no mass transit system. Closing a train station given this just seems farcical.

If it closes I will have to travel in the opposite direction of work to get there and on the way home I will pass my house on the train and then have to walk back on myself

Cottingley Station records lower numbers just because it's the last station before Leeds, so by the time train reaches cottingley during peak hours, it's over it's capacity. If work is done to increase number of coaches or frequency of trains during peak hours, then more people will start using Cottingley train station.

So many people in this estate dependent on the cottingley train station. We hear lot of train noise but now will hear the noise but no benefit as no station

Please keep Cottingley station for school, college going students.

Please keep this station as our kids family uses lot

We moved here 19 years ago due to the transport links to Leeds city station. The change in station is significant and not helpful, at all. Another decision made for business without consulting people who use the service. Thank you for making me lose my job. I can’t get to the new station in time after a drop off at Churwell Primary school on a morning as it’s further for me to get to. We have managed all these years without a direct link to the white rose office park. People drive there, they are not local. We do not need a station moving to the white rose office park!!

The current station is on the estate much safer to walk to

breach of trust. lots of people asked when the consultation for the new white rose station was active if Cottingley would close and WYCA said it would stay open. improvements to paths and new access to WR should happen regardless, and TPE trains not stopping will unfairly weigh on the consultation

I am pleased with option for new station however I don’t understand why two can’t remain open as lots of examples of stations closer together elsewhere.

I also wonder if the lower passenger numbers are because during rush hour you can’t board at Cottingley in to Leeds as the trains are full. I would commute on train to Leeds as I work in the office there three days a week too but because I tried to use it so many times and couldn’t get on as it was full I now use the bus on the days I need to be in the city centre.

This is a terrible idea that will deprive a large community of a primary mode of transport. White Rose is too far for many in Churwell and Churwell New Village/Cottingley to walk to for both short one-off journeys and daily commutes. It will force people to rely more on either their cars, increasing fuel consumption, emissions and traffic jams, or they will be forced to

rely on an insufficient and unreliable local bus service that is already under strain. In what way would this improve transport for local residences? In fact, which residents is this new station supposed to serve? There is no local housing in the immediate area of the proposed site. What about taking away a safer mode of transport for young people in the local area, thereby reducing their independence and ability to explore and get to know their city and region, and develop their confidence in the process? It seems that this proposal is purely to serve the interests of big businesses of the kind situated in the White Rose, and not the interests of the local residents. This should not go ahead!
Why are fares from Cottingley station to Leeds much more expensive than Morley even though it's closer? It's like no one wants it to be used to justify the new station and actually the trains are so overcrowded by the time it gets to Cottingley it's a health and safety hazard for people trying to get on, it needs more carriages because the demand has always been there but the train isn't fit for purpose, I've been late for work so many times because I physically couldn't fit on it and for some people that means they have given up at bought a car instead, which is no good for congestion and the environment, simply moving the location doesn't solve the real issues
White rose is no longer as busy as it was. It's been open over twenty years and managed without a station.
Lots of people use Cottingley train station to go to work and for shopping and leisure in Leeds, any low passenger numbers is probably down to the fact that people couldn't get on the trains at rush-hour due to insufficient carriages! Lots of people have had to resort to other modes of transport which are more expensive and take longer. Due to the distance between Cottingley and the White Rose I believe they would serve different communities and it just doesn't make any sense to close Cottingley stating that the White Rose would be a suitable alternative. Relieve the rush-hour pressure on services and Cottingley is a well used station that should not be closed!

Find out more

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All information correct at time of print (January 22)

White Rose Rail Station

Consultation regarding the future of Cottingley Station - Mitigations

West Yorkshire Combined Authority
January 2022

Contents

Overview

Engagement exercise

Throughout Summer/Autumn 2021 a Statutory Consultation was held in relation to the future of Cottingley Rail Station. Details of this consultation can be found within the full consultation outcome report.

As part of the consultation, members of the public were given the opportunity to provide feedback on the proposals via a short survey. These responses were then coded into key themes as part of the analysis and reporting.

This document looks at the key concerns raised as part of the consultation and outlines the measures to be provided as part of the White Rose Rail Station scheme that mitigates them.

Further to walk / longer commute / inconvenience (62 respondents)

Some respondents raised concerns about the increase in walking distance to the new White Rose Rail Station compared to Cottingley. Some felt that replacing Cottingley with White Rose would make their commute longer and generally more inconvenient.

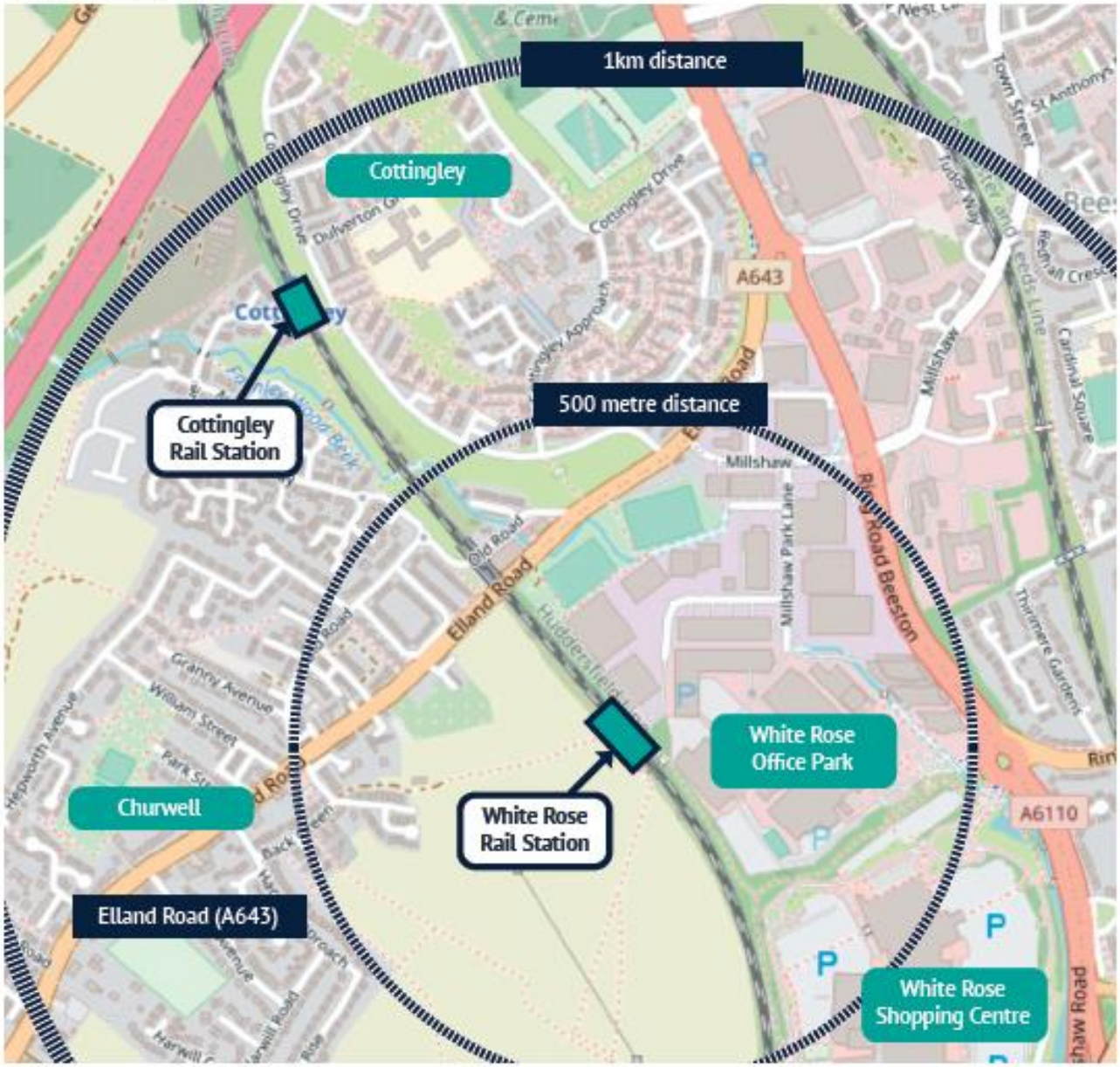
The distance between stations is around 800m, which should take about 10 minutes to walk. New and upgraded walking and cycle routes will be provided as part of the station proposals. More details of these can be found under ‘Safety’.

A number of respondents from the LS27 area responded no to Q9 ‘Are you happy with proposals for a new, enhanced facility, and improved accessibility station at White Rose considering the closure of Cottingley Rail Station?’. In the comments section, the most common reason was the increase in walking distance. The table below summarises the difference in walking time to each station. This is not thought to be significant.

The route used to calculate ‘Walking time to Cottingley’ requires use of the stepped footbridge for those traveling south. This is an accessibility issue and should step free access be required, the time increases significantly as an alternative route has to be taken.

Postcode	No. respondents	Estimated Walking time to Cottingley	Estimated Walking time to White Rose	Estimated Additional walking time
LS27 7GQ	7	5 mins	11 mins	6 mins
LS27 7GF	9	2 mins	9 mins	7 mins
LS27 7GE	10	1 mins	11 mins	12 mins
LS27 7GD	10	4 mins	11 mins	7 mins

Location of proposals:



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For users of Cottingley station who are unable to travel the additional distance, a hopper bus service will be provided for travel from Cottingley station to the new station at White Rose for at least the first year following the station's opening. If demand is high we will look to build this into the existing bus network to allow this service to continue in the future, enhancing the current bus service in Cottingley.

The White Rose Rail Station proposal includes vehicle pick up / drop off points for those who would prefer to be dropped off at the station. As the station is intended to be a destination station a full car park will not be provided, however six blue badge spaces will be available to blue badge holders.

Safety (4 respondents)

Some respondents raised concerns about personal safety whilst walking to the new station. Currently the route from Cottingley to the location proposed for White Rose Station is poorly signposted, uneven, unlit, and not covered by CCTV.

The proposals for the new station include extensive plans to upgrade current access to the station. This includes new and upgraded cycle routes and pathways to local communities and the White Rose Shopping Centre and bus interchange, providing excellent public access with well-lit walkways to improve safety. A crossing on Elland Road will also be provided.

Footpaths accessing the station will be widened to allow two prams / wheelchairs to pass at the same time and further improvements will be made to footpaths to improve the quality, including better lighting and CCTV.

The station will also have secure cycle parking with low energy lighting and covered by CCTV for those who wish to travel by bike to the station.

Would like both stations / keep Cottingley (40 respondents)

Some respondents stated that they were happy with the proposals for a new station at White Rose, but they would also like to retain a full service at Cottingley.

Arriva Rail North, a Train Operating Company on this line, has assessed the possibility of this and has demonstrated this is not possible to maintain the same level of service because the stations are too close together and end to end journey times would increase.

To make a change to the network, approval must be received from all the train operators on the route and in this case they will not accept a full service calling at both stations.

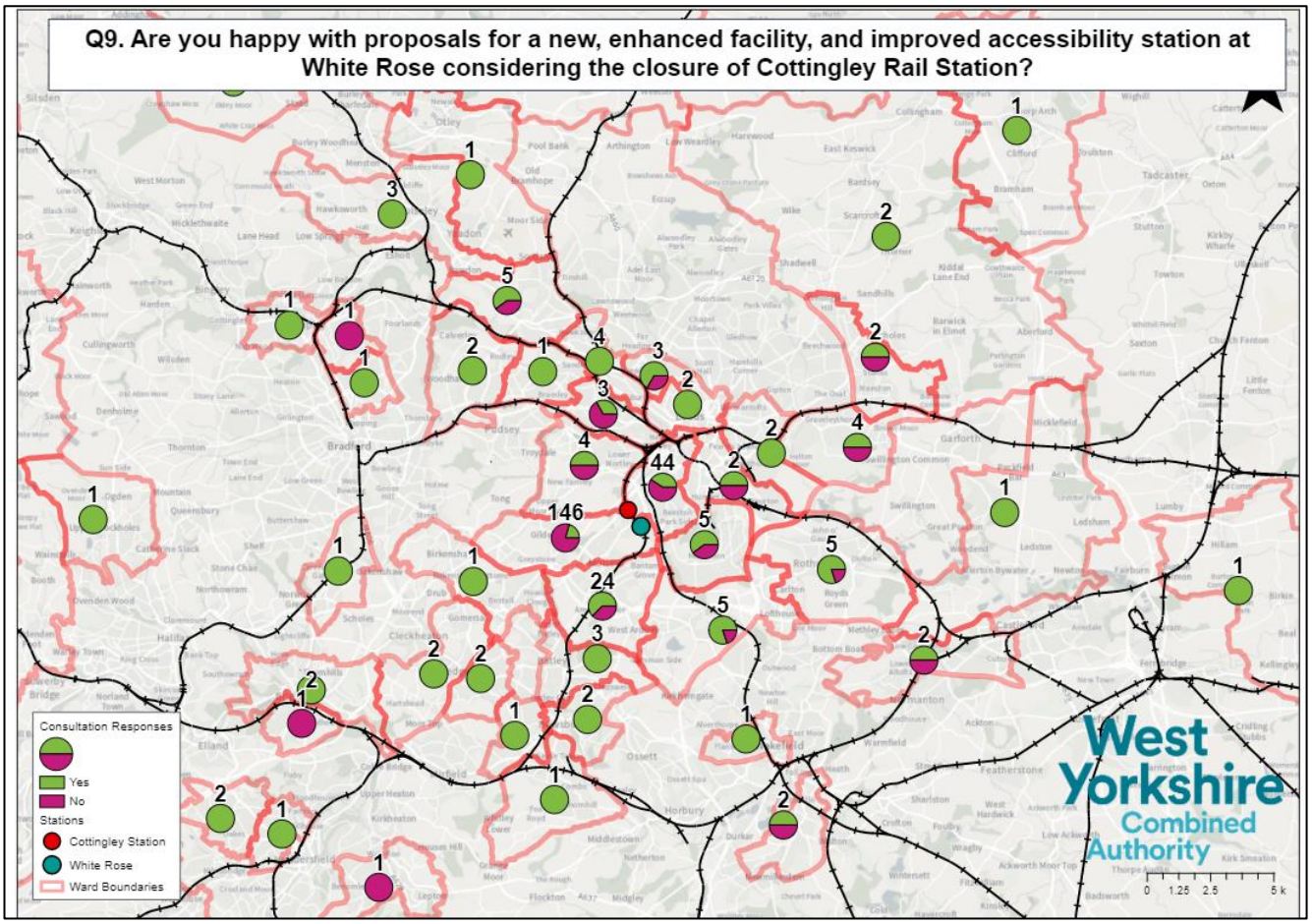
Should the application to close Cottingley not be accepted, it is intended that a reduced service will continue to run. This, however, will incur unnecessary maintenance costs.

Demographic Data

The catchment of Cottingley station is made up of two key populations, Churwell New Village and Cottingley. Churwell New Village is a more recent development, with a significant number of houses built since 2001.The majority of these properties are privately owned.

Cottingley is built around two tower blocks constructed in the 1970s.

Significantly more responses were received from residents of the more affluent Churwell New Village compared to Cottingley residents.

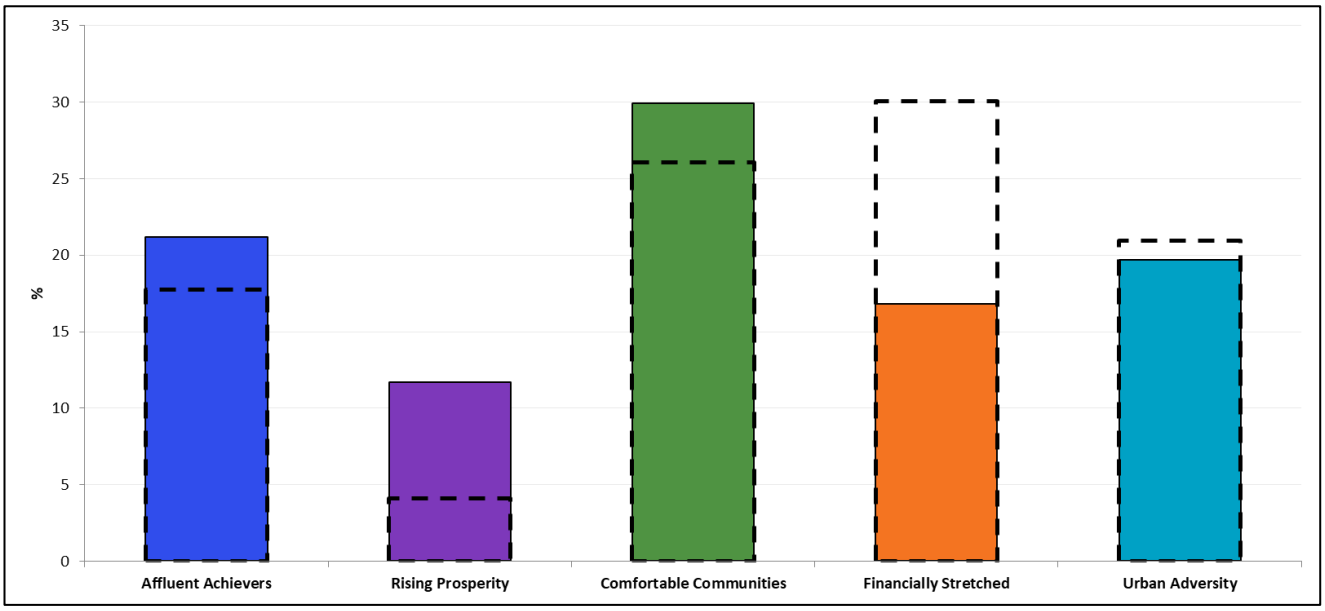


Acorn data

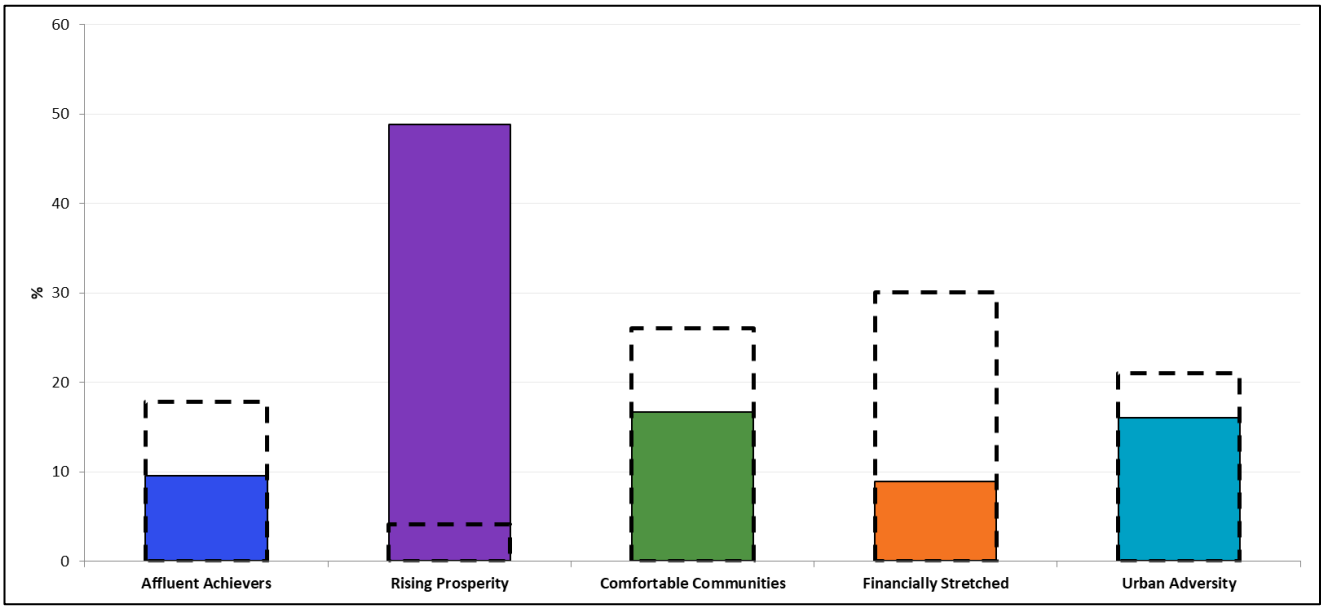
People who responded 'Yes' to Q9 - Do You Support the Closure of Cottingley Rail Station.

Compared to the West Yorkshire baseline the Acorn categories of Affluent Achievers, Rising Prosperity and Comfortable Communities are over-represented in the respondents supporting the closure of Cottingley Rail Station, while Financially Stretched people are under-represented.

16% of supporters came from areas of urban adversity, slightly below the West Yorkshire baseline (21%).



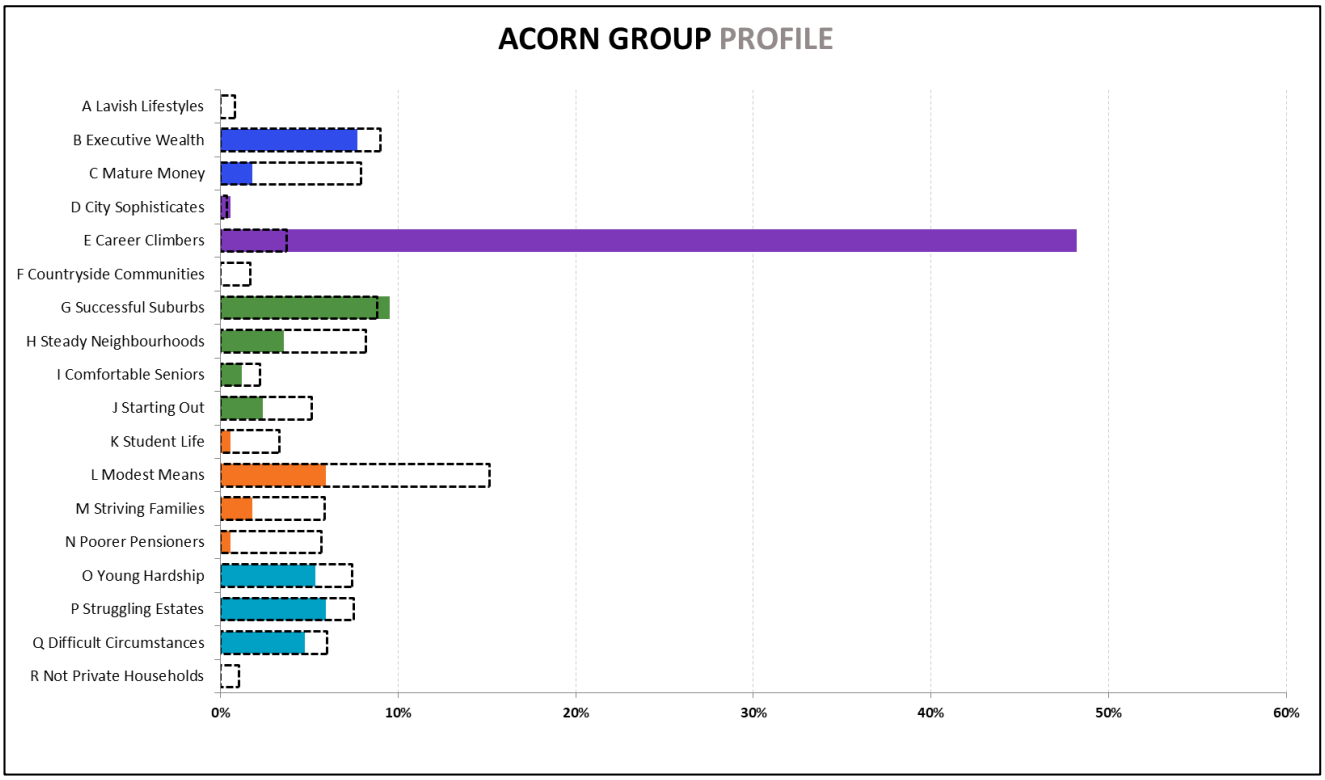
People who responded 'No' to Q9 - Do Not Support the Closure of Cottingley Rail Station.



49% of respondents objecting to the closure of Cottingley Rail Station lived in areas or Rising Prosperity, more than ten times above the West Yorkshire baseline of 4.1%.

Looking into the Acorn Group of respondents objecting to the closure of Cottingley Station shows that 48% of them were defined as Career Climbers, far above the West Yorkshire baseline of 3.7%, showing them to be over 12 times more prevalent in responses than in the West Yorkshire population.

Career Climbers: Younger singles and couples, some with young children, living in more urban locations. They live in flats, apartments and smaller houses, which they will be renting. They will have started saving what they can in order to put down a deposit on a house in the future.



Acorn Categories

Affluent Achievers: These are some of the most financially successful people in the UK. They live in affluent, high-status areas of the country. They are healthy, wealthy and confident consumers.

Rising Prosperity: These are generally younger, well educated, professionals moving up the career ladder, living in our major towns and cities. Singles or couples, some are yet to start a family, others will have younger children.

Comfortable Communities: This category contains much of middle-of-the-road Britain, whether in the suburbs, smaller towns or the countryside. They are stable families and empty nesters in suburban or semi-rural areas.

Financially Stretched: This category contains a mix of traditional areas of Britain, including social housing developments specifically for the elderly. It also includes student term-time areas.

Urban Adversity: This category contains the most deprived areas of towns and cities across the UK. Household incomes are low, nearly always below the national average.

Find out more

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Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

This statement sets out the West Yorkshire Combined Authority's approach to developing an **EQ**uality **I**mpact **A**ssessment (EQIA) for White Rose and Cottingley Rail Stations.

The aim of this project is to construct a new railway station at the White Rose Office Park on the Leeds Huddersfield Line that connects the residential areas of Churwell and Cottingley to local urban centres, and existing and new office, industrial, leisure and retail developments in the White Rose economic area to employees and customers throughout West Yorkshire. The proposal therefore has implications for the existing Cottingley Rail Station.

The West Yorkshire Combined Authority are committed to promoting equality and participation in all their activities, whether this is related to the work we do with our external stakeholders or whether this is related to our responsibilities as an employer. As a public authority we are also required to have due regard to the need to eliminate discrimination, advance equality of opportunity, and foster good relations when making decisions and developing policies. To do this, it is necessary to understand the potential impacts of the range of internal and external activities on different groups of people.

<u>What is an EQIA and why do we need to complete one?</u>

An EQIA is an evidence-based approach designed to help organisations ensure that their policies, practices, events and decision-making processes are fair and do not present barriers to participation or disadvantage any protected groups from participation. This covers both strategic and operational activities. The term 'policy',

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

as used throughout this document, covers the range of strategic and policy functions, activities and decisions for which your organisation is responsible, including for example, strategic decision-making, policy setting, services and projects, training courses and employment policies.

The EQIA will help to ensure that

- we understand the potential effects of the policy by assessing the impacts on different groups both external and internal;
- any adverse impacts are identified and actions identified to remove or mitigate them;
- decisions are transparent and based on evidence with clear reasoning. When might I need to complete an EQIA? Whether an EQIA is needed or not will depend on the likely impact that the policy may have and relevance of the activity to equality. The EQIA should be done when the need for a new policy or practice or project or programme or service is identified, or when an existing one is reviewed. Depending on the type of policy or activity advice can be sought from either your HR team or your Equality and Diversity Officer.

The White Rose and Cottingley Rail Station EQIA has already formed part of the proposal development and approval process, alongside both the Outline and Full Business Case and has been factored in as early as one would for other considerations such as risk, budget or health and safety. It will also continue to be updated through the lifespan of the project and is therefore a living set of documentation.

What is discrimination?

Discrimination is where someone is treated less favourably or put at a disadvantage because of their protected characteristic. The different groups covered by the Equality Act are referred to as protected characteristics: disability, gender reassignment, marriage or civil partnership status, pregnancy and maternity, race, religion or belief, sexual orientation, sex (gender), and age. Discrimination is usually unintended and can often remain undetected until there is a complaint. Improving or promoting equality is when you identify ways to remove barriers and improve participation for people or groups with a protected characteristic. Building the evidence, making a judgement In cases of new policies or management decisions there may be little evidence of the potential effect on protected characteristic groups. In such cases you should make a judgement that is as reliable as possible. Consultation will strengthen these value judgements by building a consensus that can avoid obvious prejudices or assumptions.

Consultation

- *Please refer to EQIA table below (Q3).*

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

- *To access The Combined Authority's consultation pages and reports for these projects, please visit [White Rose Rail Station | Your Voice (westyorks-ca.gov.uk)]*

Consultation can add evidence to the assessment. Consultation is very important and key to demonstrating that organisations are meeting the equality duties, but it also needs to be proportionate and relevant. Considering the degree and range of consultation will safeguard against 'groupthink' by involving a diverse range of consultees. These are the key considerations, to avoid over-consultation on a small policy or practice and under-consultation on a significant policy or an activity that has the potential to create barriers to participation.

Provisional Assessment

- *Please refer to EQIA table below (Evaluation).*
- *The Evaluation DIA can be located in **APPENDIX A**.*

The project DIA (**APPENDIX A**) indicates that users of the new station will in fact benefit from the enhanced development which will be designed to reflect accessibility requirements. Each platform will have step and lift assess to enable people with restricted mobility to access the station platforms.

When the station is operational visual displays and audio announcements will be used to provide training running information to people with hearing or visual impairments.

To address safety concerns there will be CCTV coverage of the platforms and the main passenger facilities, footpaths will be widened and these areas will also be well lit

Valuing Differences

EQIAs are about making comparisons between groups of employees, service users or stakeholders to identify differences in their needs and/or requirements. If the difference is disproportionate, then the policy or intervention may have a detrimental impact on some and not others.

'You are looking for bias that can occur when there are significant differences (disproportionate difference) between groups of people in the way a policy or practice has impacted on them, asking the question "Why?" and investigating further'.

Evaluation Decision

- *See EQIA (1)*

Four options have been considered:

1. ***(selected)*** **No barriers or impact identified, therefore activity will proceed.**

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

2. You can decide to stop the policy or practice at some point because the evidence shows bias towards one or more groups
3. You can adapt or change the policy in a way which you think will eliminate the bias, or
4. Barriers and impact identified, however having considered all available options carefully, there appear to be no other proportionate ways to achieve the aim of the policy or practice (e.g. in extreme cases or where positive action is taken). Therefore you are going to proceed with caution with this policy or practice knowing that it may favour some people less than others, providing justification for this decision. In most cases, where disproportionate disadvantage is found by carrying out EQIAs, policies and practices are usually changed or adapted. In these cases, or when a change has been justified you should consider making a record on the project risk register

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Equality Impact Assessment (EQIA)

Question	Response
1. Name of policy/funding activity/project/programme/service/ event being assessed	White Rose and Cottingley Rail Stations
2. Summary of aims and objectives of the policy/funding activity/project/event	The aim of this project is to construct a new railway station at the White Rose Office Park on the Leeds Huddersfield Line that connects the residential areas of Churwell and Cottingley to local urban centres, and existing and new office, industrial, leisure and retail developments in the White Rose economic area to employees and customers throughout West Yorkshire.
3. What involvement and consultation has been done in relation to this intervention? (e.g. with relevant groups and stakeholders)	*To access The Combined Authority's consultation pages and reports for these projects, please visit White Rose Rail Station | Your Voice (westyorks-ca.gov.uk)* **Previous consultation** • In 2018, we undertook the first phase of consultation and engagement. The majority (71%) of respondents were happy with proposals for a new rail station at White Rose. • We shared proposals for White Rose again in 2019 as part of the planning application. No objections from statutory consultees were received, which reflected the level of support in 2018. **Summer 2021** • It is not possible for trains to stop at both Cottingley and White Rose due to the proximity of the stations (800m). For this reason it is intended that Cottingley station is closed. • In order to close a station an application must be submitted to the Office of Rail and Road (ORR). The application must include a technical assessment and a consultation report. • If the ORR do not grant closure, Cottingley is expected to be reduced to an infrequent service. • The statutory consultation must be held in compliance with the Department for Transport's

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

	Rail Closure Guidance. • Consultation began 12th July and ran for 12 weeks, closing 4th October • Statutory notices were displayed at affected stations and in 3 newspapers (2 national, 1 local) for 2 consecutive weeks in advance of the consultation • 3 virtual sessions were held as part of the consultation. We also face to face events at White Rose Shopping Centre, Elliot Hudson College and White Rose Office Park. • An easy read version of the consultation leaflet has been produced • Leaflet drops were carried out in local areas to target hard to reach groups • An online survey was available for people to provide feedback. A report is currently being produced summarising responses, and will be published upon completion. **Accessibility engagement** • Engagement with accessibility groups has been undertaken. Leeds Older Peoples Forum (LOPF) and Disability and Wellbeing Network (DAWN) sessions have been held. • Tactile plans have been produced and shared with visually impaired members of the above groups, and 1-2-1 sessions held to talk them through the plans. British Sign Language interpreters were also present on the DAWN session. • A report has been produced summarising feedback from these sessions, which has been fed into the new station designs where possible. **Connections** • The West Yorkshire Combined Authority is working with commercial bus operators to seek Better bus Network provisions around the local communities • The West Yorkshire Combined Authority has also worked with the station developer to finalise plans

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

	for a local demand hopper bus provision for the local communities. This is planned to run for a year following the opening of the new station at White Rose.
4. Who is affected by the policy/funding activity/event?	The affect to ALL rail passengers has been considered within the DIA (Appendix A) which considers passengers by the following category: - Disability including Carers - Age - Race - Gender - Pregnancy/maternity - Religion or belief - Gender - Sexual orientation - Marriage/Civil Partnership - Gender reassignment - Mental health condition
5. What are the arrangements for monitoring and reviewing the actual impact of the policy/funding activity/event?	The White Rose and Cottingley Rail Station EQIA has already formed part of the proposal development and approval process, alongside both the Outline and Full Business Case and has been factored in as early as one would for other considerations such as risk, budget or health and safety. It will also continue to be updated through the lifespan of the project and is therefore a living set of documentation.

Evaluation:

Question	Explanation / justification
Is it possible the proposed policy or activity or change in policy or activity could discriminate or unfairly disadvantage people?	The project DIA (Appendix A) indicates that users of the new station will in fact benefit from the enhanced development which will be designed to reflect accessibility requirements. The following accessible design features will be included within new station facilities which will also benefit lone / vulnerable users: • Each platform has covered seating via canopies on platforms • Accessible toilets will be located to both sides of the station • Provision of help points will be found throughout the station • Suitable signage, induction loops, customer information screens and audible announcements will be provided in order to assist people with visual or hearing impairments. • Each platform will be served by 2 lifts with capacity for 16 people, however there will also be step access including

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

	provision of a hand rail • A secondary means of escape will be available for emergency use only • The station proposal includes vehicle pick up / drop off points, and space for a replacement bus service • 6 blue badge parking spaces will be available • Improvements to footpaths accessing the station will be made to improve the quality, including enhanced lighting and CCTV. They will be widened to allow two prams / wheelchairs to pass at the same time. • Station will be fully lit with an excess of 90 cameras covering the area. Will contribute to making lone travellers feel safer with high quality lighting and cctv. • New crossing facility over Elland Road linking Cottingley / Churwell New Village to approach both platforms of White Rose Station • Cross-platform access will be via the existing underpass, which will be fully lit and covered by CCTV. Rest points and seating will be available on the slope. • A ramp structure to the platform has been considered and has been found to be impractical. The ramp would need to be 300m – 400m in length, therefore would not be an attractive option for users. • DIA has been developed for this scheme and will continue to be update in line with ongoing engagement and consultation.	
Final Decision:	**tick the relevant box**	**Include any explanation / justification required**
1. No barriers identified, therefore activity will **proceed**	✓	The project DIA indicates that users of the new station will in fact benefit from the enhanced development which will be designed to reflect accessibility requirements. This is because the current facility at Cottingley has poor access and no current disability access and the approaches to the station are poorly lit. In the proposed scheme both platforms will have step and lift assess to enable people with restricted mobility to access the station platforms. When the station is operational visual displays and audio announcements will be used to provide training running information to people with hearing or visual impairments.

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

		To address safety concerns there will be CCTV coverage of the platforms and the main passenger facilities, footpaths will be widened and these areas will also be well lit. The existing underpass, located to the south of the station platforms, will be improved to enhance pedestrian movement. The station is being moved 800m westwards along the current transpennine route and some passengers currently using Cottingley will have to travel further to use the new station. A hopper bus service will be provided by the developer for the first year of service to improve access for Cottingley residents.
2. You can decide to **stop** the policy or practice at some point because the data shows bias towards one or more groups		
3. You can **adapt or change** the policy in a way which you think will eliminate the bias		
4. Barriers and impact identified, however having considered all available options carefully, there appear to be no other proportionate ways to		

achieve the aim of the policy or practice (e.g. in extreme cases or where positive action is taken). Therefore you are going to proceed with caution with this policy or practice knowing that it may favour some people less than others, providing justification for this decision.		

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Appendix A

Diversity Impact Assessment

Planning Phase – White Rose Station

Guidance for completing each section is provided in the

Everyone Guide to Diversity Impact Assessments

Name of policy, programme or project: White Rose

Your Name: Peter Coello **Your Job Title:** PM

Your Email: peter.coello@westyorks-ca.gov.uk

Department: Transport (Projects), West Yorkshire Combined Authority

Document Ref: DIA Version No: DRAFT0.2

Step 1: Clarifying Aims

Q1. What are the aims of this project / piece of work?

The purpose of this report is to address the duties within the Equality Act 2010 and detail how, during the design, construction and operation of the new White Rose Station, these have been met.

The aim of this project is to construct a new railway station at the White Rose Office Park on the Leeds Huddersfield Line that connects the residential areas of Churwell and Cottingley to local urban centres, and existing and new office, industrial, leisure and retail developments in the White Rose economic area to employees and customers throughout West Yorkshire.

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Figure 1a Location Map

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Figure 1b Location Map

Location of proposals:

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The station will be unstaffed and comprise of two 150-metre-long platforms constructed on existing embankments. Each platform will have a waiting shelter and step and lift (step free) access. Cross platform access will be through the existing pedestrian underpass.

The station will be a destination station and therefore not have a car park. Vehicle pick up / drop off points, six car parking spaces for blue badge holders and cycle parking will be provided.

The station will be designed to the latest accessibility standards, and fully compliant with the Equality Act.

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Figure 2 Proposed station design

Cottingley station

As part of this project it is intended that a neighbouring station, Cottingley, is closed. This is subject to ratification from the Office of Rail and Road (ORR). Cottingley is the least used station in Leeds for a variety of reasons including its poor location and limited accessibility (lack of step free access and parking).

Improvements to the walking and cycling routes that link the new station to local communities will be upgraded, including lighting and widening of footpaths.

Q2. Could this work impact on people? If yes, briefly explain how (considering our duty to promote equality, tackle discrimination and foster good relations between groups).

Construction Phase

During the construction phase, some impact will be unavoidable. The project team are of the view that no Protected Characteristic Groups (PCG's) would be differentially impacted as a result of this.

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

The road network surrounding the development site may be adversely impacted by construction traffic however, none of the protected characteristic groups are anticipated to be differentially impacted as a result of this.

All construction plans will be made fully compliant with all relevant legislation and guidance and with Northern Rail's regulations.

The station will be built with consideration of the impact it could have on people in the area and how to best mitigate this.

The construction programme will include engagement opportunities for site neighbours and other local stakeholders. Through ongoing consultation appropriate mitigation measures will be implemented to minimise the impact of disruption caused.

Cottingley station will remain open during the construction of the new station at White Rose.

Completion (Operational Phase)

Ultimately users of the new station will benefit from the development which will be designed to reflect accessibility requirements. Each platform will have step and lift assess to enable people with restricted mobility to access the station platforms.

When the station is operational visual displays and audio announcements will be used to provide train running information to people with hearing or visual impairments.

To address safety concerns there will be CCTV coverage of the platforms and the main passenger facilities, footpaths will be widened and these areas will also be well lit.

The existing underpass, located to the south of the station platforms, will be improved to enhance pedestrian movement.

Step 2: The Evidence Base

Q3. Record here the data you have gathered about the diversity of the people potentially impacted by this work e.g. from the 2011 national census or from HR Shared Service. You should also include any research on the issues affecting inclusion in relation to your work.

Consider evidence in relation to all the protected characteristics;

- Disability including Carers[1]
- Age
- Pregnancy/maternity
- Race
- Religion or belief
- Gender
- Sexual orientation
- Marriage/Civil Partnership

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

- Gender reassignment -Mental health conditions

To establish the assessment areas based on the likely dispersion of equalities impacts, a Core Assessment Area (CAA), please see Figure 3, for the Diversity Impact Assessment (with an area of 1km radius from the scheme alignment) was used. The land use in this area is primarily agricultural, residential and commercial.

Figure 3: Core Assessment Area

Note: White Rose station previously referred to as Millshaw on diagram

Data from the 2011 Census was used to give information on: disability, age, religion, ethnicity and gender.

Disability

	White Rose / Cottingley CAA (%)	Leeds (%)	West Yorkshire (%)	England (%)

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Disability Living Allowance (DLA) Claimants	7.2 / 6.7	5.8	6.9	10.2
Limited Long-Term Sickness (LLTS)	18.1 / 17.3	16.7	18.1	17.6

The table shows that the proportion of DLA claimants within the CAA is higher than Leeds, comparable with West Yorkshire but, significantly lower than England. With regards to the proportion of residents with a LLTS in the CAA, this is higher than Leeds, and broadly comparable with West Yorkshire and England.

There is a need for these residents to be considered within the scheme design due to their particular travel needs and requirements e.g. lift provision and accessibility ramps. Furthermore, people with visual or hearing impairments will be helped through the provision of suitable signage, induction loops, customer information screens and audible announcements by a PA system.

Age

Age group	**White Rose/ Cottingley CAA (%)**	**Leeds (%)**	**West Yorkshire (%)**	**England (%)**
Children (under 16)	22.4 / 22.4	18.3	20.0	18.9
Young people	10.7 / 10.2	15.4	12.9	11.9
Working age	65.3 / 66.4	67.1	65.1	64.8
Over 70	5.5 / 5.6	7.1	7.0	7.7

Within the CAA the proportion of Children (Under 16) is higher than Leeds, West Yorkshire and England. The proportion of Young and Working age people is lower than Leeds and the proportion of residents Over 70 is lower than the three comparators.

Children (under 16) are more likely to be inexperienced with changes to their usual travel patterns. As such, road safety will need to be considered in designing the station.

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Older age groups usually contain most users with mobility impairments. These users, as well as any of the population with mobility impairments should not be impacted detrimentally by the proposed station. Therefore, additional consideration will be made so that the station is built to be accessible to all. This includes the provision of step free access via lifts and stairs with handrails to both platforms.

Religion

Religion	**White Rose / Cottingley CAA (%)**	**Leeds (%)**	**West Yorkshire (%)**	**England (%)**
Christian	57.2 / 58.3	55.9	54.6	59.4
Buddhist	0.2 / 0.3	0.4	0.3	0.5
Hindu	0.9 / 1.1	0.9	0.7	1.5
Muslim	3.3 / 2.7	5.4	11.3	5.0
Jewish	0.0 / 0.1	0.9	0.3	0.5
Sikh	1.1 / 1.4	1.2	0.8	0.8
Other	0.2 / 0.2	0.3	0.3	0.4
None/ not stated	37.0 / 36.0	35.0	31.6	31.9

Within the CAA the proportion of Christians is in higher than Leeds, West Yorkshire. The proportion of None/ not stated is also higher than the comparators. The proportion of Muslims in the CAA is lower than Leeds, West Yorkshire and England.

The proposed work is not anticipated to impact upon the population as a result of their religion.

Given the stations anticipated footfall the project team do not consider that a multi-faith room is required.

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Ethnicity

Ethnic group	White Rose / Cottingley CCA (%)	Leeds (%)	West Yorkshire (%)	England (%)
White	86.8 / 87.8	85.1	81.8	85.4
Mixed	2.8 / 2.7	2.6	2.2	2.3
Asian	5.0 / 5.0	7.8	13.1	7.8
Black	4.2 / 3.4	3.4	2.1	3.5
Other	1.1 / 1.1	1.1	0.9	1.0

The table shows that there is a higher proportion of White people in the CAA in comparison to Leeds, West Yorkshire or England. The proportion of people of Asian ethnicity is lower and the proportion of people of Black ethnicity is higher than the comparators.

The proposed work is not anticipated to impact upon the population as a result of their ethnicity.

Gender

Group	White Rose / Cottingley CAA (%)	Leeds (%)	West Yorkshire (%)	England (%)
Female	51.8 / 51.6	51.0	50.9	50.8
Male	48.4 / 48.4	49.0	49.1	49.2

The table displays the gender split within the CAA, compared to Leeds, West Yorkshire and England. The proportion of females within the CAA is slightly higher than Leeds, West Yorkshire and England.

Extra consideration should be made to consider female station users, for example by installing CCTV, ensuring areas are well lit and using secure design to increase station safety.

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Pregnancy / Maternity

Step-free access (via lifts) will be provided from road to platform. This would be a requirement for expectant mothers and parents with prams/push chairs.

Platforms will be covered by a canopy, and seating will be available.

As part of the White Rose proposals, walking and cycle routes to the station will be upgraded. Pathways will be widened to allow for 2 wheelchairs/push chairs to pass.

Sexual Orientation

There is considered to be no differential impact on people with this protected characteristic. The station will be covered by CCTV in order to make people feel safer when using the facilities.

Marriage / Civil Partnership

There is considered to be no differential impact on people with this protected characteristic. The station will be covered by CCTV in order to make people feel safer when using the facilities.

Gender reassignment

There is considered to be no differential impact on people with this protected characteristic. The station will be covered by CCTV in order to make people feel safer when using the facilities.

Mental health condition

There is considered to be no differential impact on people with this protected characteristic. The station will be covered by CCTV in order to make people feel safer when using the facilities. Walking and cycling routes will also be upgraded as part of these proposals, which include extensive wayfinding signage in and around the station.

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Step 3: Impact

Q4. Given the evidence listed at step 2, what potentially negative impacts could this work have on people with protected characteristics?

Protected Characteristic		Explain the potential negative impact
Disability e.g. the impact of a new online process on dyslexic staff or the impact of changes to how passengers get to a platform on someone who cannot use stairs.	Y	The project team believes that following early consultation with groups representing disabled people, and adoption of good practice on inclusive design the proposed new station will incorporate all the elements required so that there is no potential to have a detrimental impact on disabled passengers. People with disabilities may have issues reading temporary signage used for building works, or new train timetabling information. When the station is operational visual displays and audio announcements will be used to provide train running information to people with hearing or visual impairments. The station will be built to be accessible for all. Further design development has taken place through technical and detailed design, including consultation with appropriate groups. The design incorporates waiting shelters with seating, lift access, disabled access and a small number of car parking spaces for blue badge holders. <u>Cottingley</u> The closure of Cottingley station would result in additional walking time of approximately 10 minutes (800m) for some users to reach White Rose. This will be mitigated by upgrading walking and cycling routes that link the new station to local communities. A hopper bus service will also be provided by the developer in the first year of service. The new station at White Rose has been designed in accordance with 'Design Standards for Accessible Railway Stations: A Code of Practice by the Department for Transport and Transport Scotland', meaning it will be accessible

		for all users. Cottingley station is not accessible due to the lack of step free access.
Age e.g. the impact of changes to long-service benefits on younger and older staff or the impact of a long alternative route to close a level crossing on an older person with a long-term health issues	Y	Children (aged 16 and under) are more likely to be inexperienced or unconfident with changes to their usual travel and behaviour patterns and need to be considered in terms of road safety when designing schemes. Older people may have different access requirements. Many people in this age category may face barriers with regards to accessibility, including perceived safety and confidence issues. Facilities required to resolve this include: waiting shelters with seating, step-free access (from road to platform to train), disabled access, an increase in parking spaces and safe crossings. Safety issues will be addressed by ensuring areas are well lit, covered by CCTV and Help Points are provided. The project team believes that following early consultation with key users, and adoption of good practice on inclusive design the new station will incorporate all the elements required so that there is no potential to have a detrimental impact on older passengers. <u>Cottingley</u> The closure of Cottingley station would result in additional walking time of approximately 10 minutes (800m) for some users to reach White Rose. This will be mitigated by upgrading walking and cycling routes that link the new station to local communities. The new station at White Rose has been designed in accordance with 'Design Standards for Accessible Railway Stations: A Code of Practice by the Department for Transport and Transport Scotland', meaning it will be accessible for all users. Cottingley station is not accessible due to the lack of step free access.
Pregnancy / maternity e.g. the impact of team relocation on a woman who is on maternity	Y	There may be some differential impact on people with this protected characteristic. Thought has been given to expectant mothers who may

leave or the increase in height of a footbridge over the railway		already have children. They may require different access arrangements to allow for prams. Step-free access (via lifts) will be provided from road to platform to train. Platforms will be covered by a canopy, and seating will be available. <u>Cottingley</u> The closure of Cottingley station would result in additional walking time of approximately 10 minutes (800m) for some users to reach White Rose. This will be mitigated by upgrading walking and cycling routes that link the new station to local communities. The new station at White Rose has been designed in accordance with 'Design Standards for Accessible Railway Stations: A Code of Practice by the Department for Transport and Transport Scotland', meaning it will be accessible for all users. Cottingley station is not accessible due to the lack of step free access.
Race e.g. the impact of psychometric testing on the recruitment of people who don't have English as a first language or the gentrification of an area following station redevelopment that makes retail outlets too expensive for local businesses	N	Considered to be no differential impact on people with this protected characteristic.
Religion or belief e.g. the impact of a new expenses policy on mealtimes or the closure of a level crossing between a community and its place of worship	N	Considered to be no differential impact on people with this protected characteristic.
Gender e.g. the impact of a local decision to adopt arbitrary 'core hours' on women who are more likely managing childcare issues or the impact of changes in parking policies on women who are more likely to start work later due to childcare issues	N	Intelligence suggests that there are different security issues for genders. The project team does not believe that the proposal presents any potential to have an adverse impact based on gender as the station will incorporate secure design, be well lit and covered by CCTV.

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Sexual orientation e.g. the impact of a decision to invite partners to an away day on a gay man who hasn't disclosed his sexual orientation or the secondment of a lesbian member of staff to a project in a country where this would be a risk to life / human rights	N	Considered to be no differential impact on people with this protected characteristic.
Marriage/Civil Partnership e.g. the impact of the extension of private health care to spouses	N	Considered to be no differential impact on people with this protected characteristic.
Gender reassignment e.g. the impact of a decision to publish Oracle gender data on a new intranet staff finder page or the impact of a decision to not let staff use taxis for late night events in high risk areas	N	Considered to be no differential impact on people with this protected characteristic.
Mental Health Condition e.g a condition which has a long term effect on normal day to day activity	N	Considered to be no differential impact on people with this protected characteristic.

Q5. What could you do to maximize the changes that your work has a positive impact on diversity and inclusion including by supporting delivery of the Inclusive growth

This station will address wherever possible the accessibly issues that we have learnt can impact on disabled passengers.

For detailed information on station design adaptions for PCGs, please see Section 5 of this document.

The proposed station is to serve as a catalyst to the regeneration of the area, by improving the transportation link between the residential areas of Churwell and Cottingley to local urban centres, and the White Rose economic area to employees and customers throughout West Yorkshire.

The inclusion of high-quality pedestrian facilities is important to ensure the new station is accessible for all and serves to help disabled residents at White Rose to be economically and socially active.

Promoting public transport use also increases physical activity, health and wellbeing.

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Step 4: Consultation

Q6. How has consultation with those who share a protected characteristic informed your work?

List the groups you have consulted or reference previous relevant consultation?[2]	What issues were raised in relation to one or many of the protected characteristics?
First phase of public engagement took place between 2 July and 3 August 2018. Second phase of public engagement took place between 2 October and 30 November 2019. Third phase of public engagement took place between 12 July and 4 October 2021 as part of the statutory consultation in relation to the closure of Cottingley station. Interested individuals and stakeholders were able to take part in a number of activities to give their feedback, including online webinars, face to face events and surveys. Due to GDPR the responses cannot be matched to the free-text area, where specific concerns were listed.	Issues: personal safety and security.

Q7. Where relevant, record any consultation you have had with Network Rail teams who are delivering work that might overlap with yours. This will help with joining up our solutions.

Network Rail have been consulted on the designs of the new stations up to GRIP4. Consultation is ongoing as the process continues.

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Step 5: Informed Decision-Making

Q8. In light of the assessment above, what is your decision?

Please tick one box and provide a rationale (for most DIAs this will be box 1).

1. Change the work to mitigate against potential negative impacts found	Changes to the initial designs have been made so that the problems raised here will be successfully resolved by the time of station delivery. Facilities required to resolve this include: CCTV coverage of station and surrounding areas. Enhanced lighting of the station and surrounding areas. Enough space will be allowed on passageways to allow for two wheelchairs/prams to pass by at the same time. Covered waiting areas with seating. Step-free access (from road to platform to train) Reasonable adjustments will be planned in to help people with limited access. Blue badge parking spaces will be provided. Consultation has been undertaken as appropriate. This has helped render additional details to the design as detailed in our accessibility engagement report. Utilising lessons learned from other projects recently delivered (e.g. Kirkstall Forge and Apperley Bridge) has also helped this process.
2. Continue the work because no potential negative impacts found	
3. Justify and continue the work despite negative impacts (please provide justification)	
4. Stop the work because discrimination is unjustifiable and no obvious ways to mitigate	

Step 6: Action Planning

Q9. What specific actions will be taken to deliver positive impacts and address any potentially negative impacts identified at step 3 or through consultation?

Equality Impact Assessment (EQIA) - Statement

White Rose and Cottingley Rail Stations

Action	By when	By who
Technical and detail design development. The station will be designed to be fully accessible. Build upon initial design work, including step free access, additional waiting shelters and look at more detailed design items such as tactile paving, signage (braille, audio).	Station development	Designer
Review this DIA		The Combined Authority

Step 7: Sign off

Name	Position	Signed	Date
DIA Owner	CA PM		12/02/2020
Superuser[3]			
Senior Manager[4]			

You will find at list of superusers on the connect page. If you don't have a local superuser or if your project has been to BEAP please send your DIA for quality assurance to DiversityImpactAssessment@networkrail.co.uk

To help us respond more quickly please make sure you have;

Sent your DIA as a Word document not a PDF

Used this naming convention '**Name of project-Draft DIA'**

Used the correct DIA form with no additional pages e.g. 'not for circulation cover-sheets'

Included any relevant maps / diagrams needed to understand your project

Completed all sections of the DIA in line with guidance and training

Step 8: Publication

Send your final DIAs to DiversityImpactAssessment@networkrail.co.uk. Customer related DIAs will be published on our website**.**