

## WYCA connectivity infrastructure plan, Spring 2021

# HADRAG's response

### Foreword and summary – our group and the context of this response

The Halifax & District Rail Action Group campaigns for service improvement centred on Halifax, Sowerby Bridge and Brighouse on the Calder Valley Line. We argued for reopening of the Elland/Brighouse lines, seeing success in 2000 with opening of Brighouse. We continue to argue that the two lower Calderdale towns deserve a better rail service, as does Sowerby Bridge. We hope Elland station (now en route to full business case) will open before 2023.

In 2018, HADRAG along with three other user groups launched the Electric Railway Charter to press for a rolling programme of electrification, including the Calder Valley route as top-ranked in the Northern Sparks task force report of March 2015. We strongly welcome WYCA's continuing commitment to Northern Sparks.

**After the Covid-19 pandemic**, our railways must repurpose to flourish. People want to travel. City life and city travel will revive, but commuting and business travel will be reduced. This is an opportunity, not a threat. No return to “sardine-can commuting” – but public transport must meet an ever-widening range of needs supporting personal and social human development. **The climate crisis** becomes ever more urgent, and all transport must be zero-carbon. Modal transfer to rail, mass-transit and bus will reduce congestion and pollution, improve individual wellbeing, and protect the local and global environment. Modern, clean transport must be seen as “sociable” and popular. Public transport must become **transport for wellbeing**, more relevant to an ever-growing community of passengers making healthy and green choices.

**Our priority** is improvement to the service on the Calder Valley Line, including decarbonisation through **electrification** and **capacity improvements**, delivering benefits in the next 5-10 years:

- There is an urgent need for structural improvement of the Calder Valley line timetable. We urge delivery without delay of **the new station at Elland**. And we call for **development of new train services over existing routes** – for example direct from East Lancs/Calderdale/Kirklees to York via Wakefield and Castleford. A regular service from Bradford and Calderdale to the south side of Manchester (including the airport), promised under the Northern franchise, still needs to be delivered. Beyond existing lines a reopened Horbury-Crigglestone curve could provide a new semifast service north-south Bradford/Calderdale/north Kirklees-Barnsley-Sheffield.
- We strongly welcome the mass-transit proposals as a key aspect of a transport-for-wellbeing package extending to Halifax, Elland and Brighouse.
- If Northern Powerhouse Rail proceeds it must give direct benefits to the communities through which it passes, including a genuinely central Bradford station and direct benefits for Calderdale district. Long-term high speed rail projects must not divert resources from improvements to our present rail network that are achievable much sooner.

## WYCA connectivity infrastructure plan, Spring 2021: HADRAG's response

### 1 General – priorities

The West Yorkshire connectivity strategy is very welcome indeed.

We note that at this stage the vision is quite general, “high level”, and we look forward to more detailed proposals coming forward. We make some suggestions relevant to our area of concern which is the development of train services for communities in our area and to bring visitors into our area – in either case whether for work or leisure. Geographically, our area is the Calder Valley rail line, centred on the triangular network of links joining and extending out from Halifax, Sowerby Bridge and Brighouse. As a rail campaigning group most of our comments are on the development of train services. Our existing rail network – despite pre-pandemic peak overcrowding – is still an underused resource. The mass transit proposals, whatever form they may take, are also of very great interest.

We look to a future where public transport is seen, even rebranded, as a form of mobility that is designed for human wellbeing – an idea that includes the concept of creating a healthy local environment whilst reversing the pollution of Earth's atmosphere with gases that continue to lead us in the direction of climate catastrophe. So transport for wellbeing is clean, green, congestion-reducing, good for mental as well as physical health. The least damaging and most sustainable transport mode must be the first choice. So we support proposals to encourage active travel, and look forward to a future where those of us travelling on foot or on cycles are given due priority on road networks compared with those who choose or are obliged to use the car. Transport for wellbeing is also sociable transport, where people share space on buses and trains, footpaths and cycle routes, travelling as a community.

If the strategy results in fewer and fewer people opting for car travel as first choice and more and more people opting for active travel and public transport, that will be a mark of success.

A further mark of success will be decarbonisation. Every transport mode must become zero-carbon. For rail this means the great majority of routes at present operated by diesel trains must be fully electrified. We believe the government is beginning to recognise this. In 2018 HADRAG together with three other rail users' groups and two branches of Railfuture drew up Electric Railway Charter. We campaign for a rolling programme of electrification across the North of England, based on the 2015 Northern Sparks task force report which gave top ranking to the Calder Valley Line. We are delighted to note that WYCA continues to press for such a programme.

#### **Priorities**

As a campaigning rail users' group we are concerned that the first priority must be to develop and implement schemes that develop and improve services on our existing rail network that can bring benefits within the next 5-10 years. This must include capacity improvements and electrification on our Calder Valley Line and enhanced and new services over routes that already exist and do need large scale projects such as major new lines.

Of course long-term planning is essential, but it must be realised that present day rail users – actual and would-be – derive little comfort from the promise of headline-grabbing high-speed rail (HSR) projects such as HS2 or NPR that seem likely to be decades away and may offer only indirect benefits. We do not oppose high speed rail –

our members have a range of views – but we are concerned that an emphasis on planning long-term, large-scale projects could divert attention and resources from schemes that could give much earlier results. That must not happen.

So, as a group primarily campaigning for the Calder Valley line, our order of priorities would be:

- 1 **Enhancements of existing routes including the rolling programme of electrification with the Calder Valley Line in the highest tier of urgency, and also including new services over existing lines.** Twin aims would be service improvement and delivery promises made previously along with new service ideas; and decarbonisation coupled to “the sparks effect”.
- 2 **Transport developments linking to and integrated with the above, including both active travel and the mass transit system.** This, for example, would include development of rail stations as hubs for local links including active travel and mass-transit (including tram-train, tram, and advanced bus).
- 3 **High-speed rail as a development following 1 and 2 above and designed to maximise improved mobility for the whole community.** We are not opposed to HSR, but in the post-Covid world HSR schemes such as NPR, the Leeds-Bradford-Manchester route, perhaps need to be rethought in order to better serve the wider transport-using community. *A high-speed line than comes through an area such as Calderdale without directly serving it is unlikely to be popular locally.*

## 2 The mass-transit proposals

We strongly welcome the mass transit proposals, although at this stage these are represented by little more than lines on diagrammatic maps. We look forward to more detail, and understand that this is a long-term project, with four possible candidate technologies: advanced bus, light rail/tram, tram-train and ultra-light rail. The implication is that across West Yorkshire there will be different solutions.

The following comments relate to the proposal for our own area (Mass Transit Vision 2040, p36-37: Bradford-Halifax)

**2.1 General** – a modern, attractive public transport system for north Halifax linking the hospitals and rail stations should be very welcome indeed. We note that none of the four candidate technologies is excluded for the route from Bradford through Queensbury, Illingworth and Ovenden to Halifax, Calderdale Royal Hospital, Elland, Brighouse and back to Low Moor and Bradford. A circular route appears to be envisaged but linked also through Cooper Bridge to Mirfield and beyond.

### **2.2 Rail interchanges – Halifax, lower Calderdale and south Bradford.**

The schematic map (p37) shows interchanges with rail at Halifax, Elland, Brighouse and Low Moor. All of these stations should be developed as rail + mass-transit interchanges. We hope that the design will allow mass-transit to serve both the rail stations as hubs and the town centres. The future access of mass transit needs to be allowed for in the design of Halifax station gateway, at present under development.

### **2.3 Elland interchange and links to hospital access.**

Elland station is expected to open by the end of 2022. The later addition of mass-transit will increase its strategic role. Even before mass-transit, Elland station will have potential to play a key role in hospital access, reducing the need for car journeys and reducing local traffic problems around two local hospitals. Calderdale Royal Hospital (CRH) is one of two sites under Calderdale and Huddersfield NHS Trust, the other site being Huddersfield Royal Infirmary (HRI) at Lindley. The two hospitals work in close coordination. The Trust operates a minibus service for staff, patients and visitors between the two sites. For people accessing the hospital from upper Calderdale (served by rail stations from Walsden to Sowerby Bridge) there is potential to use a reliable rail service to Elland with a high-quality transport link from Elland station to both CRH and HRI. Since Elland station will be next to the Halifax-Huddersfield A629, this station-hospital link might initially be the present inter-site minibus, diverted as required (perhaps on demand) to serve Elland station. Might this become part of mass-transit in the long term?

### **2.4 Routing of mass transit in Queensbury, north Halifax and into Halifax**

We welcome the mention on p37 of the former GNR Queensbury lines:

“Local and strategic cycle connections and routes such as the Great Northern Railway Trail would enable cycling to be a convenient option to access Mass Transit services. Greenways and walkways would provide additional pedestrian access. Options will be considered for Mass Transit to use the disused Queensbury railway tunnel, although the initial priority is that it is retained and becomes a walking and cycling route.”

In addition to the sections in Bradford already used for the GNR Trail greenway, former GNR track bed extends from the south portal of Queensbury Tunnel through Holmfield and Ovenden into Halifax. Use of this as part of the mass-transit system must indeed be considered, though we take the point that the reopening of Queensbury tunnel would initially be as a greenway. We assume mass-transit would also be intended to serve the hilltop village centre of Queensbury, which the tunnel bypasses, as well as the area of Illingworth above Holmfield and away from the former GNR route.

HADRAG supports the proposal initially to reopen Queensbury Tunnel as a greenway. We also hope the former GNR track bed, which emerges on a level with the rail station in central Halifax will be used again as a sustainable transport route whether for cycles and pedestrians or for mass-transit, or, quite possibly, a combination of these. Dean Clough business area, the new leisure centre, Sainsbury’s supermarket, Halifax rail station and attractions nearby including the Minster and the Halifax Piece Hall could all be served.

## **3 The rail vision**

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## 3 The rail vision

We strongly welcome WYCA's "West Yorkshire Rail Strategy: a vision for rail in the region" (Jan'2021) and refer to this in our comments below along with Connectivity Infrastructure Plan Appendix 1 Programme A schemes for delivery to 2025, and Appendix 2 option for delivery 2026-2040. We focus on the

### 3.1 Electrification and major programmes (p46 etc)

The rolling programme of electrification is essential and should be the top priority to be delivered at the earliest opportunity. Alongside a complete Trans-Pennine Route Upgrade (TRU), electrification of existing lines across West Yorkshire and into adjoining regions must be delivered significantly ahead of long-term schemes that include HS2 and NPR high-speed lines.

As we write this, Government decisions are awaited in the form of a rail infrastructure plan as well as the long-awaited DfT decarbonisation plan. We hope rail decarbonisation will be based on Network Rail's interim Traction Decarbonisation Network Strategy published last autumn, which provides a blueprint based on the electrification of the great majority of non-electrified routes. (Alternatives such as batteries and hydrogen offer significantly poorer energy efficiency as a means to supplying traction energy to trains.)

We are very pleased that WYCA continues to press for an electrification programme starting with the Calder Valley line (CVL), the top-ranked scheme of the 2015 Northern Sparks task force report. CVL electrification from Leeds via both Bradford and Brighouse to Hebden Bridge, Rochdale and Manchester and to east Lancs and Preston, will complement and naturally follow a complete TRU.

### 3.2 NPR and the Calder Valley line; Bradford NPR station (p46 etc)

Whilst we assign lower priority to an NPR high-speed line than to electrification of existing routes (above) and other enhancements leading to service improvements on existing routes (3.3, below), we would welcome aspects of NPR that can be seen to clearly benefit areas such as ours – specifically Calderdale district. So:

- **If and when NPR high-speed is built, we welcome the proposal for a new through station in central Bradford serving both NPR and Calder Valley services.** Our assumption is that this would significantly cut journey times from Calderdale to Leeds. With a journey time of 7-8 minutes Bradford-Leeds by a new HS line a journey time of Halifax-Leeds of less than 20 minutes would be achievable compared with the present 35 minutes or more.
- But the station in Bradford must be genuinely central so that people can as they do now with Bradford Interchange easily access what is a convenient and compact city centre on foot or cycle, and without the need to board another motorised transport mode.
- **The recently announced proposals to build the Bradford NPR station at the St James's Market site** outside the city inner ring road are therefore very worrying. This site would be about 900 metres, about 10 minutes' walk uphill from what might be considered the main gateway to Bradford city centre at Hall Ings. The

entrance to the present Interchange rail station is no more than a quarter of this distance. Putting this into perspective, a rail passenger from Calderdale to Bradford would have effectively 7 or 8 minutes added to their journey; indeed the train this passenger had just left would be arriving in Leeds via the new high-speed route by the time they arrived on foot at Hall Ings.

- Does, perhaps, the proposed St James's Market site represent somewhat outdated, 20<sup>th</sup> Century thinking, based on access to main roads for car users rather than the convenience of passengers who want to walk or cycle to their final destination, bus stop or tram stop?
- We would welcome an alternative proposal for an NPR station very close to the present Interchange site, perhaps with underground or even high-level platforms mostly within the present Bradford Interchange footprint. Four parallel platforms would be required serving NPR and CV services.

There is a broader question about the NPR high speed route, particularly in a post-pandemic world where there is less city-based travel but public transport – transport for wellbeing – needs to serve the whole community. Does the Leeds-Manchester high speed route with only one intermediate stop at Bradford place too great an emphasis on cutting journey times? Does it adequately serve the people in the districts through which it passes? Building the line will be disruptive in Calderdale and Rochdale districts, and assuming it is not in tunnel for the whole distance it will have a permanent environmental impact. We do not yet know where NPR will cross the River Calder. Perhaps the ability to run high speed trains Leeds-Bradford-Manchester will release capacity for more local and regional trains on the Calder Valley line. But what if the CV line thus becomes a stopping train railway? What is the logic of HS railway that takes 20 minutes from Bradford to Manchester if it still takes at least 40 minutes for the shorter distance from Halifax to Manchester?

We will be much happier with a high-speed NPR route via Bradford that:

- Has a genuinely central and convenient Bradford station, also serving the Calder Valley as explained above.
- Also has additional stations in Calderdale and Rochdale where it touches the Calder Valley Line. These would be local hubs providing connections with the Calder Valley rail line, local bus, mass transit and active travel routes. We do not know where such hubs might be as there has been little information made public in detail about possible NPR routes. In Calderdale, a location such as Elland, already planned as a rail + active travel + mass transit hub presents itself as an interesting possibility. The extra stop would cause a small increase in overall journey time for city-city journeys but a more useful service for localities through which the line passes, offering a genuine transformation of local connectivity.

### **3.3 Enhancements to existing rail routes for service improvement before 2030**

#### **3.3.1 New station – Elland.**

We are pleased to note Elland in Programme A for completion by 2025 (Appendix 1 p14, item 92) and hope that the project completion date of end-2022 will be achieved.

There has been some concern that Elland might be delayed because of work on Trans-Pennine Route Upgrade (TRU) which will involve periods of diversion of Huddersfield line services via the CV line. We have been reassured, but we restate here the demand to get Elland done first. Elland could be a valuable alternative railhead during the TRU works, for example when trains are diverted away from Huddersfield station.

From a local community perspective, Elland has been waiting 20 years since the Brighouse line reopened for its own station. Further delay would be met with anger locally.

We have commented above (2.3) on the potential of Elland station alongside local transport to provide access to the two Calderdale and Huddersfield NHS trust hospitals.

### 3.3.2 Service frequencies and timetable pattern – a fair deal for local stations (Rail Strategy, pages 67-69)

We welcome the future vision of at least 6 trains per hour at Halifax. This should include in the medium term at least 2/hour over the Bradford-Brighouse-Huddersfield route and 3 or 4 per hour towards the upper Calder Valley, Manchester and Blackpool. Eastwards, at least 2/hr should go beyond Leeds serving York and possibly Hull.

Within a service of 2 or 3 trains per hour from Bradford to Manchester Victoria (MCV) there must also be a plan to deliver the former franchise promise of a service that continues from MCV hourly to **Oxford Road, Piccadilly and Manchester Airport** serving a variety of travel needs including leisure, work and education.

More consideration needs to be given to the service level justified by the potential of some of our stations, notably **Sowerby Bridge**, the planned new station at **Elland**, and **Brighouse**. Each one of these stations serves a population broadly equally to that served by Hebden Bridge and Todmorden combined<sup>1</sup>, but has a significantly lower services level. HADRAG argues on this basis that all services in the present timetable that call at Hebden Bridge should also call at Sowerby Bridge and we believe that this could be achieved without journey time increases if the new rolling stock is used effectively. At present **Sowerby Bridge** has the minimum standard of 2 trains/hr to Leeds and Manchester, but only 1/hr to Halifax/Bradford. We hope that in future timetables Sowerby Bridge will be served by all CV Manchester trains and all York-Blackpools, with sensible spacing between trains. **Mytholmroyd**, although it serves a smaller population, with its new car park also justifies a better service, taking pressure off Hebden Bridge, and again, we have suggested all York-Blackpools should call. In the present timetable Mytholmroyd is not served any Manchester train on Sundays, surely an error in the design of the timetable, as, equally surely, must be to 2-hour late-evening gap in services back from Manchester to Mytholmroyd and Sowerby Bridge (during which time 2 services run through without stopping). We have raised these issues with the Northern TOC. The York-Blackpool trains at present serve Sowerby Bridge and Mytholmroyd on Sundays but not Mon-Sat. An aim should be to improve longer distance connectivity for more of our local stations.

We hope the earliest opportunity will be taken to deal with structural issues in the CV line timetable, including the problems of several “fast” trains each day having increased journey times because of freight trains running in front.

On the **Brighouse Line** – including future **Elland** station – the 2 trains/hr minimum is at present not achieved when destination is considered. This line has 1/train an hour to each of Leeds, Bradford, Manchester, and Huddersfield, provided by two separate hourly services: Leeds-Brighouse-Wigan, and a Bradford-Huddersfield shuttle. So service frequency needs to be doubled in the medium term on both east-west and north-south corridors through the two lower Calderdale towns. The present Sunday service is Leeds-Bradford-Huddersfield only: a Leeds-Brighouse-upper Calderdale Sunday service needs to be introduced to meet weekend work and leisure demand. In terms of the present timetable we suggest a possible service vision on the Elland/Brighouse line might be

- Hourly Bradford-Huddersfield shuttle
- Hourly Hull-Bradford-Halifax hourly extended to Huddersfield
- Hourly (Wigan-)Manchester-Brighouse-Leeds (possibly semifast Brighouse-Leeds)
- Additional hourly west-east service possibly from Preston.

The above via the Brighouse corridor would dovetail with 3-4 trains/hr via the Bradford-Hebden Bridge route.

In the post-pandemic world, assuming less city-based work travel, but increased leisure and personal travel we do not see why Sunday services should be significantly less frequent than Monday-Saturday. This is about **transport for wellbeing** where people make healthy and green choices.

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<sup>1</sup> Todmorden and Hebden Bridge stations combined broadly serve 2 council wards: Todmorden and Calder Valley Ward. Sowerby Bridge serves Sowerby Bridge Ward and Ryburn Ward; Elland will serve Elland Ward and Greetland & Stainland Ward; Brighouse serves Elland Ward and Rastrick Ward. It is conceded that this is a slightly crude comparison.

### 3.3.3 Capacity enhancements (Rail Strategy p71-78) Halifax 2038-40 also UCV Apex 1 no.71 p11

Reduced city travel post-pandemic should be seen not as a threat, but as an opportunity to make rail travel more attractive serving a more comprehensive range of travel needs for the whole community. A return to “sardine-can commuting” must be avoided, but at the same time there must be enough rolling stock to improve off-peak and Sunday service so that the needs of personal business, education and leisure can be met. People who are lucky enough to have the option may be happy to attend the “office” for no more than 3 days a week. But people still want to travel and rail, alongside other modes of “transport for wellbeing” – clean, green, congestion-free, sociable, must provide a widening range of options as an alternative to crowded roads. Trains must be spacious, comfortable and, except on very short distance city routes offer tables, views out of the window, legroom as well as wi-fi and charging points and sufficient litter bins. Some of these features should have been considered more carefully on recently introduced trains. Trains must have sufficient toilets. Recently introduced Northern Class 195 and 331 trains have no more than one toilet in units of 3 or 4 carriages – inadequate.

We comment below on some specific network enhancements:

- a) **Hebden Bridge westbound passing loop** (Connectivity Infrastructure Plan Appendix 1 item 71): Programme A schemes for delivery by 2025 contain a very interesting item no. 71 to provide a westbound loop to enable “faster trains to overtake slower ones; potentially to be long enough to accommodate freight trains”. The accommodation of freight trains is essential. The present Calder Valley Line timetable is constrained by the presence of freight trains. In particular several westbound “fast” services every day have significant extra time in schedules because they follow freight trains. Surprisingly, this scheme is not highlighted on the Configuration State 1 map (Rail Strategy page 73) which shows platform lengthening only.
  - ➔ Network Rail must be pressed to go ahead with this scheme without delay.
  - ➔ An obvious and logical further development would be an eastbound loop which could be part of Rochdale-Milner Royd capacity enhancements shown in Configuration State 4 (Rail Strategy, page 76), 2034-2036 – but we would hope much earlier.
- b) **Additional platform and track capacity at Castleford** (Connectivity Infrastructure Plan Appendix 1 item 85). This item seems to be outside HADRAG’s area but is useful in terms of future service ambitions addressing connectivity gaps – see 3.3.4 below. In addition to enabling much needed service improvements on the Pontefract line, reinstatement of the westbound platform 2 would enable services between Calderdale/Kirklees and York via Wakefield and Castleford. Again:
  - ➔ Network Rail must be pressed to go ahead with this scheme without delay.
- c) **Track capacity enhancements at Halifax station** are shown in Configuration State 5, 2039-40 (Rail Strategy, page 77). HADRAG would like to see this happen earlier. The Halifax Station Gateway project (which concerns the station building, not platforms and track) under development for completion by in about the next two years is future-proofed to allow possible reinstatement of a third operating platform. Reinstated Platform 3, with suitable track layout, would increase capacity for terminating trains, and for reversing services for example from the west reversing in Halifax in order to go east via Brighouse. With appropriate signalling trains would be able to follow each other into the station at closer headways, potentially improving connections between the upper Calder Valley-Bradford and Bradford-Huddersfield routes.

### 3.3.4 Connectivity gaps (Rail Strategy p57-59; also p98-99 network gaps)

- (a) **Calderdale-Kirklees “first order” connectivity gap noted (along with Bradford-Kirklees).** HADRAG and our colleagues based in the upper Calder Valley (UCVRSTG) regularly make the point that there is demand for a better service between upper valley stations and Huddersfield, for work, education, health and leisure purposes. Ideally a regular through service might eventually be provided, probably part of a longer distance regional route. In the meantime local

timetable design to ensure, in both directions, good regular and reliable connections at Halifax or Brighouse would be a step forward; Brighouse is preferred connecting point giving shorter overall journey time<sup>2</sup>.

- (b) **Calderdale/Kirklees-Wakefield-York.** Calderdale has a service to Wakefield but only at times when a Grand Central train operates (4 trains/day). Calderdale-Wakefield is only shown as a “second order” gap, though Kirklees-Wakefield is shown as a first order gap.

We are very surprised that Wakefield-York is not identified as a gap (though “Selby-Wakefield/York” is mentioned). It is true that there is an hourly Wakefield Westgate-York through-service, but this is provided by long-distance Cross-Country trains – with obvious disadvantages for local passengers. Two services per hour are available by changing at Leeds, with loss of convenience and extension of journey time.

The direct line from Castleford to York via Sherburn and Church Fenton is used for passenger diversions and would be available therefore for a regular service. The second platform at Castleford would need to be reinstated for westbound services but this is already planned (see 3.3.3 (a) above). (A new south-facing bay platform at York would also be helpful.)

So there is a clear possibility of a direct service from Calderdale/Kirklees direct to York serving Wakefield (Kirkgate station) and Castleford en route. Journey times would be Halifax-Wakefield 30 minutes, significantly faster than via Leeds. Wakefield-York would be about 40 minutes. There would be significant new or improved connectivity and, for many travellers, greater convenience: “Not everyone want to go to Leeds!” There would be economic benefits for Wakefield district and the other districts served. Services via the Mirfield-Wakefield line could also call at any new station in the Horbury area.

Based on (a) and (b) above, we hope the following might be considered as options for additional regular services:

- **Bradford/Halifax-Elland-Brighouse-Mirfield-Wakefield-Castleford York**
- **Manchester-Huddersfield-Mirfield-Wakefield-Castleford-York** (extension of present TPE Manchester-Hud stoppers).
- **Rochdale or Preston to Huddersfield via Hebden Bridge and Brighouse**

These corridors clearly overlap, and a different permutation suggests the possibility of a **Preston-Calderdale-Wakefield-York** service. It can be seen that eventually there might be a service of 2 trains/hr Wakefield-Castleford-York.

The following should also be considered as a new service, but requiring more significant infrastructure investment:

- (c) **New service using reopened “Criggleshole Curve”** (Horbury Station Junction to Criggleshole Junction, out of use since 1980s). If it is feasible to reopen this line a service could be considered from Bradford, Calderdale and northern Kirklees to Barnsley and Sheffield.

**Finally, we mention again, as a major connectivity gap,** outside the county but significant for people travelling from and to Calderdale:

- (d) **Service from Bradford/Calderdale to Manchester Piccadilly/Airport**, as mentioned in 3.3.2 above. This is not primarily an airport link but would provide a link to education, work, leisure and cultural destinations on the southern fringe of Manchester city centre as well as onward connectivity and inward access.

<sup>2</sup> In the present (May 2021, as introduced in Dec’2019) timetable there is a good connection (typically 6 minutes) at Brighouse for journeys from Huddersfield to Sowerby Bridge; in the other direction there is a half-hour wait at Brighouse.