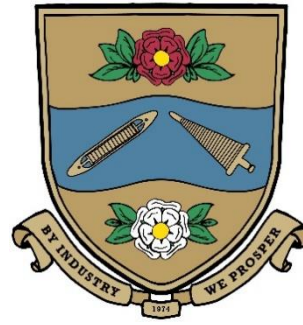


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Customer Relations Network Rail  
Cc: Calderdale Council  
West Yorkshire Combined Authority  
Mayor of West Yorkshire

By email: 13th April 2022

Dear [REDACTED]

I would like to propose that a feasibility study be done into the possibility of a railway station in Cornholme.

## Background

In a feasibility study by West Yorkshire Combined Authority on 14 October 2021, regarding the possibility of 'New Railway Stations in North and West Yorkshire,' it was concluded that the passenger demand forecast was low for Cornholme due to its rural location and small catchment populations. It also concluded that the reinstatement of the Todmorden Calderdale Line curve would increase frequencies toward Burnley from 1tph to 2tph so that a station at Cornholme would only have at most an hourly service to Manchester and Leeds. As a result of this, neither of the possible stations in Cornholme be recommended for progression to the Stage 2 feasibility consideration.

It is eight years since this feasibility study gave its recommendations. However, it is worth reviewing these findings in the context of the current situation and checking some of the assumptions it was based on. It is also worth reviewing these findings in the context of 'levelling up' and the climate emergency.

## The Impact of the Current Restricted Transport Services in Cornholme

Public transport services in Cornholme and Portsmouth are limited to a bus service to Todmorden/ Halifax and Rochdale in one direction and Burnley in the other. The limited range of transport options (bus and car) for Cornholme and Portsmouth has the following impacts;

- Restricts economic development in the area. There are several brownfield sites (mill sites) which have not been developed, partly because of the poor transport links to the area.
- Restricts the earning potential of residents. If they do not have a car they are limited to occupations (if they cannot work from home) that can be reached by public transport. If residents need to travel to Leeds or Manchester, for example, they need to catch a bus to Todmorden to connect with the railway service there. This is time consuming, inconvenient and costly.
- Restricts the social potential of residents. If they do not have a car, they are dependent on the bus timetable to travel anywhere.

## Checking the assumptions on which the study was based

First, the emphasis on the need public transport rather than individual drivers has been highlighted by the climate emergency.

Secondly, it is debatable that Cornholme and Portsmouth should be classified as 'rural locations'. This area was once a thriving industrial area as is evidenced by the derelict mill buildings. It was well served by the railways during this time. Cornholme and Portsmouth are part of Todmorden, which is currently seeing an influx of residents who commute to Manchester, Leeds and Bradford. A study could be undertaken on where residents currently work and the impact of the lack of a local train station on their earning potential.

Thirdly, it is debatable that the footfall for a station at Cornholme would be minimal. Apart from Cornholme and Portsmouth, a station would serve residents from Cliviger as well as those from Lydgate. A study could be undertaken of those areas to see how many residents travel by car/bus to Todmorden and Burnley for whom a station at Cornholme would improve their journey and the impact of the lack of a local train station on their earning potential.

### **Potential Location for Railway platform**

The one remaining location in Cornholme suitable for a railway platform is that of Frostholme Mill. After many years of lying derelict, this has now been purchased and options are now being considered for its use.

### **Summary**

Members realise that the investment required to bring this proposal to fruition would cost millions and impact on the current railway timetable. However, this investment would be worthwhile, not only improving the economic prospects for residents in Cornholme and Portsmouth, but also the economic development of the area aiding in the levelling up agenda. At the same time, it would support the climate emergency agenda enabling residents and businesses to live and thrive in a sustainable way.

Yours sincerely,



Naomi Crewe

Town Clerk & Responsible Financial Officer

Todmorden Town Council