

Community Rail Report



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1. Introduction

1.1 Foreword

During the first year of the Northern franchise we have been setting in place the foundations for growth for our community rail agenda.

It has been a bit of a whirlwind year, with an unprecedented scale of change for Northern and some of our industry colleagues and I would like to thank everyone for their understanding while we have been getting our people and frameworks in place.

We have welcomed Marie, Martin, Richard and Vicky to the team as our Regional Community and Sustainability Managers, dedicated points of contact in our regions for all our community rail and station adoption colleagues. They have been getting to know existing groups across their patches and also encouraging more community groups to get involved, particularly in adopting stations and we have included some case studies in this report.

We've also welcomed many new colleagues at ACORP, like our own team they have been quick to get out and about across the network and are also developing their strategy and plans. We anticipate our teams working closely together to help support Community Rail Partnerships, and not just those across the Northern network.

Our inaugural Community Rail Conference took place in November 2016, which welcomed more than 150 guests from across the network. You can read more about it in this report but we will be using your feedback from the day to help shape this year's event.

I'm really pleased to advise that we have had significant interest in the Seed Corn and Station Adoption Funds we have put in place. We have allocated all of the year one Seed Corn funding and already have expressions of interest for year two. You can read more about some of the fantastic projects that have benefitted and we look forward to highlighting more of these in our next report. The same is true of our Station Adoption Fund, we've had a range of applications and anticipate receiving more from groups as they develop their plans.

We look forward to building on these foundations, supporting our community rail partners with their plans and reaching further into communities to ensure our activities are representative of all audiences.

Carolyn Watson

Community and Sustainability Director



1.2 Executive Summary

This is the second Northern Community Rail annual report. In this report we provide a detailed update on our programme of support for Community Rail Partnerships and associated activity, as we strive for a more connected and more sustainable railway.

Over the past year we have established the fundamental structures for the community rail programme. These structures will ensure that the £500,000 per annum core funding for the Northern Community Rail Partnerships (CRP amount), and a further £600,000 per annum to advance the wider agenda, deliver maximum value to our customers, to our railways and to our communities, taking the concept of community rail to the next level.

Northern's Community Rail Executive Group (ComREG) met in shadow form on 8 February 2016 and has met five times since the start of the franchise. This is the body responsible for strategic planning and distribution of funding and is composed of key rail industry and community sector representatives including thought leaders from Northern and Arriva UK, the Association of Community Rail Partners (ACoRP), sustainability, social enterprise and, of course, the Community Rail Partnerships (CRPs) themselves.

New staff have been recruited at Northern and through our partners at ACoRP to help drive our community rail activity, fostering better collaboration, sharing of best practice and use of specialist support/training.

Four new Regional Community and Sustainability Managers (RCSMs) are now in place at Northern completing our structure and working closely with CRPs

and Station Adoption groups in their respective regions. Complementary to the Northern team are new specialist roles at ACoRP, bringing in new skills and training packages for our CRPs, including business and commercial skills, tourism and heritage skills, and a new marketing program.

Our franchise agreement requires us to report on several elements of our community rail work and this we have done. In the first report we promised that we would go further than this, highlighting community rail achievements on the ground. In this report you will find the first sample case studies from our Seed Corn Fund, supporting innovation in community rail, and from our new Station Adoption Fund. It's a shame we can't fit them all in, but we will include more in the next report. You will also hear from all our CRPs – how they are progressing and what they are working on - from the Settle - Carlisle Railway DevCo, a social enterprise running a locally sourced, on-train trolley service, a station café, and much more - to Community Rail Lancashire, inspiring a whole new generation of rail users through their education programme.

We are very proud of Northern's ambitious community rail agenda. Community rail is the interface where railway connects with local people - in supporting and working with community, we are supporting the customer base for local services, making stations more welcoming and inclusive, and keeping the railway relevant and special for everyone, both as a sustainable modern transport system and as a magnificent part of our heritage.

2. Community Rail Report

2.1 Introduction to the report

In this report we present a foundation for innovation in community rail; a foundation for strengthening and developing community rail networks and cross sector partnerships; and a foundation for meeting customer expectations more effectively.

Community rail is one of the pillars of Northern's ambitious sustainability plan, as laid out by our parent company Arriva in the new franchise. We are already one year into our new community rail programme. In this report we will show you some of the challenges that this new level of engagement between rail and community brings: the challenge of being able to work flexibly, the challenge of taking time to listen, explain and include; the challenge of getting each step right. And we will show you what happens when we do get it right – show casing inspiring partnerships between rail and community and exciting new initiatives supported by the Seed Corn Fund; demonstrating how station adopter groups are transforming the station environment and engaging beyond railway boundaries. New, specialist teams have been recruited and are now in post at ACoRP and here at Northern, providing support, advice and guidance to regional CRPs and Station Adopters. These teams will ensure that all CRPs have access to marketing, management and associated skills and will help us identify replicable ideas and share best practice. These are practical steps towards a railway that is more sustainable, attractive, user-friendly and hospitable for everyone.

2.1.1 Community Rail Partnerships

We can confirm that, following detailed discussions with each partnership about their plans and the funding required for those plans, we have agreed Service Level Commitments (SLC) with all of the CRPs in the Northern area.

2.1.2 Funding for Community Rail Partnerships

As several CRPs continue to have their funding from other sources reduced, the 'CRP amount' is not sufficient to achieve all of their aspirations and we have had to take a view on a fair distribution of this. We would like to thank all the CRPs for their engagement with this process, which has laid the



foundations for meeting Northern community rail goals and obligations going forward.

The effective redistribution of funding is key to meeting our long term aspirations – both in terms of maximising value and driving forward new, exciting plans for community rail development, working through - and working with - our partnerships.

However, our funding decisions, ratified by ComREG, involve a large number of players and a real world context of complex and changing conditions. This includes the change in franchising schedule, which means in contrast to the proposals in last year's report we will continue to fund the Barton-Cleethorpes CRP in the second year of our franchise, which in turn has meant minor changes to some of the other original forecasts. We are also aware of proposals for some new Community Rail Partnerships on the Northern network and will be mindful of their funding aspirations as they develop. See table one.

In distributing the 'CRP amount' we remain mindful of the Secretary of State's current published Community Rail Development Strategy and the review being undertaken. Ultimately, the mechanism for making decisions is ComREG, and following on from the above, ComREG will decide the final distribution prior to the annual publication of each Community Rail Report.

2.1.3 Community Rail Partnership Funding Table 1

All sums are index linked. Final payments will reflect indexation and input from ComREG.

CRP	Designated line/service	Northern Region	Year 2	Year 3
Humber Region-Barton-on-Humber*	✓	East	£15k	
Yorkshire Coast		East	£15k	£15k
Leeds-Morecambe-Bentham Line	✓	East	£15k	£15k
Penistone Line	✓	East	£25k	£25k
Settle-Carlisle Railway Development Company		East	£90k	£90k
Bishop Line	✓	North East	£15k	£15k
Esk Valley Railway Development Company	✓	North East	£25k	£25k
Tyne Valley Rail	✓	North East	£15k	£15k
Clitheroe Line	✓	Central	£25k	£25k
East Lancashire	✓	Central	£25k	£25k
Crewe Manchester		Central	£25k	£25k
South East Manchester		Central	£25k	£25k
High Peak and Hope Valley, Glossop and Buxton lines	✓	Central	£25k	£25k
Mid-Cheshire	✓	Central	£25k	£25k
North Cheshire Rail User Group		West	£15k	£25k
Cumbrian Coast	✓	West	£25k	£25k
Furness Line	✓	West	£25k	£25k
Lakes Line	✓	West	£25k	£25k
South Fylde	✓	West	£25k	£25k
West of Lancashire	✓	West	£25k	£25k
Totals			£505k	£500k

* moves to East Midlands Trains in year three. £10k re-distributed to North Cheshire.

Table 1. Split of Community Rail Amount

2.1.4 Community Rail Executive Group (ComREG)

The Community Rail Executive Group (ComREG) is now established. It is made up of rail industry professionals along with local community representatives and sustainability experts and plays a key strategic role for Northern in terms of funding distribution and delivery of rail related community projects through the franchise.

As we reach the end of the first year at ComREG, we have taken the opportunity to review how we operate effectively and innovatively as a group. This time one year ago we were at the foot of the mountain – now we have climbed quite a distance and it is the time to review what is really working well, what could be improved, and how we will drive forward our strategy with focus and a shared sense of purpose for the future.

2.1.5 Community Rail Conference

We held our first Community Rail Conference on 7 November 2016. Over 150 guests attended from CRPs, station adoption groups and new community contacts who were interested in hearing more about working with Northern.

A volunteer group, with representatives from Northern, CRPs and station adoption groups designed the agenda for the day. It included updates from Northern on its business plan and community commitments and the launch of the new framework to support the station adoption scheme. ACORP introduced the new organisational structure and the Value of Volunteering report.

Based on feedback from the volunteer group, the agenda allowed plenty of time to share best practice and meet industry colleagues including Network Rail, British Transport Police, Crimestoppers and Carillion, along with the wider Northern team. The afternoon focussed on workshops covering marketing, education, station adoption and business planning, as well as a few creative challenges!

Feedback from attendees was very positive and as we turn our thoughts to the 2017 conference, Northern is committed to working with a wider volunteer group, building on the success of the first conference and establishing an annual event that really works for the audience.

2.1.6 Seed Corn Fund – Kick-starting new ideas

Northern has committed £150,000 per annum (rising in later franchise years) to a 'Seed Corn Fund'. This sum may change in future years based on guidance from the Community Rail Executive Group (ComREG) and the successful take up of the fund, but it is currently planned that the fund will exist for the duration of the franchise. Unspent money in previous years will roll over, up to the end of the franchise.

The Fund is provided to kick-start projects. It is not generally envisaged that the Fund will pay the full cost of a finished project but that it will enable the initial scoping and development work to be done that can unlock other funding sources. It will facilitate the development of business cases and enable design such that costs can be identified with moderate confidence. It can be used as match funding but this is not a requirement. The fund is very much about allowing innovation to happen.



Seed Corn Fund Beneficiary Projects 2016/17

RECIPIENT ORGANISATION	PROJECT
Women in Community Rail	Training and development
Mytholmroyd Station Partnership	Feasibility for community use for redundant building
Community Rail Lancashire	Blackburn station Masterplan
Community Rail Cumbria	Turning Point - 'Rail Journey to Recovery'.
Community Rail Cumbria	Lakes Line feasibility
Settle - Carlisle Railway Development Company	Settle Shelter
West of Lancashire CRP	Burscough Bridge Community Hub Feasibility
Friends of Marple station	Marple Community Hub Feasibility
Tyne Valley CRP	Gilsland station business case review
Leeds - Morecambe CRP	Dementia and Community Rail
Friends of Batley Station Connection	Water Connection - station café and garden
Settle - Carlisle Railway Development Company	Dales Integrated Transport Partnership
Leeds - Morecambe CRP	The Bowland Explorer
Barton - Cleethorpes CRP	Trim Trail – Stallingborough

Table 2: Seed Corn Fund - Projects approved by ComREG in 2016/17

Case Studies

We have been impressed with the range of projects that CRPs are undertaking and have requested seed corn funding for. Many of these are at early stages but we include some case studies to highlight the ways our CRP colleagues are working, in particular with underrepresented communities and through innovative cross sector partnerships.



Seed Corn Fund Case Study 1: Turning Point

ComREG agreed Seed Corn Funding for phase one of this project, which set out to integrate rail-based activity within established programs of rehabilitation.

The project is a partnership between Community Rail Cumbria and Turning Point, a national charity specialising in the rehabilitation of people with substance and alcohol abuse issues. The purpose has been to integrate rail-based activity within established programmes of rehabilitation. Small work groups carry out structured maintenance tasks at remote stations along the Cumbria Coastline ranging from

painting neglected shelters to tending station gardens, landscaping and wildlife conservation. Project Manager Laurence Hilland said "This project benefits the stations, many of which have been neglected. And it benefits the participants – giving them a real sense of worth and value again. Recovering from substance alcohol abuse is a very difficult journey. Whilst the residents are working, local people often bring the group tea and biscuits, train drivers wave – these may seem like little things but they mean a lot."

At the end of the rehabilitation programme, participants receive a Certificate of Appreciation to acknowledge their support and participation. Having now established that the concept works a framework for developing the project will be taken forwards at the end of phase one. But perhaps success is best summed up by the manager of Stanfield House rehabilitation centre. "When the residents are working on the railway they feel part of society and not isolated from it. It's the best thing we've ever done."



Seed Corn Fund Case Study 2: Blackburn Station Masterplan

In October 2016 Community Rail Lancashire was awarded Seed Corn Funding by ComREG to develop a Masterplan for Blackburn station. This process is about ensuring a range of benefits to both the public and rail industry, with decision processes informed by up-to-date passenger feedback and working in liaison with local businesses, not for profits etc. The Masterplan will provide advice on the repair, restoration and options for future commercial, community and operational use of the station.

As one of the key gateways to the Preston and Greater Manchester city regions Blackburn station is served by a mix of regional, inter urban and local services and is the busiest station in East Lancashire. Despite recent investment, a large part of the station is still largely unused. This is affecting the fabric of the building adversely. We believe that with careful planning, the station has the potential to better support economic growth in the town and wider region as a modern transport hub. Seed Architects have now been awarded a contract to deliver this piece of work and they are anticipated to present recommendations by summer 2017.

2.1.7 Association of Community Rail Partnerships (ACoRP) - Partnership delivery

Community rail plays a significant part in the new Northern franchise, both as a pillar of our sustainability agenda and as a meaningful way to reconnect all kinds of people with the railway and their wider community. The net advantages are many: growing the passenger base for local services, making stations more welcoming and hospitable, and delivering economic, social, health and wellbeing benefits to local people. Key partners on this journey are the Association of Community Rail Partnerships (ACoRP).

ACoRP is the membership body for CRPs nationally, representing community rail lines, community rail partnerships and station adoption groups across the UK. The organisation provides support, advice and guidance on developing these initiatives at grass-roots level and within the government's Community Rail Development Strategy.

Northern funding has been allocated to facilitate the development of a number of specialist roles within

ACoRP that can help deliver the new Northern agenda, working closely with our team. ACoRP has moved swiftly, with new staff all in post by December 2016. New roles include a new Operations Officer for the north, a Commercial Manager, a Communications & Marketing Manager, a Tourism & Heritage Officer alongside a new CEO. These roles are intended to:

- Guide CRP's towards new sources of funding
- Assist them in developing targeted marketing plans
- Support new uses for old railway property
- Help with other skills development
- Assist with development in heritage and tourism
- Support outreach to disadvantaged groups who we believe could make better use of rail.

Work in 2016 has focused on restructuring, induction, planning and set-up. A fuller plan in line with the Service Level Commitment will be made available at the start of April 2017, focusing on training and good practice in marketing, communications, planning and sustainability, community engagement, tourism, and station buildings. Northern and ACoRP will meet regularly to monitor how the work is going and will provide progress updates to ComREG.

The next 12 months will focus on supporting a wide range of CRP needs, bringing in new skills and promoting the sharing of best practice and replicable ideas. To assist in this rapid development phase, ACoRP will provide work shops, webinars, written guidance and networking events – in particular bringing in new partners and encouraging pro-active engagement with a wider spectrum of community organisations both locally and nationally. It is anticipated that through ACoRP, the innovative work with Northern can be shared in the form of best practice, replicable models, new national partners etc. and made available for CRPs across the country.



2.1.8 Community Rail Lancashire (CRL) - Developing engagement through education

Community Rail Lancashire (CRL) is a collaborative venture between all five CRPs operating in Lancashire.

At the start of 2016 it was established as a not for profit company. CRL has developed a very good reputation for working with young people especially through schools and colleges and therefore Northern was pleased to support their ambitious development and expansion of the school engagement work. Northern's funding has enabled CRL to recruit two full time educational specialists to take the lead in these developments. In September 2016 CRL welcomed Daisy Chapman-Chamberlain and Emily Elliott to the team.

Summary of developments

Down the Line – this is a new bespoke, inter active website that CRL is developing as a key tool for its educational engagement work. CRL employed a specialist consultant to help develop a toolkit for use by teachers, CRPs and others who work with 7 – 11 year olds. Down the Line will be launched at a special event taking place in April 2017, which will bring together educationalists, CRPs, ACoRP, Northern, British Transport Police and Network Rail.

Education Network – CRL is bringing together educational specialists along with representatives from Northern and CRPs to form the Education Network. The purpose of the Educational Network is to share ideas, thoughts, and feedback in relation to educational engagement amongst community rail partnerships.

Preston Community Hub – until recently CRL has carried out a lot of its educational work at its Accrington base. So it is welcome that a partnership has been developed with Virgin Trains at Preston leading to the opening of a new 'community hub' on platform 4 that can be used by schools. CRL can now bring schools from the Fylde and West Lancashire areas to this new base and at the same time show how community routes connect with the 'big railway' to London and Scotland. Virgin's 'Sammy Bear' visited Accrington to celebrate the Queens 90th birthday and to see how CRL engages with local schools.

University Links – a completely new area of activity for CRL has been the development of links with local universities such as Edge Hill at Ormskirk and Lancaster University. CRL is currently developing a programme that aims to work with students in further and higher education for implementation during 2017.

The Wranglings – this is a special project that CRL is undertaking in partnership with St Luke and St Philip's primary school, Northern and Network Rail. The school took part in a visit to Accrington ecostation in November 2016 and this link led to a new community project connected with the new Blackburn depot - currently under construction. CRL's local artist Alastair Nicholson has worked with Year 4 children to make a sculpture that will be placed at the new diesel depot, The Wranglings, when it opens.

Special educational needs – CRL is looking at how it can work with pupils with special educational needs and disability (SEND). By working closely with Northern and Arriva Trains Wales it is planned to develop a Railway Confidence Programme which will be aimed at young people who require additional assistance when it comes to using rail.

2.1.9 Station Adoption Scheme

The purpose of the Station Adoption Scheme is to encourage and support members of the local community who wish to adopt - or have already adopted - a local station. Station Adoption Groups typically evolve and work in collaboration with the relevant CRP (where applicable). The benefits of this scheme are:

- Benefit to local community and customers. Better kept stations including unstaffed stations, rural stations and problem stations that have acquired a perception of being unsafe. A station adoption group can transform these stations into friendly places, safe places, places we want to visit.
- Benefit to the rail industry. More people are attracted to use the train.
- Benefit to business. An affordable space for a small café or local craft shop on a small station could be the next step up, engaging local businesses and supporting local economies. Working in partnership with ACoRP, we can provide funding support and marketing expertise to get new station adoption groups going and to support groups as they grow.

Station Adoption Scheme, Case Study 1 – Improvements at Bare Lane

Bare Lane station sits on the urban edge of Morecambe. In October 2013, following the closure and de-staffing of the signal box at Bare Lane, the Lancaster & District Conservation Volunteers formed a station adoption group at Bare Lane. The group has created a community focussed station that reflects its past and current character, as well as providing a well-managed natural environment. The group produced a station plan for Northern in November 2016 and have gained funding for this project from the Station Adoption Fund. They have renewed the platform tubs and planters with a seasonal display of plants that continue the wildlife friendly theme of pollinating insects, bees and butterflies. The pedestrian approach from the car park has been replanted. The car park planting bed is being transformed and a recent addition has been small apple trees, a plum and a damson to form a mini-orchard. Local users will be encouraged to pick the fruit next year, as part of an 'edibles' theme. This theme also extends to a new platform planter and Great Wood Primary School



will again be helping with sowing vegetable seeds.

The Station Adopters have recently gained a Community Rail Licence from Network Rail to improve the former signal box area including a tiered garden bed within the footprint of the former building and a new interpretative board that will explain the past heritage. In addition, the group deal with litter and make regular checks to ensure that the station infrastructure is operating safely. They are keen to secure a waiting shelter for platform two.

Station Adoption Scheme, Case Study 2 – Storage Container for Friends of Sowerby Bridge

Friends of Sowerby Bridge Railway Station was set up in November 2010 to improve the station as a 'gateway to the town'. The group has around 50 members, made up of local business and community volunteers and aims to breathe new life into Sowerby Bridge station for the benefit of all station users and to attract more visitors (and custom) to the town. The group applied to Northern's Station Adoption Fund to fund a 10' x 8' storage container to securely store gardening tools, equipment and materials. This application was approved and the container was delivered and placed in position on 2 February 2017.

"Most of our gardening activity and commitments are on the platform one (Manchester bound) side of the station, and the container is situated in an ideal position, convenient for the platform tubs and planters, but also close to the Bronte Garden and the other garden areas at the station entrance at the top of Station Road. Previously our tools were spread over a number of locations – and a lack of storage space has always been an issue. The gated compound off platform two has never been sufficiently secure and is open to the elements. A number of our items have been stolen from there in recent years. This area also becomes water-logged after periods of rainfall." Jim Milner (for Friends of Sowerby Bridge Railway Station).

The group is now looking at installing shelving in the container and replacing the stolen/damaged tools as necessary.

Station Adoption Scheme, Case Study 3 – Friends of Dronfield Station, Station Art Safety Project.

Friends of Dronfield Station was established in 2007. The group has developed award-winning gardens at the stations and a membership base of over 200 people. Dronfield was recently listed as one of the 10 most desirable places in the UK in which to live, with a thriving railway station listed as one of the towns major attributes.

The station is situated south of Sheffield on the main line to London. A number of intercity trains pass through the station without stopping. These trains travel through at relatively high speed and so the group have been working with British Transport Police (BTP) to promote safety awareness on the station. The Schools Art Work Project has involved 13 schools in and around Dronfield. Participating children take part in lively rail safety sessions led by the BTP. The children follow this up by producing their own art work about rail safety for display in the waiting shelters on station platforms.

Station Adoption Scheme, Case Study 4 - Beyond Boundaries at Comondale

Comondale Station on the Esk Valley Railway lies within the North York Moors National Park. The unstaffed station has been adopted through a volunteer program, organised by a locally-based community project Beyond Boundaries. Anthony Laffan is the director of the project. He is enthusiastic about the link between Northern and Beyond Boundaries at Comondale, which is proving to be a great success for adults and youths with learning difficulties. For people on the autistic spectrum, engaging with their interests and hobbies has proved to be a good starting point. One of the big interests many individuals share is the railway. Anthony said: "Through the station adoption project, individuals who have a love of trains can now be closely and actively involved in the train station and this is proving to have many benefits for their health and wellbeing." He adds, "There are a lot more smiling people on the platform at Comondale than there used to be, guaranteeing a warm welcome to visitors."



Station Adoption Scheme, Case Study 5 - Friends of Salford Central

Salford Central has recently been adopted by the group On the Out, a voluntary organisation based in Greater Manchester. The new Friends of Salford Central Station provide ex-offenders with support and practical information once they are released from prison. Based on a grant from the Station Adoption Fund, they will be aiming to reduce stigma and stereotype, assist reintegration into the community and develop volunteering and training opportunities for ex offenders.

The first stage of their project will consist of building planters, planting vegetables and herbs for commuters to take home with them, and creating artwork for the currently barren platforms. The group would also like to explore the possibility of developing a social enterprise through pop up shops, working in partnership with the bakery inside Strangeways Prison. They are also looking into the potential for setting up a bicycle repair workshop for commuters who store their bikes at the station hub.

2.1.10 Northern Franchise/Arriva Strategy - Working with Communities

At Northern we have a strong legacy in community rail. In the new franchise we draw on the strength and experience of our parent company Arriva UK Trains as well as our sister train operators and, in wider community engagement, our bus colleagues. We want to work at the forefront of best practice in the communities we serve. We will help set the agenda and take community engagement in transport to a higher level, developing a culture of partnership. Our Society and Community Strategy and our work with Community Rail Partnerships (CRPs) will help us reconnect with communities across the network.

The social issues facing our Northern communities vary enormously. We want to focus on those issues where we can make most impact. They are of equal importance and reinforce each other:

- Improving accessibility and promoting connectivity.
- Promoting diversity, community cohesion and social inclusion.
- Contributing to a greener environment.
- Supporting local economies.

This isn't about a heavy-handed 'we know best'

approach, or having a rigid model that is applied everywhere regardless of circumstances. The key elements of our culture are: listening, understanding and learning from our local and regional partners; being part of the local picture through local and regional fora, community events and local networks; being inclusive; promoting and celebrating diversity; coming up with fresh ideas and initiatives and sharing them. Our focus is:

- Working positively and creatively with Community Rail Partnerships
- Working positively and creatively with station Friends groups
- Promoting innovation in Community Rail.
- Extending the CRP concept to Community Transport and a more integrated and sustainable 'whole journey' approach.
- Developing stations as community hubs and fostering new partnerships between rail and the third sector.
- Promoting social enterprise, including the concept of a Locally Enterprising Railway that benefits the local economy.
- Working with the local business community, including in the re-purposing of unused station buildings.
- Engaging with socially-excluded groups and promoting diversity.
- Developing the idea of art on stations, involving young people in innovative arts projects which make a difference to young people's lives and improve our stations and trains.
- Working with primary schools, further and higher education colleges, and universities.
- Encouraging all employees to engage in and with community rail.

Arriva/Deutsche Bahn states: *"As a multinational mobility and logistics company ... DB feels a particular responsibility for the development of society as a whole and puts this responsibility to practice. Based on the conviction that success is measured not only in financial terms, DB uses its capabilities to live up to this responsibility. It places special emphasis on children and young people in particular."*

2.1.11 The Community Rail Partnerships

In the next section of the report the partnerships introduce themselves and outline their current activities/future plans. Each partnership has a dedicated Regional Community and Sustainability Manager (RCSM). They will also receive support from the wider Northern team including our Regional Marketing and Communications Coordinators. Northern colleagues will work with the enhanced ACORP team to support CRPs and Station Adoption Groups across the network.

One area where we will focus support is marketing.

We developed a marketing plan in 2016, approved by ComREG that has identified three core areas of focus for Northern's marketing teams and CRPs to develop:

- Delivering a consistent approach to the Northern brand.
- Developing existing and new markets.
- Delivering modal shift campaigns.

We will work closely through our regional teams to support CRP local campaigns that address these focus areas.



3 Community Rail Partnership profiles

3.1 Settle - Carlisle Railway Development Company (SCRDC)

Region: East

Funding provided to CRP: £90,000

Status: Company limited by guarantee

Community Rail Partnership Officer: Drew Haley

CRP chair: John Moorhouse

Board membership: Friends of Settle-Carlisle Line, North Yorkshire County Council – (part funder), Craven District Council

Principal office location: Settle

Website: www.settle-carlisle.co.uk

Line: A double track main line from Carlisle to Leeds with extensive freight and some diversions. The line is shared with the Leeds-Morecambe service between Settle Junction and Leeds.

Line and service description: Rural service linking main centres of Leeds and Carlisle. Seven through trains in either direction daily. The partnership works on the section from Skipton to Carlisle. SCRDC works closely with the Leeds-Morecambe CRP (The Bentham Line), The Friends of the Settle-Carlisle Line and The Settle-Carlisle Railway Trust, which cares for much of the line's extraordinary heritage.

Designated line and or service: Not designated.

Social and economic background to the line: The route serves a diverse corridor, predominantly rural with the prosperous market towns of Skipton, Settle, Appleby. There is considerable tourist potential along the line, taking people into the heart of the Yorkshire Dales National Park. Carlisle is a major regional centre with higher education centres, a major retail centre and other social and cultural facilities for the area. Appleby was particularly badly hit by floods earlier this year and many businesses are still struggling to get back on their feet. The line serves some small rural communities such as Gargrave, Horton-in-Ribblesdale, Dent (some distance from the station) and the Eden Valley villages such as Armathwaite which were isolated from the rail service due to a major landslip, closing the line north of Appleby until 31 March 2017. The 'reach' of the Development Company does extend towards Leeds, including the more ethnically diverse towns of Keighley, Bingley and Shipley. Keighley College is located next to the station.

The railway acts as a corridor for small business development.

Key markets: Multiple markets with commuters at either end between Settle – Leeds and Appleby – Carlisle and day trippers / tourists throughout the line. A growing Anglo-Scottish market exists alongside a large number of local users, with around 5,000 Dales Rail cards in use.

Key activities:

- Timetable production, website and social media/subscriber development, newsletter; business forum and promotion through Explore vouchers, local/magazine advertising, music trains, media relations, group travel promotion and administration, promotion and management of Dales Railcard, provision of station booking office cover.
- Project development including heritage lighting scheme and improved shelters.
- Running the station café at Skipton and the on-train refreshment service.
- Production of glossy line guide for purchase, posters for the route and investment in Settle and Appleby stations through adoption.
- Working with Arriva PLC to promote development of the locally enterprising railway.



Priorities: Supported by North Yorkshire County Council and Friends of the Settle - Carlisle. SRCDC is very keen to develop the community business unit concept in order to embed sustainability into rail partnerships. SRCDC has a professional team and encompasses some concepts the Department for Transport (DfT) wishes to trial including: engaging with volunteers, operating catering on-train and off, focus on growing the market, heritage connections and integration with local attractions.

Main events, any significant impacts on services:

Landslip near Carlisle has stopped all through running since February 2016 and currently has impacted all markets, particularly through traffic by up to 60%. Scheduled to reopen 31 March 2017.

Plans for next 12 months and five years:

- Continual website / social media development, to promote the region and the railway.
- Local business promotions (the Explore voucher scheme) and online merchandising.
- New timetable booklet to be produced expanding on the current guide and promoting the area, what's on and what to do.
- Enewsletter six times a year to subscribers.
- Promotional leaflet and guide to the line 50,000 print run.
- New shelter at Settle, with Friends, Northern, Dev Co and RHT funding.
- Promotion of the Dales Railcard and value fares.
- Group travel re-launch and promotion following reopening.
- Expand the SCRDC business and increase events promotion.
- Deliver enhanced station facilities and new/enhanced catering opportunities, alongside timetable improvements.
- Explore with Arriva the Community Business Unit (CBU) and work with the wider CRP movement.
- Produce a new and improved Black Book line guide and history.
- Summer family fun day at Settle.



- Station posters, artwork and information boards for Settle and Appleby.
- Downloadable walks series and promotion.
- Dalesbus sponsorship, launch and promotion.
- Instagram launch and photography competition.
- Ride2Stride festival sponsorship and promotion.
- Develop revenues from Skipton café.
- Work with the Friends on promoting the line to wider stakeholders.
- Produce railcard wallets to promote Explore vouchers scheme.
- Christmas special to York.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

Heritage lighting scheme and a new shelter at Settle, plus a plan to refurbish Ribbleshead shelter may both feature in future asset management plans.

Recent trends in customer numbers

Average % change 2014-2015

2.36%

Average % change 2015-2016

-9.7%

3.2 Leeds - Morecambe Community Rail Partnership (LMCRP/The Bentham Line)

Region: East.

Funding provided to CRP: £15,000

Status: Company limited by guarantee.

Community Rail Partnership Officer:

Catherine Huddleston.

CRP Chairman: Gerald Townson.

Board membership: Northern, Network Rail, North Yorkshire County Council, Lancashire County Council, Craven District Council, Lancaster City Council, Lancaster and Skipton Rail User Group, Aire Valley Rail User Group, Lancaster, Morecambe and District Rail User Group, The Friends of Bentham Station, Furness Line CRP, Settle-Carlisle Development Company, Forest of Bowland AONB, West Yorkshire Combined Authority, ACoRP

Principal office location: Bentham Station

Website: www.communityraillancashire.co.uk

Line: Leeds to Morecambe and Heysham Port via Skipton, Carnforth and Lancaster.

Line and service description: Almost entirely double track line joining the Furness Line then the West Coast Main Line at Carnforth, leaving again at Bare Lane. At the other end its junction with the Settle - Carlisle at Settle Junction sees services share the route to Skipton. Both then share the route to Leeds with the more frequent Airedale Line trains. Services are approximately three-hourly with five services each way; four each way on Sundays.

Designated line and/or service: Services between Leeds and Morecambe/Heysham Port including local services between Lancaster, Bare Lane and Morecambe. The designation of the service also includes the stations at: Skipton, Gargrave, Hellifield, Long Preston, Giggleswick, Clapham, Bentham, Wennington, Bare Lane, Morecambe and Heysham Port.

Social and economic background to the line: Starting at Leeds, the route passes through the former industrial towns of Shipley, Bingley and Keighley before reaching the market town of Skipton, the largest town in the Craven District of North Yorkshire. The route goes on to

serve several small North Yorkshire towns and villages including Gargrave Hellifield, Long Preston, Giggleswick (for Settle), Clapham, Bentham itself, and the Lancashire village of Wennington. The stations between Skipton and Bentham provide good access to the Yorkshire Dales and those between Giggleswick and Wennington are designated gateway stations to the Forest of Bowland Area of Outstanding Natural beauty (AONB). The core of the line is rural with considerable tourist potential, especially for walking and cycling. Carnforth is a former railway community with a station heritage centre. Beyond, the route serves Lancaster, a thriving retail and cultural centre with an expanding university campus to the south of the city, and the seaside resort of Morecambe, which has a high level of social deprivation in some parts of the town. One service continues to Heysham Port where it connects with the boat service to and from the Isle of Man.

Key markets: Walkers and cyclists along the whole line. Students travelling between Lancashire and Yorkshire higher education establishments/universities and home across the Pennines, especially Friday to Monday. Leisure, shopping, business, education and health journeys from the Dales villages and towns to Lancaster, Skipton, Keighley and Leeds. Commuting and business travel to and from Leeds and beyond. Busy local services, including school journeys, between Morecambe and Lancaster.



Key activities at present:

- Working with the Forest of Bowland AONB and the Dales and Bowland Community Interest Company to develop the Bowland Explorer, an integrated minibus service connecting with trains at Bentham and Clitheroe on summer Sundays and Bank Holidays. Supported by Northern Seed Corn Fund.
- The continued development and refinement of communications campaigns including social media, additional information developments at Bare Lane, Clapham, Giggleswick, Long Preston and Gargrave, trial and publication of a Bentham Line Children's Activity pack, marketing along the line via Station to Station Celebration.
- Community developments at Clapham and Wennington stations and in the respective villages,
- Expansion of Bentham Line Cohesion Project along the route to include Lancaster Castle Station (Virgin Trains West Coast) and Carnforth (now a Northern station).
- Further development of 'Rail to Trail' walking and cycling project with additional walks from Skipton to Leeds and circular walks in Lancaster and Morecambe,
- Continued development of education plans and the facilities at Bentham Station to encompass work with primary schools along the line in the Craven District.
- Dementia and Community Rail project. This is a major project for the LMCRP in association with Northern, Alzheimer's Research UK, the Alzheimer Society and other partners. The project initially focuses on development of the Bentham Line as a 'centre of excellence' in the understanding of how community rail can help those people living with dementia, their carers and their supporters to have a far better experience of rail travel as a means of tourism. This project is supported by Northern Seed Corn Fund.

Priorities:

The continued promotion of the line as a scenic route, a TransPennine route and as an opening to numerous tourism and leisure opportunities. To continue to develop and support joint marketing initiatives with Northern aiming to increase patronage and further promote the Dales Railcard on the Bentham Line following the introduction of off-peak tickets. To promote the enhanced timetable (scheduled for May 2017) and the wider range of associated journey possibilities.

To bring the Dementia and Community Rail and the Bowland Explorer projects to fruition.

Main events, any significant impacts on services:

Carnival and Vintage Festival in Morecambe, early May and September. Large numbers travelling Lancaster-Morecambe. Strengthening of weekend services required for both events,

The V Festival in Leeds, usually in August, attracts a large number of younger passengers from North Lancashire and South Cumbria, the 07.07 Lancaster to Leeds is full with many passengers standing daily between Skipton/Keighley and Leeds, as is the 16.45 westbound from Leeds.

Plans for next 12 months and five years:

- Drive forward projects identified above.
- Investigate potential for a Community Rail Business Unit.
- Look to establish links with disadvantaged groups, focus dementia, with a view to creating bespoke travel packages for these groups and create greater awareness of disabilities.
- Promote improved services from December 2017 - commutes to Leeds and Lancaster, later trains, new options for local and long distance journeys.
- Develop Bowland Explorer service.
- Continue to develop a true sense of community 'spirit' on the line, as illustrated by the Dementia and Community Rail project.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

The Bentham Line CRP is keen to support Northern in improving stations on the line and to set consistently high standards of cleanliness and maintenance, as well as continue its own cohesion developments for the line. There will be a need to ensure that the heritage Midland Railway shelters at Gargrave, Clapham and Bentham are sympathetically restored during station improvements.

Recent trends in customer numbers

Average % change 2014-2015

6.7%

Average % change 2015-2016

-1.6%

3.3 Barton - Cleethorpes Community Rail Partnership (BCCRP)

Region: East

Funding provided to CRP: £15,000

Status: Part of Community Rail Humber, a private company limited by guarantee

Community Rail Partnership Officer: Gill Simpson

CRP chair: Mike Gathercole

Board membership: Northern, ACoRP, TransPennine Express (TPE)

Principal office location: Barton on Humber

Website: www.bccrp.co.uk

Line: Barton Upon Humber to Cleethorpes

Line and service description: The Barton Upon Humber to Cleethorpes line is principally an inter-urban route with some tourism traffic. It is a mix of single line and two track main line with a two hourly service.

Designated line and or service: Line designation from Barton on Humber to Cleethorpes inclusive.

Social and economic background to the line: The route links the small market town of Barton with several small villages in north Lincolnshire. At the far end of the line, Grimsby was once a major fishing port. Today it has high levels of deprivation in some areas of the town. Immingham, not directly on the line, remains one of the UK's main ports and provides significant local employment. Cleethorpes is a traditional seaside resort with an economy largely based on temporary low wage employment.

Key markets: Commuting and tourism to Cleethorpes or Barton.

Key activities:

The BCCRP has started to work with Northern and TransPennine Express, North and North East Lincolnshire Councils to:

- Encourage economic growth.
- Develop a range of community based projects.
- Reduce carbon emission.
- Promote equality of opportunity.
- Contribute to better safety & security, improving health and quality of life and a healthy natural environment – which are interpreted locally by each council.

Priorities:

- Encouraging service improvements including a year round Sunday service.
- TPE to stop all trains at Habrough creating better connectivity on the line to Doncaster, Sheffield and Manchester.
- Station ticket machine at Barton station.
- Engage with bidders for the East Midlands Franchise to ensure the winning bid delivers the best outcome for community rail and customers on the line.

Main events, any significant impacts on services:

- Cleethorpes Air Show.
- Barton Bike Night.
- Barton Ghost Walk.
- Santa Special.

Plans for next 12 months and five years:

- Support the plans to construct a new station at New Holland in partnership with Network Rail and Northern Rail.
- Work undertaken and planned by CRPs at stations and referenced in station asset management plans.

Recent trends in customer numbers

Average % change 2014-2015

-0.16%

Average % change 2015-2016

-15.6 %

Future of the Barton Line

As part of re-mapping under the East Midlands franchise, the Barton Line is expected to transfer to that franchise in 2018

3.4 Yorkshire Coast Community Rail Partnership (YCCRP)

Region: East

Funding provided to CRP: £15,000

Status: Part of Community Rail Humber, a private company limited by guarantee

Community Rail Partnership Officer: Gill Simpson

CRP chair: Tony Cooper

Board membership: Northern, North Yorkshire County Council, ACoRP, TransPennine Express

Principal office location: Barton on Humber

Website: www.yccrp.co.uk

Line: Hull to Scarborough via Bridlington and Driffield

Line and service description: The Yorkshire Coast line is mainly tourism with some inter-urban commuting at the southern end of the route. The service is roughly hourly between Hull and Scarborough, half hourly between Hull and Bridlington. There is some single line track between Bridlington and Scarborough.

Designated line and or service: The YCCRP has applied for service designation in 2016. This is pending with the DfT.

Social and economic background to the line: The route links several major centres but is extremely diverse. Hull is a major city with an economy once based on fishing and port industries. This has largely gone, leaving large pockets of unemployment and poverty. Cottingham, on the city fringes, has a university and hospital which provide employment. Beverley is a prosperous market town with the Minster being a major attraction. The route serves some small and fairly prosperous villages before reaching Bridlington. This is a traditional seaside resort but again suffers from economic deprivation. Beyond Bridlington the route connects some small village communities before reaching Scarborough, one of the North's major resorts. Like most similar places it has large pockets of deprivation and a large pool of temporary low-paid workers.

Key markets: Hull – Scarborough: tourism with commuting at the southern end of the route.

Key activities:

- The YCCRP works closely with the East Riding of Yorkshire Council, Scarborough Borough Council, North Yorkshire County Council and Hull City Council plus the local town and parish councils along the line.
- YCCRP volunteers meet monthly and organise various promotional events along the line to

increase public awareness of it.

- Partnership work supports the national local transport planning themes of economic growth, reducing carbon emissions, promoting equality of opportunity, contributing to better safety and security, improving health and quality of life, and contributing to a healthy natural environment, aims which are interpreted locally by each council.

Priorities:

Encourage installation of information screens at stations along the line which have significant passenger footfall.

Encourage better bus links from the stations to outlying areas.

Main events, any significant impacts on services:

- Hull City of Culture 2017.
- Scarborough Spa Expo.
- ACoRP Community Rail event in Manchester.
- Scarborough Power Boat Racing.
- Scarborough Station to Station event.
- Armed Forces Day (Scarborough station).
- Filey Festival.
- Driffield Show.
- Yorkshire Day (Hull Paragon station).
- Halloween Special (Hull Paragon station).
- The Santa Special.

Plans for next 12 months and five years:

- Support an hourly Monday to Saturday service between Bridlington and Scarborough.
- Development of Cottingham Station in to a community hub.
- Development of Filey Station in to a community hub.
- Development of Interactive map - The Cleethorpes to Scarborough Experience.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

The Partnership will be working closely with the Station Adopters and wider communities of Cottingham and Filey to seek sustainable uses for the station buildings via public and social media.

Recent trends in customer numbers

Average % change 2014-2015
-0.16%

Average % change 2015-2016
3.3%

3.5 Penistone Line Community Rail Partnership (PLCRP)

Region: East

Status: A Partnership with Management Committee

Funding provided to CRP: £25,000

Community Rail Partnership Officer:

Rowena Chantler

CRP chair: Neil Bentley (Driver for Northern)

Board membership: Board are voted on by members of the partnership. Current board members are: Brian Barnsley, Amanda Barnsley, Philip Jenkinson, Glyn Scothern, Linzey Scothern, David Wilkinson and David Cook.

The Partnership also has 200 paid up members, 10% of these are regularly and actively involved.

Principal office location: No office base – hot-desking available in Penistone Town Hall, currently one day per week.

Website: www.southpenninesrail.co.uk

Line: Huddersfield to Sheffield

Line and service description: The line links Huddersfield and Sheffield and the service stops at 15 stations, including Barnsley in West and South Yorkshire (limited stops at Elsecar). The service is important for local residents to get to Huddersfield, Barnsley and Sheffield and for significant travel between intermediate points (particularly Meadowhall). The hourly stopping service stops at every station and the journey time from end to end is approximately 75 minutes. The time taken to travel between both cities on this line is perceived to be a weakness but in reality is the service's strength in terms of access to services for residents of rural areas.

The service is hourly between Monday and Saturdays. The Sunday service is every two hours (with two extra services – therefore providing an hourly/two hourly service). There has been increased patronage at stations along the line.

Designated line and or service: Designated line between Huddersfield and Barnsley.

Social and economic background to the line: The Huddersfield and Barnsley area can be classed as an urban/semi rural area, with pockets of deprivation.



The Kirklees Area has a population of over 400,000 and 21% of this population are from ethnic minority groups which is above the national average. Over 70% of households have a car/van and 1.8% of the population travel to work by train.

The Barnsley area has a population of over 200,000 of which 0.9% of the population are from Ethnic Minority Groups. 68% of households have a car/van and 1.2% of the population travel to work by train.

Key markets:

Commuters between Huddersfield and Sheffield, commuters into Barnsley, commuters to Meadowhall.

Passengers attending events along the line e.g. Penistone Show, Shepley Spring Folk Festival, Penistone Gala, Huddersfield Food and Drink Festival, Honley Show, Tour de Yorkshire, concerts/performance/cinema at Penistone, Barnsley, Huddersfield, Sheffield, Meadowhall. Meadowhall a major shopping attraction on the line, as are markets at Penistone, Barnsley and Huddersfield. Those accessing services from the small villages in to the towns and cities.

Key activities

- Organise guided walks from stations along the line, music trains, and other events including 'Walk your Way to happiness'.
- Produce the Penistone Line Express, which is delivered to locations surrounding the line, and they staff stands at events away from the railway as and when required.
- 'Love Your Local Station' is about improving the 'kerb' appeal of local stations along the line. This project works within Community Rail Development Strategy (CRDS) and PLCRP objectives: To work with a range of partners for specific improvements at stations and to local train services.
- 'Days out on the Train' is about promoting local attractions.
- Encourage regeneration, sustainable development and social inclusion along the corridor served by the railway.
- 'Where's the train?' This project promotes the train service away from the station. Linking in with various sectors within the community (e.g. schools, university, mental health, dementia groups and those not in education, employment or training).
- To continue to promote the railway and community, educating all sections of the public in the benefits of integrated, sustainable forms of transport.
- To encourage regeneration, sustainable development and social inclusion along the corridor served by the railway.

Plans for next 12 months and five years:

- Explore new options for station adoption.
- Continue with the usual community rail activities e.g. gardening at stations, artwork, volunteer days, working with schools and the University of Huddersfield, wider community rail collaboration (in particular working with Community Rail Lancashire in relation to education and Bentham Line in relation to the Dementia pilot project).
- Explore the possibility of running a pilot project with adults with mental health issues. Encourage confidence in travelling by train. Work to improve rail staff awareness and understanding of mental health issues.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans: In particular, the PLCRP are looking at improvements to Honley Station, which would provide several benefits to the train operators.

Access for all (currently no level access), waiting space for the wider community, and a safe space to wait for school children. The plan would also include opportunities for the school to take 'ownership' of the station with art work.

Recent trends in customer numbers

Average % change 2014-2015

11.08%

Average % change 2015-2016

- 0.5 %

3.6 Bishop Line Community Rail Partnership

Region: North East

Funding provided to CRP: £15,000

Status: Unincorporated association

Community Rail Partnership Officer:

Robert Whitehouse

CRP chair: Charlie Walton

Board membership: Darlington Borough Council, Durham County Council, Great Aycliffe Town Council, Shildon Town Council, Tees Valley Combined Authority, ACoRP, Northern, ASLEF, British Transport Police, Network Rail, TransPennine Express, Virgin Trains East Coast, RMT, A1 Locomotive Trust, Friends of Darlington Railway Museum, Friends of the National Railway Museum (North East Branch), Locomotion, the NRM at Shildon, Weardale Railways Limited, Weardale Railway Trust, Bishop Trains, Esk Valley Railway Development Company, Saltburn Line User Group, Age Concern, Auckland Castle, Bishop Auckland Town Team, New Shildon Residents Association, Greendale Community College, Xcel Centre, Hitachi, South Durham UTC

Principal office location: Darlington

Website: www.bishopline.org

Line: Bishop Auckland to Darlington, extending to Saltburn

Line and service description: Two hourly service between Bishop Auckland and Darlington (hourly at peak), extending to Saltburn and crossing the East Coast Main Line on the level.

Mix of single and two track railway between Darlington and Bishop Auckland where the line connects to the private Weardale Railway. The route is part of the historic Stockton and Darlington Railway and runs past the National Railway Museum at Shildon and the North Road Railway Museum. There are also strong links with the A1 Locomotive Trust, builders of new steam locomotives. The new Hitachi train factory has been built at Newton Aycliffe.

Designated line and or service: Designated service, including Bishop Auckland, Shildon, Newton Aycliffe, Heighington and North Road stations.

Social and economic background to the line:

The route is of great historic importance forming part

of the original Stockton and Darlington Railway.

Darlington was a major railway centre, providing jobs in engineering, operations and administration. Little of that remains and the town has struggled to find new sources of employment. The new Hitachi plant, located along the line at Heighington, was a major boost to the local economy. Shildon, another former railway community, is now home to the Locomotion - National Railway Museum which brings a growing number of visitors to the town. The town has suffered from unemployment since the railway works closed in 1980. Bishop Auckland is an attractive market town which is currently being re-developed with a major theme park adjacent to the historic Bishop's Palace. There are a number of tourist attractions easily accessible from the train (e.g. Bishop's Palace and Weardale Railway).

Key markets: Commuters to Tees Valley.

Key activities:

- Teaching primary school children about using the train.
- Station adoption support and supporting community activities along the line.
- A priority is to extend the service designation to Saltburn.



Main events, any significant impacts on services:

- NRM (Shildon) events including Shildon Railway Artwork Project by Greenfield Community College students.
- Kynren at Auckland Castle.
- The impact of the new Hitachi factory at Newton Aycliffe.
- Planning for the introduction of hourly service in December.
- As part of significant developments at Bishop Auckland the station travel centre is organising rail excursions and mini breaks, etc., it is anticipated local demand for rail will increase.

Plans for next 12 months and five years:

- Building bridges between railway and the community - work with primary school children, teaching them about using the train.
- Supporting station adoption.
- Supporting and promoting activities along the line.
- The CRP will be contributing to the North East Rail Website and the North East Rail Card.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:
None identified.



Recent trends in customer numbers

Average % change 2014-2015

-1.67%

Average % change 2015-2016

-3.6%

3.7 Tyne Valley Community Rail Partnership (TVCRP)

Region: North East

Funding provided to CRP: £15,000

Status: Not-for-Profit Company, Limited by Guarantee

Community Rail Partnership Officer: Fiona Forsythe / John Gillott (until June 2017)

CRP chair: Dr. Malcolm Chainey

Board membership: The TVCRP Board has undertaken a governance review over recent months. The nature of Board meetings is changing to provide an opportunity to discuss governance issues and project matters at different meetings. The Board is re-structuring to enable individual members to have a more 'portfolio' approach. The Articles of Association have also been brought up to date.

Principal office location: Hexham

Website: www.tvcrp.org.uk

Line: The Tyne Valley Line links the two cities of Newcastle upon Tyne and Carlisle. In the intervening 62 miles are 14 stations. All these stations are unstaffed with the exception of Hexham. There are four trains an hour between Newcastle and the Metro Centre in Gateshead, a half hourly service Newcastle to Hexham, and an hourly Newcastle – Carlisle service. Calls at the five intermediate stations between Hexham and Carlisle vary.

Line and service description: The train service between Newcastle and Carlisle is broadly hourly. Some westbound trains extend beyond Carlisle to destinations in Scotland (Dumfries, and Glasgow Central) or to Whitehaven. Trains at Carlisle also provide connections to the Settle - Carlisle line, the Cumbrian Coast line and long distance services. There is a separate hourly local service between Hexham and Newcastle which, when combined with the Carlisle service, provides a broadly half-hourly service at Hexham and Prudhoe.

Three services (each way Mon-Sat) are provided by Scotrail and are specified by Transport Scotland. These include peak trains at each end of the line serving local stations. The Scotrail rolling stock is crewed by Northern staff for services east of Carlisle. Most services starting at Hexham run through to Sunderland, Middlesbrough and Nunthorpe.

In response to stakeholder requests, the service at Dunston was increased to hourly in December 2013 with Blaydon being served every other hour. Prior to this both stations had very few services.

Designated line and or service: Designated service.

Social and economic background to the line:

This historic route links the major cities of Newcastle upon Tyne with Carlisle, running roughly parallel to Hadrian's Wall. The Metro Centre is a major employer and source of business for the line. Newcastle is the regional capital for the North East with a thriving city centre but some areas of severe deprivation. The route serves former industrial communities such as Dunston and Blaydon before going into the more prosperous Tyne Valley communities such as Prudhoe, Wylam and Corbridge. Hexham is a prosperous market town with a good rail link to Newcastle for commuters. East of Hexham the route serves rural communities, with Haltwhistle being the largest town. Carlisle itself is a busy regional centre acting as a major employment and educational hub for Cumbria and west Northumberland.



Key markets: From the west, shoppers in Metro Centre and Newcastle. Commuters (work, school, university) to Newcastle and beyond, commuters from stations west of Hexham to Carlisle. Tourist traffic to Hexham and onwards to Hadrian's Wall. Walkers and cyclists from cities to stations along the line. School pupils travelling in from stations west of Hexham and attending Newcastle schools. There is also considerable school traffic using the line from Haltwhistle and Brampton to Carlisle.

Key activities:

- The Tyne Valley Folk Train runs every second month, on a Sunday, from Newcastle, taking 40-60 people to Bardon Mill for lunch.
- The stakeholder event in November was well attended, producing new community links and locally inspired actions for the 2017-2018 action plan.
- Returning disused buildings to use: On Hexham station, an original waiting room will be opened as a micro-pub. TVCRP has been working on the venture with a local brewery.
- At Haltwhistle, the old booking hall has been refurbished for use by schools and other community groups. Wylam First School and groups from the Angelou Centre in Newcastle visited recently.
- TVCRP are also working in partnership with Hadrian's Wall Community Champions (32-page line guide) and Dilston College (who staff a tea and coffee Kiosk at Hexham station). Dilston is a college for young people with learning disabilities, run by the Cambrian Group.

Priorities: To be identified before the next report.

Main events, any significant impacts on services:

- Northumberland County Show (Stocksfield), with 25,000 visitors.
- Tynedale Beer Festival (Corbridge) with 6,000 visitors.
- Football traffic is significant when Newcastle is playing at home.

Plans for next 12 months and five years:

- TVCRP is reviewing the stations along the line with a view to where improvements to the passenger experience can be made. Some stations have been adopted. The plan is to formalise these arrangements and find local groups to adopt other stations.
- The Kiosk at Hexham station is a social enterprise run in partnership with Dilston College. It provides a real work environment for Dilston students during term-time. A charity called Daybreak has stepped in to cover school holidays. Adults with learning disabilities from Daybreak ran the Kiosk this February during half term.
- A school project called 'Switches and Crossings' is being planned. Initial conversations suggest that days out to Haltwhistle will be welcomed by schools.
- Over the next five years, new housing estates at Blaydon are expected to impact on potential markets. The re-opening of Gilsland station (on Hadrian's Wall) is currently in Network Rail's Governance for Railway Investment Projects (GRIP) process. TVCRP also plans to increase presence on social media and redesign the partnership web site.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

Hexham micro-brewery and Haltwhistle old booking hall as an education resource.

Recent trends in customer numbers

Average % change 2014-2015

19.31%

Average % change 2015-2016

-7.5%

3.8 Esk Valley Railway Development Company

Region: North East

Funding provided to CRP: £25,000

Status: Company Limited by Guarantee

Community Rail Partnership Officers: Piers Elias, Development Manager and Lisa Williams, public relations and marketing

CRP chair: Alan Williams

Board membership: Northern, North Yorkshire County Council, Scarborough Borough Council, North Yorkshire Moors Railway, two independent members.

Principal office location: Whitby

Website: www.eskvalleyrailway.co.uk

Line: Whitby to Middlesbrough

Line and service description: Single track with passing loops. Sixteen trains each weekday Middlesbrough-Nunthorpe. Only four trains each week day between Nunthorpe and Whitby.

Designated line and or service: Designated community railway line.

Social and economic background to the line:

The route starts at Middlesbrough, still a major centre of employment in chemicals and petro-chemicals though it has been badly affected by the closure of the nearby Redcar steelworks. The local college is expanding significantly. There are pockets of severe deprivation in some of the outlying housing estates. The town has a busy shopping centre and the Museum of Modern Art has become a major regional attraction.

The route serves some relatively prosperous suburbs and the James Cook Hospital, a teaching hospital and major local employer. Beyond Nunthorpe the route is very rural, crossing the North York Moors National Park into the Esk Valley, from here it follows the River Esk to the sea at Whitby, serving a series of small villages for which it provides the only public transport. At Grosmont the line is joined by trains from Pickering on the North Yorkshire Moors Railway. Whitby itself is a bustling seaside resort with some fishing remaining. The recent approval of a potash mine nearby and the designation of Whitby as base for the new North Sea wind farm will both offer significant new employment opportunities and are expected to have a positive impact on the local economy.

Key markets: Year round day visitors to Whitby from the Tees Valley and wider north east industrial areas. The developing weekend break market. Access to the national park for walkers and cyclists.

Key activities:

- Netting for Whitby station to resolve pigeon problems.
- Glaisdale toilets refurbishment.
- Comondale station access – widening path through field to enable wheelchair access.
- Real Ale, Real Music, Real Fun! Music and Ale trains.
- Working with ACoRP on a new heritage and tourism leaflet.
- Developing the web-site to promote Sunday services.
- We now have station adopters at 15 out of 17 of our stations and working with NYMR on arrangements for Grosmont and Whitby which would then complete the line.



Priorities: Developing the case for increased daily services. Promoting the new, year round Sunday service. Improving both facilities and the condition of Whitby station which is now (if you include North Yorkshire Moors Railway (NYMR) passengers) the largest unstaffed station in the country. Developing joint timetable along with Moorsbus, following a grant award of £29k from TransPennine Express (TPE).

Main events, any significant impacts on services: Whitby Goth weekends, Whitby Regatta, Tour de Yorkshire (high profile cycle race), Sixties Weekend, music festival.

Plans for next 12 months and five years:

For the next 12 months:

- Promotion of new Sunday service.
- Continuing work with North Yorkshire County Council on proposals for best use of Section 106 funding for rail infrastructure improvements.

For next five years:

- Promotion of new commuter service commencing December 2019, developing plans for later evening services and additional daytime services.
- Developing closer working agreement with NYMR including shared care of Whitby and Grosmont stations.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

Station adopters identified for all 17 stations apart from Glaisdale, Grosmont and Whitby. The latter two will feature joint adoption plan with NYMR.

Recent trends in customer numbers

Average % change 2014-2015

0.29%

Average % change 2015-2016

9.6%

3.9 South Fylde Line Community Rail Partnership

Region: West

Funding provided to CRP: £25,000

Status: Informal partnership with agreed terms of reference which are set out in the annual Action Plan. The South Fylde CRP is part of Community Rail Lancashire (CRL), a not for profit company, limited by guarantee. The SFLCRP is represented on the Board of CRL Ltd.

Community Rail Partnership Officer: Simon Clarke

CRP chair: Tony Ford

Board membership: Lancashire County Council, Northern, Network Rail, Blackpool Council, Fylde Borough Council, St Anne's Town Council, BAFRUA, British Transport Police.

Principal office location: Accrington railway station

Website: www.communityraillancashire.co.uk

Line: The branch is a single track railway from Blackpool South to Kirkham where it joins the main Blackpool North to Preston line.

Line and service description: The Preston to Blackpool South service is the western arm of the Colne to Preston service and operates as an all stations service at hourly intervals on weekdays. Sundays is the same but does not operate all year.

Designated line and or service: The line has been formally designated as a community rail line and service. The line designation covers the section between Kirkham & Wesham (Kirkham North Junction) and Blackpool South and the service designation covers the service between Preston and Blackpool South.

Social and economic background to the line: Preston, the start of the route, is a major sub-regional centre. Its textile industrial base has largely disappeared but since the war there has been investment in its automotive industry and more recently it has become a major higher education centre, the base for University of Central Lancashire. It is an ethnically mixed conurbation with significant pockets of deprivation but an affluent surrounding area. The route serves part of this area, linking



Kirkham, a small market town, with the prosperous seaside resorts of Lytham and St Anne's before reaching Blackpool itself. Blackpool is the North's premier seaside resort but with significant pockets of deprivation. There is a sizeable eastern European community.

Key markets: Commuters and students from the South Fylde to Preston; significant year round leisure travel to Blackpool and, in particular, Blackpool Pleasure Beach. This is especially the case from Easter to the end of the Illuminations.

Key activities:

- Working with station partnerships at Blackpool South, Squires Gate, St. Anne's-on-the-Sea, Ansdell & Fairhaven, and Lytham.
- Continuing promotion of the existing self-guide walk leaflets and preparation work for two new ones.
- Marketing and sponsorship of the 2017 St Anne's Carnival and Kite Festival.
- Working with CRL Ltd to extend the school engagement project to the line with a view to a primary school taking part in a trip to Preston station.

Priorities: To be identified before the next report.

Main events, any significant impacts on services:

- St. Anne's Carnival.
- Lytham Club Day and Rose Queen Festival.
- St Anne's Kite Festival.
- Blackpool Illuminations.
- Lytham Proms.

Work on the NW electrification project will affect some services this year (Bus Replacement) as the improvements go ahead.

Plans for next 12 months and five years:

- Continue to engage with the station partnerships and to encourage them to join ACoRP.
- Develop station plans and make bids to the Northern Station Adoption Fund.
- Seek funding to develop Blackpool South station.
- With CRL, extend the educational engagement project to the line and for a trial school to take part in a trip to Preston in association with Virgin Trains.

- Work with Northern on a station improvement plan for the line based on the Station Improvement Fund and seek additional third party funds.
- Continue with the self-guide walk leaflets including new leaflets and occasionally lead guided walks from Lytham or St Anne's stations.
- Support for the St Anne's Carnival and Kite Festival will continue.
- The CRP will continue to review membership of the management group.
- In the medium term, SFCRP will look to develop an improved timetable which maximises connectional opportunities at Preston and will work to improve station facilities along the line. The line's station partnerships will continue to be an important focus as will the development of a school engagement programme linked mainly to the key stage programme that has been developed by CRL.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

With aims to improve stations for passengers, work in this area is likely to be identified in future years.

Recent trends in customer numbers

Average % change 2014-2015

2.03%

Average % change 2015-2016

0.3%

3.10 West of Lancashire Community Rail Partnership (WofLCRP)

Region: West

Funding provided to CRP: £25,000

Status: Informal partnership with agreed terms of reference which are appended to the annual Action Plan. The WofLCRP is represented on the Board of Community Rail Lancashire, a not for profit company, limited by guarantee.

Community Rail Partnership Officer: Brian Haworth

CRP chair: Marion Atkinson

Board membership: Lancashire County Council, Northern, Network Rail, West Lancashire Borough Council, Sefton Metropolitan Borough Council, Merseytravel, Transport for Greater Manchester, OPSTA, British Transport Police.

Principal office location: Accrington railway station

Website: www.communityraillancashire.co.uk

Line: Preston Ormskirk is a principally single track line leaving the West Coast Main Line (WCML) south of Preston. The Wigan to Southport route is a two track railway between Wigan Wallgate at the coastal terminus where it meets the Merseyrail Electrics network.

Line and service description: Preston to Ormskirk has a limited service of 13 trains per day Mondays to Saturdays which connects with the frequent Merseyrail Electrics service to Liverpool Central.

The Wigan to Southport line has a core two trains per hour service during most of the day with hourly services in the evening and on Sundays. One of the services provides a direct link to Manchester Piccadilly and Manchester Airport.

The WofLCRP works on both the Preston to Ormskirk and Wigan to Southport lines although marketing takes in both Liverpool and Manchester.

Designated line and or service: The Preston to Ormskirk line has been designated. Stations covered are Croston, Rufford and Burscough Junction. The Wigan to Southport line is not designated.

Social and economic background to the line: The Preston to Ormskirk route runs south-westerly from Preston, to the side of Leyland, a rapidly developing

town but not directly served by the line, before reaching Croston – a prosperous village in a predominantly agricultural area. Whymott Prison is nearby and a significant local employer. Rufford is a small community close to the popular attraction of Rufford Old Hall. Burscough is an expanding small town close to Martin Mere, one of the North West's most popular attractions which has a footpath link from Burscough Bridge station. Ormskirk is a substantial market town with Edge Hill College close by. The station is a railhead for many smaller communities.

The Wigan – Southport line forms the other route served by the CRP and intersects with the Preston – Ormskirk line at Burscough. Wigan is a large former industrial centre and is a major retail hub. Parts of the borough experience social deprivation. Further west, the route serves more prosperous commuter suburbs such as Appley Bridge and Burscough, then some small agricultural communities. Southport is a major resort and commuting town (for Liverpool and also Manchester).

Key markets: Preston to Ormskirk: students (mainly for UCLAN) and commuters to Preston; students (to Edge Hill) and commuters to Ormskirk and Liverpool. On Southport to Wigan (Manchester) again mainly commuters to Bolton, Salford and Manchester and commuters and leisure travellers to Southport.



Key activities:

- Having reprinted two leisure guides, the partnership is now developing a poster campaign, planning a launch and associated media activity to support this.
- Looking at ways to reinvigorate the Burscough Stations Partnership and continue to support the other station partnerships at Croston and Meols Cop.
- Engaging with interested parties to look at new ways to operate the interchange at Burscough Bridge which was closed by Lancashire County Council in 2016. A successful Seed Corn bid was submitted to Arriva Rail North to fund an investigation into how the interchange could be remodelled to suit community activities.
- Engaging with schools on the Ormskirk line, having successfully taken a party to Preston and undertaken joint activities with Virgin Trains. Includes development of a prototype 'I-Spy' book that will now be professionally printed and used with other west Lancashire schools.
- Reviewing opportunities for the development of station activities that build on the work with CRL.
- Maintain the marketing campaign around the two leisure guides and seek opportunities to promote them in local communities plus Manchester and Liverpool.
- As part of Community Rail Lancashire (CRL), WofLCRP will continue to engage with the station partnerships and encourage them to join ACoRP and will develop station plans and make bids to the Northern Station Adoption Fund. Passenger surveys jointly with OPSTA will continue and the CRP will work with Northern to optimise the improved Preston to Ormskirk timetable from Dec 2017 and continue discussions on the routing of Southport to Manchester services.
- In a five-year timeframe, the CRP will promote the new enhanced Preston to Ormskirk service from December 2017.
- Work with Northern to keep services from Southport to south Manchester and Manchester Airport, plus improved journey times between Preston and Ormskirk and Wigan to Southport.
- Work with Northern on promoting local uptake of Station Improvement Fund combined with grants from third parties. New station partnerships are being developed at stations such as Parbold and Rufford.
- Re-establish links with Martin Mere Wildfowl and Wetlands Trust which is linked by footpath to Burscough Bridge station.

Priorities: To be identified before the next report.

Main events, any significant impacts on services:

The ongoing Northern Hub works are having a significant impact on Manchester services especially at weekends. The key events in Southport (the Flower and Air Shows) cause severe overcrowding so the CRP does not actively promote these events.

Plans for next 12 months and five years:

- Working with Community Rail Lancashire to expand the education engagement project
- Continuing the engagement with primary schools along the Ormskirk
- Development of the 'I-Spy' and 'Passport to Safe Rail Travel' ideas (in partnership with the South Fylde Line CRP and East Lancashire CRP).
- Maintain and develop the CRP website.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

With station development in mind, work that will be referenced in station asset plans is likely to be identified in the next 12 months.

Recent trends in customer numbers

Average % change 2014-2015

7.96%

Average % change 2015-2016

3.5%

3.11 Cumbrian Coast Line Community Rail Partnership

Region: West

Funding provided to CRP: £25,000

Status: A Partnership with a constitution in which Cumbria County Council is the 'Accountable Body'.

Community Rail Partnership Officer: Laurence Hilland

CRP chair: Dawn McGough

Board membership: Northern, Network Rail, Direct Rail Services, Cumbria County Council, Allerdale Borough Council, Carlisle City Council, Copeland Borough Council, Eden District Council, Local Enterprise Partnership, NuGen, Turning Point, West House.

Principal office location: Carlisle

Website: www.cumbriancoastline.co.uk

Line: The route extends from Carlisle to Barrow, with the section from Sellafield to Barrow being principally double track, a single track section from Sellafield to Parton and then two tracks on to Carlisle. The line carries significant freight.

Line and service description: Inter-urban service between Barrow in Furness and Carlisle, with a few services extended to Preston. There is only a six day per week service over most of the line. The service is approximately hourly to the larger stations but smaller stations are request stops. There are weekly nuclear freight trains and a growing number of freight diversions. There is a heavy reliance on commuting to Sellafield, Carlisle and Barrow with a tourism market limited by the timetable.

Designated line and or service: Designated service.

Social and economic background to the line: The route, 86 miles in length, stretches from the major shipbuilding centre of Barrow north to Carlisle and serves a mix of rural, tourist and industrial communities based around expanding nuclear business. Barrow and surrounding areas is experiencing a resurgence in population growth due to the expanding role of British Aerospace (BAE), the most significant employer. The town of Millom is popular with tourists, whilst the nearby open prison at Haverigg remains a primary source of local



employment. Tourism is a major contributor to the local economy, primarily due to attractions like the Ravenglass and Eskdale Railway, Muncaster Castle, the Western Fells of the Lake District and the Coast-to-Coast walking route which starts in the seaside town of St Bees.

Sellafield is the largest employer in the area, with satellite campus sites in Workington and Whitehaven attracting graduates from Europe and beyond. This is set to continue with new investment of £60 billion anticipated in 2018. The Port of Workington serves the new windfarm development in the Solway Firth, whilst Maryport has benefitted from regeneration in the form of a marina and other harbourside developments. Pockets of social and economic deprivation remain in West Cumbria, due to closures in mining, iron and steel production.

Key markets: Passengers commute to work at Sellafield, Workington, Whitehaven, Carlisle and Barrow and to education and medical centres in Carlisle and Barrow. Connections are made at Carlisle for West Coast Main Line (WCML) services and trains to the Newcastle area, and at Lancaster for services to the WCML and Manchester. There is a developing tourism and leisure market.

Key activities:

- Involvement and influence of local authority strategies relating to nuclear development.
- Essential infrastructure improvements; impact on both freight and passenger services.
- Support for major project working groups.
- Ongoing liaison with Northern input to the InterCity West Coast consultation, NuGen and similar public consultation.
- Marketing and promotion.
- Station Friends groups.
- Station improvements.
- Visitor initiatives.
- External funding applications.

Priorities: The CRP views its overriding priority for all Cumbrian lines at the moment to be supporting and campaigning for improved services that meet need - sufficient rolling stock and satisfactory service levels, adequate seating capacity; service reliability and frequency; and improved quality of station and on-board passenger facilities.

Main events, any significant impacts on services: Ongoing analysis of potential for massive growth in passenger and freight along the Cumbrian Coast, coupled with the need for major infrastructure investment (possibly via Cumbria LEP); need to stimulate west Cumbrian economy via improved rail services.

Plans for next 12 months and five years:

- Partnership working with all existing partners and developing new links.
- Work with Northern to promote seven-day services, rolling stock improvements, restored stations.
- Developing more Station Friends groups, car parking and station access improvements and fewer barrow/level crossings.
- Seek improved connectivity to WCML and Tyne Valley services and to the regional capital at Manchester.
- Continue advisory role to developer strategies regarding infrastructure improvements and impact on passenger services stimulating demand via enhanced marketing.
- Seek funding for community rail initiatives, contribute to hub station plans, reinforcing existing Station Friends groups and establishing new groups, continue flagship development at Millom, enhanced partnership working with other CRPs, consolidation of financial position and succession planning.
- Over the longer term there are unlimited opportunities along the Cumbrian Coast line particularly focused on nuclear/ industrial developments and the ongoing potential for growth in tourism and local community demand.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

As the CRP wants to focus on station improvements, opportunities are likely to emerge.

Recent trends in customer numbers

Average % change 2014-2015

5.18%

Average % change 2015-2016

-7.7%

3.12 Furness Line Community Rail Partnership (FLCRP)

Region: West

Funding provided to CRP: £25,000

Status: A Partnership with a Constitution in which Cumbria County Council is the 'Accountable Body'.

Community Rail Partnership Officer: Jim Trotman

CRP chair: Tim Owen

Board membership: Arriva Rail North, Network Rail, Cumbria County Council, Barrow Borough Council, South Lakeland District Council, Lancashire County Council, BAE systems, British Transport Police, Grange Town Council, FLAG, DfT, Arnside (AONB), Morecambe Bay, Cartmel Racecourse, Dalton Town Council, Ulverston Town Council.

Principal office location: Carlisle

Website: www.furnessline.co.uk

Line: The route extends from Barrow to Carnforth and is double track throughout. The route joins the West Coast Main Line (WCML) at Carnforth where it shares the junction and platforms with the Bentham line. The line carries significant freight.

Line and service description: Inter-urban service between Barrow in Furness and Lancaster/Preston/Manchester International Airport (MIA). Approximately hourly service to most stations but lesser service to some smaller stations. A few services are extended through to the Cumbrian Coast line and up to Carlisle. The line carries weekly nuclear freight trains and a growing number of freight diversions.

Designated line and or service: Designated service.

Social and economic background to the line: The route runs south easterly from Barrow through the expanding suburb of Roose. Ulverston is a medium-sized market town with some industry, notably chemicals. It is a shopping and leisure centre for the Furness area with the Buddhist temple and a variety of festivals bringing many visitors. This area has some tourism, including Cartmel village with its priory and race days. Grange-over-Sands is a classic small Victorian resort with a large proportion of retirees.

Arnside, across the estuary, is a smaller mirror image with a substantial day trip market. Silverdale is a thriving village and the station is adjacent to the RSPB Leighton Moss nature reserve whilst Carnforth is a medium-sized market town with its railway heritage centre and supermarkets. Lancaster is a thriving city with expanding universities.

Key markets: Passengers commute to work, education and medical centres in Lancaster and Barrow. There is a substantial tourism and leisure market throughout the day. Cumbria Better Connected highlighted the need for eight return services to Manchester International Airport (MIA). Commuting to work in Barrow would grow if the timetable was revised. Ambitious nuclear and other major project developments on the CCL will also impact on the FL. There is a significant suppressed demand for passenger travel to Barrow currently precluded by the unresponsive timetable.



Key activities:

- Involvement and influence of local authority transport strategies.
- Support essential infrastructure improvements that impact on both freight and passenger services.
- Support for major project working groups.
- Ongoing liaison with Northern.
- Input to ICWC, NuGen and similar public consultations.
- Marketing and promotion.
- Station Friends groups.
- Station improvements, station parking, access schemes and hub station plans.
- Visitor initiatives.
- External funding.

Priorities: The CRP views its overriding priority for all Cumbrian lines at the moment to be ensuring sufficient rolling stock and satisfactory service levels to meet local need in terms of seating capacity, service reliability and frequency, and the quality of station and on-board passenger facilities.

Main events, any significant impacts on services:

The transition of the services to Northern and introduction of through services to start from May 2018.

Potential increases in freight and passenger numbers due to industrial development in west Cumbria.

Plans for next 12 months and five years:

- Continue advisory role to developer strategies regarding infrastructure improvements and impact on passenger services stimulating demand via enhanced marketing.
- Seek opportunities for funding and community rail initiatives.
- Contribute to hub station plans.
- Reinforce existing Friends groups and establishing new groups.
- Enhance partnership working with other CRPs.
- Consolidate financial position.
- Succession planning.

In the five-year timeframe

- Work with Northern to improve access and parking at intermediate stations
- Encourage new Station Friends groups.
- Work with Northern on timetable improvements to include through services between MIA and Barrow.
- Transition to new CRP officer.
- Develop business case for eight through services (Barrow – Manchester International Airport) implemented by May 2108.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

With station improvements on the CRP's agenda, work under this heading is likely to be identified.

Recent trends in customer numbers

Average % change 2014-2015

5.91%

Average % change 2015-2016

-0.8%

3.13 Lakes Line Community Rail Partnership

Region: West

Funding provided to CRP: £25,000

Status: A Partnership with a Constitution in which Cumbria County Council is the 'Accountable Body.'

Community Rail Partnership Officer: Jim Trotman (p/t)

CRP chair: Tim Owen

Board membership: Northern, Virgin, Network Rail, Cumbria County Council, South Lakeland District Council (SLDC), Windermere Lake Cruises, Lake District National Park – Planning Authority; Cumbria Tourism; Lakes Line Rail User Group, Parish Councils, Stagecoach, Windermere Town Council; Windermere and Bowness Chamber of Trade

Principal office location: Carlisle

Website: www.lakesline.co.uk

Line: The line is a single track route from Oxenholme on the West Coast Main line to Windermere. Services transferred from TransPennine Express (TPE) to Northern in April 2016.

Line and service description: Partly inter-urban service between Windermere and Lancaster / Preston / Manchester and partly a local service between Oxenholme and Windermere. Approximately hourly service to key service centre stations, Kendal and Windermere, but fewer services to the smaller stations of Burneside and Staveley. Connections now made to Virgin Trains and TPE services at Oxenholme / Lancaster. Demand strongly based on the tourism and leisure markets so the link to Manchester International Airport (MIA) is important.

Designated line and or service: Designated line.

Social and economic background to the line: The branch from Windermere is very much 'the gateway to the south Lakes' and is well used by tourists but also has an important role as a local transport link. Kendal is one of the largest Cumbrian towns and is an expanding centre, with a cultural and recreational importance for the wider area. The intermediate stations of Burneside and Staveley serve small but prosperous village communities, whilst Windermere also serves the large settlement of Bowness on the lake itself. Both Windermere and Bowness have a strong tourist economy and the rail link is central to it.



Key markets: Passengers commute to work, education and medical centres in Lancaster and Preston. There is a strong tourism and leisure market throughout the day, year round, plus the business case for electrification and five return services to MIA. There is growth in international tourism and especially the Chinese market.

Key activities:

- Promotion of the line through the website, walks leaflets and promotional events (Community Rail in the City). Support for joint passenger surveys and on-board welcome days with the Lakes Line Rail User group.
- The Railway Consultancy Ltd has now been appointed to undertake a feasibility study (GRIP 2/3) into options for improved accessibility at Staveley and Burneside stations and possible infrastructure interventions which would increase capacity of the line to half hourly frequency.
- Consideration of further Hub station development at Windermere station with the Lake District National Park Authority.
- Consideration of staffing at Kendal station and improved access

Priorities: The CRP views its overriding priority for all Cumbrian lines at the moment to be ensuring sufficient rolling stock and satisfactory service levels to meet local need in terms of seating capacity, service reliability and frequency, and the quality of station and on-board passenger facilities.

Main events, any significant impacts on services:

The transfer of the services to Northern from TPE is leading to the loss of class 185s with a potential reduction in capacity; longer dwell times at platforms and missed connections at Oxenholme. Limited electrification work has taken place at Oxenholme but the whole line needs completing ahead of new rolling stock in 2019. Some stations have access problems and these need resolving, again, prior to electrification. Through services to MIA are believed to be an essential part of the strategy for this line. There is a lack confidence in the service due to missed connections and lack of capacity on WCML services at Lancaster/Preston.

Plans for next 12 months and five years:

- Await completion of the Lakes Line feasibility study (GRIP 2/3) to compile the business case for accessibility and capacity improvements.
- Work with the Lakes Line RUG (now also functioning as the Friends of the line), to develop station adoption activities.
- Work with Kendal Town Council and SLDC to improve the facilities and connectivity of Kendal station.

- Provide customer information screens at Kendal Tourist Information Centre.
- Continue website development.
- Continue passenger surveys and on-train welcome duties.
- Enhanced partnership working with other CRPs.
- Consolidation of financial position. Succession planning.

In the five-year period:

- Following completion of electrification programme, seek access and parking improvements at intermediate stations.
- Develop a new Station Friends group.
- Work with Northern on timetable improvements to include through services between MIA and Windermere (four to five per day), further hub development at Windermere assisted by the Lake District NPA.
- Transition to new Community Rail Partnership Officer.
- Consider community based projects working with local disadvantaged groups.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:
None identified

Recent trends in customer numbers

Average % change 2014-2015

-3.34%

Average % change 2015-2016

-1.6%

3.14 North Cheshire Community Rail Partnership (NCCRP)

Region: West

Funding provided to CRP: £15,000

Status: The funding for this potential CRP is currently being held by Cheshire West and Chester Council, as Accountable Body for the Mid Cheshire CRP.

NCCRP chair: Garfield Southall

Secretary: Cedric Green

The Community Rail Partnership is currently in the process of being set up with lots of interested partners including voluntary, public and private sector organisations. It is likely that the CRP will initially cover Chester to Warrington Bank Quay and Helsby to Hooton. North Cheshire brings lots of opportunities – there are major employers established and incoming to the area, Thornton Science Park run by the University of Chester, Cheshire Oaks retail park expansion, the opportunity to promote integrated transport and meet challenges including a poor rail service between Helsby and Ellesmere Port.

In the meantime, North Cheshire Rail Users Group continue to carry out community rail work at Frodsham and Helsby along the line, acting as Station Friends and Adopters while their website provides timetables and much of interest on the line.

Line: Chester to Manchester via Helsby, Warrington Bank Quay and Newton-le-Willows and Helsby to Hooton.



Social and economic background to the line:

The route from Chester to Warrington links the historic city of Chester, with a wide range of recreational and cultural attractions, with the industrial town of Warrington, which still has a large chemicals sector. Frodsham and Helsby are thriving small towns with a mix of small independent shops. Runcorn East serves the large and expanding 'new town' of Runcorn. The branch to Ellesmere Port from Helsby, passing through the huge Stanlow refinery complex, serves the new campus of Chester University and other industrial and residential developments.

Recent trends in customer numbers

Average % change 2014-2015

7.93%

Average % change 2015-2016

2.1%

3.15 Mid Cheshire Community Rail Partnership (MCCRP)

Region: Central

Funding provided to CRP: £25,000

Status: A Partnership with a Scheme of Governance in which Cheshire West & Chester Council is the accountable body and lead partner

Community Rail Partnership Officer: Sally Buttifant

CRP chair: John Oates

Board membership: Cheshire Association of Local Councils, Cheshire East Council, Cheshire West & Chester Council (accountable body and lead partner), Forestry Commission at Delamere, Knutsford Town Council, Mid Cheshire Rail Users Association (MCRUA), Northern, Northwich Town Council, Stockport Council, Trafford Council, Transport for Greater Manchester (TFGM)

Principal office location: Chester

Website: www.midcheshirerail.org.uk

Line: Chester to Manchester via Northwich, Altrincham and Stockport.

Line and service description: The line links Chester and Manchester and the service stops at 16 stations in rural Mid Cheshire and the environs of Greater Manchester (inward services to Manchester also stop at Levenshulme and Heaton Chapel). The service is important for local residents to get to Chester / Manchester and for significant travel between intermediate points. The hourly stopping service stops at every station and the journey time from city to city is approximately 90 minutes. The time taken to travel between both cities on this line is perceived to be a weakness but in reality is the service's strength in terms of access to services for residents of rural Cheshire.

The service is hourly between Monday and Saturdays. The Sunday service is every two hours. There has been increased patronage at stations purely on the line of 164% over the last 10 years.

Designated line and or service: Designated Service.

Social and economic background to the line:

The route effectively starts at Stockport, a major shopping and employment centre in Greater Manchester. It runs through the very large post WW1 housing estate of Wythenshawe (no station) before Altrincham, a prosperous medium-sized town which has re-invented itself for up-market shopping. From there, the line serves prosperous Cheshire villages until it reaches Northwich, once the centre of the UK salt industry. There is still some chemical industry in the area. Northwich itself is experiencing some deprivation but there are growing employment centres on the fringe of the town. Beyond Northwich, Greenbank is a mixed area with some affluence and also some areas of deprivation. The line passes through the Delamere Forest and the station is a visitor centre and café for the forest. Chester is a thriving retail/commercial centre with some new industry around the periphery (including the Airbus factory) and an expanding university. It is also a major tourist centre.



Key markets: Commuters between Manchester and Mid Cheshire, commuters into Chester, commuters to Barclays Bank, Radbroke Hall, near Knutsford. Passengers attending events along the line (e.g. Tatton Show, Cheshire Show, Knutsford May Day, Christmas markets, concerts in Delamere, Chester Races). Scholars to Greenbank, Knutsford, Hale & Altrincham. Visitors to Delamere Forest, Knutsford, Chester and Manchester.

Those accessing services from the small villages into the towns and cities

Key activities:

- The line has an active rail user group – the Mid Cheshire Rail Users Association (MCRUA) – with some 400+ members.
- There are also volunteers at stations along the line – Friends of the Mid Cheshire Line who give on average over 600 hours each quarter along with key members of MCRUA. The CRP works at all stations on the line except Heaton Chapel and Levenshulme.
- The CRP is developing a butterfly garden at Lostock Gralam station along with other gardening projects along the line. They are producing rail walks and organise volunteer days at stations (Northwich, Knutsford), along with the recent Station to Station event at Chester and Manchester Piccadilly.
- Working in partnership with Northwich Town Council at Northwich on a number of projects and developing a Community Rail Project with CrossCountry.
- Promotion of the line, focusing on residents, tourism with partners promoting the line, visitors and encouraging schools to think train and use the train.
- Work to improve levels of community involvement including supporting and encouraging volunteers.
- Music trains
- A plan to put up new original artwork at every station, working with schools and local groups along the line.
- MCCRP aim to issue a number of positive press releases and are working with Northern on revenue protection initiatives such as Scholar Season tickets.

Priorities: To be identified before the next report.

Main events, any significant impacts on services: Includes Tatton Show, Cheshire Show, Knutsford May Day, Christmas markets, concerts in Delamere and Chester Races.

Plans for next 12 months and five years:

- Looking at volunteer policies and station adoption.
- Continuing with the usual community rail activities (e.g. gardening at stations, artwork, volunteer days, music trains).
- Producing Take the Train leaflet.
- Working with schools and wider community rail collaboration.
- Working for station improvements e.g. access issues at Northwich. Mitigating the effects of Northern Hub, Ordsall Chord and working with partners to produce a business case for increasing ruling line speeds from 60mph to 75mph and the removal of the 20mph speed restriction over Northwich Viaduct.
- Identify opportunities arising from HS2, working with partners on line and station re-openings (e.g. Northwich to Crewe line via Middlewich and the airport link).
- In December 2017 there is a half hourly service off peak – this will bring extra marketing opportunities, extra opportunities for on train events and will be an opportunity for new passenger counts to monitor usage.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

The CRP is looking at opportunities at stations and in the surrounding areas and pulling together the Station Area Aspirations which may lead to work which will be identified here.

Recent trends in customer numbers

Average % change 2014-2015

1.68%

Average % change 2015-2016

7.4%

3.16 East Lancashire Community Rail Partnership (ELCRP)

Region: Central

Funding provided to CRP: £25,000

Status: Informal partnership with agreed terms of reference which are appended to the annual Action Plan. ELCRP is part of Community Rail Lancashire (CRL), a not for profit company, limited by guarantee. The ELCRP is represented on the Board of CRL Ltd.

Community Rail Partnership Officer: Brian Haworth

CRP chair: TBC

Board membership: Lancashire County Council, Northern, Network Rail, Blackburn with Darwen BC, Friends of Pendle Stations, British Transport Police. Meetings of the ELCRP are joint with Central Lancashire Community Rail Partnership (CLCRP) thus bringing a wider range of partners together.

Principal office location: Accrington railway station

Website: www.communityraillancashire.co.uk

Line: The line extends from Preston via Lostock Hall and Blackburn to Colne and Burnley Manchester Rd.

Line and service description: Three services use all or part of the designated line: Preston to Colne, hourly all stations; Blackburn to Burnley Manchester Rd (and Manchester via Todmorden West Curve), hourly limited stops; and (Blackpool North) and Preston to Burnley Manchester Rd (York) hourly limited stop, inter regional service. The Sunday only DalesRail and Ribble Valley Rambler services use the line between Preston and Blackburn.

Designated line and or service: The line has been formally designated as a community rail line and service. Service designation covers Preston to Colne/Burnley Manchester Road and line designation covers Gannow Junction to Colne.

Social and economic background to the line: The line leaves Preston and serves the south-east suburbs (Lostock Hall and Bamber Bridge) where there is new housing development, the village of Pleasington, the suburb of Cherry Tree and then the socially deprived inner urban area of Mill Hill. Blackburn is a multi-cultural town with a large Asian/Muslim population.



Nearly a third of residents are aged 0-19 years and the population is set to grow 10% by 2035. Despite high value employment attracting people from outside the borough, the area faces social and economic challenges in some urban areas. Beyond Blackburn, Rishton is a traditional small town, ethnically mixed with high levels of social deprivation. The small communities of Hapton and Huncoat are largely white working class, not affluent but not poor. Rose Grove, a former railway community has areas of social deprivation.

Burnley is the largest town east of Blackburn, working hard to regenerate after decline of traditional industries. It is ethnically mixed with large pockets of deprivation. The town centre is developing as a retail centre and the college is expanding as part of University of Central Lancashire. Brierfield is a small, mixed community which is far from prosperous. Nelson is a larger town with mixed demographic and social/economic deprivation in the inner area. Colne is more prosperous but suffered from the decline of its textile base. The outlying villages are more prosperous. The Colne annual Rhythm and Blues Festival makes a major contribution to the local economy.

Key markets: Commuters to Manchester including students to universities in Manchester and Salford, student flows to Burnley Central for Burnley College and UCLAN campus, and student flows to Blackburn College. Commuting to Preston, in particular west of Accrington, including students for the main UCLAN campus at Preston. Seasonal off peak flows to Blackpool especially Blackpool Pleasure Beach.

Key activities:

- Engaging with local primary schools in conjunction with CLCRP, to promote 'Passport for Safe Rail Travel'.
- Maintaining and developing the education resource centre at Accrington railway station.
- Developing the link with Virgin Trains.
- Promoting the use of the new community room at Preston station for school activities.
- Working with partners on the 'All Together Now' project.
- Continuing to work with Lancashire County Council and Northern to promote and market the new Manchester service via the Todmorden Curve.
- Working with the station partnerships along the line in line with changes to the scheme, including the new partnership at Bamber Bridge.
- Maintaining involvement in station projects at Bamber Bridge, Pleasington, Rose Grove and Burnley Manchester Road.
- Maintaining websites including development of new website/app called Down the Line.

Priorities: To be identified before the next report.

Main events, any significant impacts on services:

The on-going Northern Hub works is having a significant impact on the Manchester service especially at weekends. The ELCRP will again support the international Colne Rhythm and Blues Festival (August) promoting rail travel to and from the festival.

Plans for next 12 months and five years:

- Working with Community Rail Lancashire to expand the education engagement project.
- Targeting at least five primary schools per term or 15 during 2017 (in conjunction with the CLCRP).

- Developing bespoke timetables and posters for the Todmorden Curve service and work with LCC and Northern on an autumn marketing campaign for the service aimed at scholars and students.
- In the medium term the CRP will continue to campaign for the development and improvement of the Blackburn to Manchester via the Todmorden Curve service including quality of rolling stock, timetable and marketing.
- Look at the case for a service from East Lancashire to Manchester Airport in conjunction with CLCRP.
- Continue to promote all services to commuters and students and work with Northern on timetables to improve connection at Preston and Blackburn.
- Campaign to improve journey times between Pendle - Blackburn - Manchester as well as between Preston - Leeds.
- Work with Station Partnerships along the line and encourage the development of new station partnerships.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

In developing station projects at Bamber Bridge, Rose Grove and Burnley Manchester Road and in partnership with Northern to look at the priorities for utilising the Station Improvement Fund combined with grants from third parties such as the ACoRP/DfT Designated Lines Community Rail Development Fund (DCRDF), the CRP will probably identify work that will be referenced in station asset management plans. Similarly working with Northern to develop proposals the Blackburn Masterplan so that the station will form a community hub.

Recent trends in customer numbers

Average % change 2014-2015

-1.79%

Average % change 2015-2016

2.0%

3.17 Clitheroe Line Community Rail Partnership (CLCRP)

Region: Central

Funding provided to CRP: £25,000

Status: The CLCRP is an informal partnership with agreed terms of reference which are appended to the annual Action Plan. As with the other Lancashire CRPs it is part of Community Rail Lancashire (CRL), a not for profit company, limited by guarantee. The CLCRP is represented on the Board of CRL Ltd.

Community Rail Partnership Officer: Brian Haworth

CRP chair: TBC

Board membership: Lancashire County Council, Northern, Network Rail, Blackburn with Darwen Borough Council, Transport for Greater Manchester, Ribble Valley Borough Council, Ribble Valley Rail, British Transport Police. (Meetings of the CLCRP are joint with East Lancashire Community Rail Partnership (ELCRP) thus bringing a wider range of partners together).

Principal office location: Accrington railway station

Website: www.communityraillancashire.co.uk

Line: The line is mainly a two track railway from Blackburn to Clitheroe. The Bolton to Blackburn section is a single track line with two long passing places at Darwen (recently extended) and between Bromley Cross and Hall'i'th Wood. The line beyond Clitheroe (to Hellifield), is generally freight only, carrying The DalesRail and Ribble Valley Rambler summer Sunday services.

Line and service description: The Manchester to Clitheroe line is essentially an inter urban service serving key stations at Clitheroe, Blackburn, Darwen, Bromley Cross and Bolton. The Partnership also oversees DalesRail (Blackpool North to Carlisle) and the Ribble Valley Rambler (Blackpool North/Preston to Hellifield) summer Sunday services.

Designated line and or service: The line has been formally designated as a community rail service between Clitheroe and Manchester Victoria. Stations included in the designation are Clitheroe, Whalley, Langho, Ramsgreave & Wilpshire, Blackburn, Darwen, Entwistle, Bromley Cross, Hall'i'th Wood, Bolton, Moses Gate, Farnworth, Kearsley, Clifton.

Social and economic background to the line:

The route starts from Bolton, a large former textile and engineering centre which has retained some manufacturing but is today a retail and higher education centre. The line serves prosperous areas of north Bolton before passing through rural scenery and serving stations such as Entwistle which is a gateway to the West Pennine Moors. Darwen features small scale retail developments and community services. Despite pockets of social and economic deprivation the town has a strong identity with some quite affluent areas around the outskirts. Beyond Blackburn the route serves relatively prosperous communities. Whalley is a small town badly hit by the floods of earlier this year. Clitheroe is a bustling market town with a prosperous surrounding area, though the town itself has pockets of social deprivation. Generally, it is a successful example of small town shopping with a busy market and small independent shops as well as supermarkets.



Key markets: Commuters to Manchester including students to universities in Manchester and Salford; student flows to Blackburn for Blackburn College; scholar flows between Bromley Cross and Darwen/Blackburn and also between Blackburn and Clitheroe. Off peak traffic is focused on Blackburn and Manchester as key destinations. DalesRail and the Ribble Valley Rambler are off peak leisure based services and the key market is ramblers for both guided and DIY walks.

Key activities:

- Engaging with local primary schools in conjunction with ELCRP.
- Maintaining and developing the education resource centre at Accrington eco station.
- Maintaining and updating the CRP's website and the new website/app called Down the Line.
- Promoting the 2017 DalesRail season through a poster and leaflet campaign and updating the www.dalesrail.com website.
- Working with LCC and BwD to improve all stations between Blackburn and Clitheroe and encouraging new station groups to work with Ribble Valley Rail stations at these stations - a new group 'Langho in Bloom' has just become involved at the station and is working with the regular station adoption team.

Priorities: To be identified before the next report.

Main events, any significant impacts on services: The on-going Northern Hub works is having a significant impact on Manchester services especially at weekends. The CLCRP is once again supporting the Clitheroe Beer Festival in May 2017 as a means to promote the north end of the line and will celebrate the 10th anniversary of the designation of the route in May 2017.

Plans for next 12 months and five years:

- Working with Community Rail Lancashire, CLCRP will be expanding the education engagement project and continuing the engagement with primary schools in East Lancashire, in conjunction with the ELCRP.
- Development of the 'Passport to Safe Rail Travel'.
- Complete the refurbishment of all stations between Blackburn and Clitheroe and in partnership with Northern look at the priorities for further station developments including development of the Blackburn Masterplan.

- Working with Northern on timetable and service improvements in particular the future development of DalesRail and the Ribble Valley Rambler.
- Marketing activity focused on DalesRail, the Ribble Valley Rambler and the CRL branded boards.
- In a five-year timeframe: CLCRP will work with Northern and Transport for Greater Manchester (TfGM) on the introduction and marketing of the enhanced Blackburn to Manchester via Darwen service from December 2017.
- Look at the case for a service to Manchester Airport.
- Review the timetables for DalesRail and Ribble Valley Rambler to create a better year round offer.
- Develop the potential of Blackburn as a community and connectional hub
- Continue to promote all services to commuters and students.
- Work with Northern on timetables to improve connections with Blackburn and improve journey times between Clitheroe and Manchester.
- Work with Station Partnerships along the line and encourage the development of new station partnerships.
- As with all the Lancashire CRPs CLCRP will continue to review the structure of their management group to make it as effective as possible and take an active role in CRL Ltd.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

As with the other CRL CRPs, they will be working with Northern to develop plans for all stations along the line utilising the Station Improvement Fund combined with grants from third parties.

Recent trends in customer numbers

Average % change 2014-2015

-7.45%

Average % change 2015-2016

-20.2%

3.18 South East Manchester Community Rail Partnership

Region: Central

Funding provided to CRP: £25,000

Status: An unincorporated partnership

Community Rail Partnership Officer: Stephen Forde

CRP chair: Cllr Peter Robinson (Tameside)

Board membership: Northern, Tameside Council, Manchester City Council, British Transport Police, Hope Valley and High Peak Community Rail Partnership.

Principal office location: Stockport

Website: www.semcorp.org.uk

Line: The three routes covered by the partnership are Manchester to New Mills Central, Manchester to Rose Hill via Hyde and Manchester to Hadfield (as far as Broadbottom) lines.

Line and service description: The three lines are all largely inter urban. They provide commuting services into Stockport and Manchester and leisure services towards the Peak District, where the lines meet with the High Peak and Hope Valley CRP.

Designated line and or service: The service from Manchester to Hadfield and Glossop is designated. Stations in the designation are: Ashburys, Gorton, Fairfield, Guide Bridge, Flowery Field, Newton for Hyde, Godley, Hattersley, Broadbottom, Dinting, Hadfield, Glossop. The Stockport to Buxton line has a service designation. Buxton, Dove Holes, Chapel-en-le-Frith, Whaley Bridge, Furness Vale, New Mills, Newtown, Disley and Middlewood are included in the designation.

Social and economic background to the line: The CRP serves a varied range of communities to the south-east of Manchester (some within Tameside and Stockport boroughs rather than Manchester). Some of the communities in the Hyde and Gordon/Audenshaw areas are experiencing serious economic challenges, whereas the outer suburbs around Marple are prosperous parts of the Greater Manchester conurbation. This CRP represents some of the most serious problems of social exclusion of any of the



Northern CRPs (perhaps alongside East Lancashire) with communities facing a variety of challenges including educational outcomes, housing and access to employment.

Key markets: Commuting and general travel including leisure, into the major centres of Stockport, Manchester and Hyde. Leisure (outdoor activity) services into the Peak District National Park.

Key activities:

- Discussion between Network Rail and Transport for Greater Manchester for a new station at Hattersley are underway.
- Marple station has received Seed Corn Funding to explore the development of a new waiting room.
- Friends of Guide Bridge are working with Network Rail to explore the establishment of a railway museum detailing the history of the Woodhead Railway, this will be established in an unused building at Guide Bridge station.
- Cheshire Best Kept Stations: Hattersley station won an award for its celebration event of the Queen's birthday. Reddish South won an award for its community outreach and successful campaign to raise awareness of its work on the station.

Priorities: The Stockport to Buxton line is a recent addition to the partnership. Developing Friends groups along the line and creating partnerships with High Peak & Hope Valley CRP is a priority for this coming year. Buxton is a popular leisure destination; some line promotion using the Buxton Festival as a high profile attraction is being planned. There is a newly formed group at Woodsmoor station that will need some support in the early months.

Main events, any significant impacts on services:
The CRP is working in partnership with Northern and its Friends groups to identify upcoming events on the line.

Plans for next 12 months and five years:

- Marple and Rose Hill are hosting a joint photographic competition to reach wider audience in particular young people.
- Consider Greater Manchester Combined Authority GM Spatial Framework (GMSF). This planning document outlines some wide ranging planning development objectives. If the plan is formally adopted, it has far reaching consequences for the rail service in the area. There are already a large number of housing and industrial developments close to all three lines and the GMSF outlines many more.
- Work with the Regional Marketing and Communication Coordinator to create a network of display stands for marketing materials, flyers to be displayed at staffed stations.
- Continue to develop the CRP's new web site, which has now been launched with information about station friends groups, station walks and geo-caching.
- Continue to establish new Friends groups at stations in urban areas where historically, Friends groups have been hard to establish. These groups will require additional support including some financial support, which will be bid for from the Station Adoption Fund.

- The medium to long term priorities for the lines are to work with Northern for improvement of services. Many stations have fragmented and insufficient service levels. Most stations have a very poor evening service that does not enable travel into and from the main centres for evening leisure. In addition, Sunday services are lacking at many stations and this disadvantages those communities, particularly accessing work. It also fails to recognise the potential for leisure travel along the line for both urban cultural and rural outdoor activities.
- Address the issue of stations with inadequate passenger shelters. Marple station has campaigned for a new or upgraded shelter / waiting room. Friends of Marple will now receive Northern seed corn funding to develop their plans for a new waiting shelter / hub.
- The previous franchise failed to address issues around access for all. Keeping lifts open beyond ticket office hours is a priority for Marple and Hazel Grove stations.
- Some groups have strong contacts with local schools, some others have yet to grasp this opportunity. Few groups have strong links with other, non-rail community groups. This is an area to be explored in the coming years.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:

Developing plans for a new or upgraded waiting shelter at Marple.

Recent trends in customer numbers

Average % change 2014-2015

-3.07%

Average % change 2015-2016

0.3%

3.19 Crewe to Manchester Community Rail Partnership

Region: Central

Status: An informal partnership

Funding provided to CRP: £25,000

Community Rail Partnership Officer: Stephen Forde

CRP chair: Chris Dale

Board membership: Northern, Transport for Greater Manchester, Mid Cheshire CRP, British Transport Police, Network Rail, Cheshire East Council, Travel Watch North West (via CRP Chair Chris Dale).

Principal office location: Stockport

Website: www.crewe2manchesterrail.org.uk

Line: The West Coast Main Line (MCML) between Manchester and Crewe via Wilmslow.

Line and service description: The partnership is on the WCML and provides commuting services to Manchester, Stockport and Crewe and leisure services into Cheshire. It also features an increasingly busy spur to Manchester Airport.

Designated line and or service: Not designated.

Social and economic background to the line: The CRP's area includes the vibrant suburbs of Levenshulme and Heaton Chapel before reaching Stockport, a large town and major sub-regional centre with good shopping and recreational facilities. Some of the outer housing estates are socially deprived. Beyond Stockport the line serves more prosperous areas of the south Manchester conurbation, including Cheadle Hulme, Handforth and Wilmslow, an expanding small town. Alderley Edge is also a very prosperous small town. Between there and Crewe the line serves several smaller villages and towns (Sandbach) which are relatively affluent with high levels of commuting into Manchester and, to a degree, Crewe.

Key markets: Commuting and leisure into and out of Manchester and Crewe. Leisure service into Cheshire and beyond, via hub stations.

Key activities:

- Assisting a number of Friends groups with long standing projects.

- Provision of level access at Handforth and at Goostrey, opening its unused ticket office for community use.
- Alderley Edge has formed a new friends group; they are preparing for the Britain in Bloom competition. Reopening of passenger facilities at Heaton Chapel - CRP will be supporting the Friends Group in preparing for the re-opening with a large art installation and the establishment of an on-station coffee stall for daily commuters.
- The CRP's web site has been updated and re-launched with additional information on friends groups and details of station walks and geo-caching routed based around stations.

Priorities: Recent footfall figures demonstrate the line is increasingly busy. Most of the stations offer substandard passenger waiting facilities, using bus stop style waiting shelters. Northern's franchise commitment to improve stations will not benefit the stations on the Crewe line as they are, in the main, too busy and fall outside of the spending profile. In the recent request for suggestions for National Station Improvement Programme (NSIP) the CRP has made a general request for improved passenger waiting facilities.



Main events, any significant impacts on services:

The CRP is working in partnership with Northern and its Friends groups to identify upcoming events on the line.

Plans for next 12 months and five years:

- Meetings have been held with Manchester Airport with a view to engage with the station and get it to join the CRP. This work is progressing and contact will be made with the local stakeholders around the Wythenshawe area. It's hoped that the airport's community team will initiate some work on the station.
- The CRP is working with the Regional Marketing and Communication Co-coordinator to create a network of display stands for marketing materials, flyers to be displayed at staffed stations.
- Work continues to develop a music train initiative along the line.
- A new venue adjacent to Holmes Chapel station is being explored. They are working with the Mid Cheshire CRP and the High Peak & Hope Valley CRP in developing leisure and tourist proposals. It is hoped to use the recent government initiative to encourage all school children to visit National Parks as a vehicle for this.

- In the medium term, some of the stations have a poor level of service; Styal being almost unsustainable, others failing to recognise the real changes in population and development that has and continues to happen in areas around the line in east Cheshire. A reduction in skip stopping and an improvement in evening services are a priority for the line.
- Some groups have strong contacts with local schools, some others have yet to grasp this opportunity. Few groups have strong links with other, non-rail community groups. This is an area to be explored in the coming years.
- Consider Greater Manchester Combined Authority GM Spatial Framework (GMSF). This planning document outlines some wide ranging planning development objectives. If the plan is formally adopted, it has far reaching consequences for the rail service in the area. Those stations not affected by the GMSF will be affected by similar plans held by Cheshire East. Cheshire East has initiated extensive housing development around stations such as Sandbach, Holmes Chapel, Chelford and Crewe.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:
None yet identified.

Recent trends in customer numbers

Average % change 2014-2015

3.96%

Average % change 2015-2016

5.9%

3.20 High Peak and Hope Valley Community Rail Partnership

Region: Central

Status: Partnership of member organisations with Derbyshire County Council as the DfT-nominated accountable body and host organisation.

Funding provided to CRP: £25,000

Community Rail Partnership Officer: Andrew Walker

CRP chair: County Councillor George Wharmby

Board membership: Funding Partners: Northern, Derbyshire County Council, Peak District National Park, High Peak Borough Council, Transport for Greater Manchester, Cheshire East Council. Non-funding members: Whaley Bridge Town Council, Bradwell Parish Council, Bamford Parish Council, New Mills Town Council, Manchester Folk Trains, Sheffield Folk Trains, Trans-peak Walks, Chinley & Buxworth Transport Group, Hope Valley Rail Users Group, Hayfield Parish Council, Disley Parish Council

Principal office location: Matlock

Website: www.hvhptp.org.uk

Line: Manchester to Buxton via Stockport and Whaley Bridge, Manchester to Glossop and Hadfield and Manchester to Sheffield (local services, the Hope Valley).

Line and service description: Hope Valley Line – the Northern interurban service between Manchester Piccadilly and Sheffield. Hourly peak stopping service weekdays and Saturdays; two hourly stopping service weekday off-peak and winter Sundays. A few East Midlands trains and TransPennine Express trains make limited stops at peak times only. The partnership covers Strines through to Dore & Totley (inclusive).

Buxton Line – mixed rural and interurban route between Buxton and Manchester Piccadilly. Hourly service seven days a week. The partnership area covers Buxton to Middlewood (inclusive).

Glossop Line – outer suburban-style half-hourly service between Glossop and Manchester Piccadilly, boosted to 20-minute interval at peaks. The partnership covers Glossop, Hadfield, Dinting and Broadbottom.

Designated line and or service: Buxton line service designation, Glossop/Hadfield service designation.



Social and economic background to the line:

The three routes serve the more 'rural' parts of routes radiating out of Manchester. The Glossop line serves Manchester 'overspill' communities of Hattersley and Gamesley which have serious economic and social problems. Glossop is, in contrast, a prosperous market town. The Buxton line serves the growing suburb of Hazel Grove and the market town of New Mills before some smaller Derbyshire communities such as Whaley Bridge. Buxton is a bustling market town with a tourism base and higher education campus near the station. It has pockets of deprivation. The Hope Valley line links several small Peak District communities, popular with walkers and cyclists. The small villages are attractive centres (Hope, Castleton and Hathersage) with a good commuter market for Manchester and Sheffield. Grindleford and Dore are attractive 'out of town' communities with many residents working in Sheffield. Sheffield is a major city with a large university sector, major retail facilities and other educational facilities.

Key markets: Hope Valley line – commutes to Manchester and Sheffield, university students to Manchester and Sheffield, local service for residents, and significant tourism into the Peak District National Park.

Buxton Line – commuter flows to Stockport and Manchester; university students to Manchester and to Buxton campus of Derby University; school pupils to Stockport Grammar School; local service for residents; tourism into Buxton and into the Peak District National Park.

Glossop Line – significant commuter flow into Manchester; university students to Manchester; flow of school pupils between Glossop and Hadfield stations; local service for residents; some tourism to Glossop and onwards into the Peak District National Park.

Key activities:

- Continue to provide practical and financial support for station Friends groups including promoting events, promotion and funding of live folk music trains and station-to-station guided walks.
- Partner in a proposed art trail for the Hope Valley. The trail will run from one end of the line to the other and will signpost passengers to each station along the line of route.
- The CRP was successful in seeking funding to update the partnership website. Work on new website with a grant received through DCRDF.

Priorities: Upgrading station facilities. Continue to lobby for improving the frequencies on Buxton and Hope Valley routes; promotion of Buxton line; maintaining strong support for station adoption groups; encouraging development of new station groups. The CRP has successfully applied to Northern's Station Adoption Fund for funding towards the Glossop station storyboards. Taking part in TfGM's South East Manchester Rail Study.

Main events, any significant impacts on services:

- Buxton Folk Music Festival - three days at the end of April.
- Edale Country Show in June - site located next to station.
- Folk trains and guided walks throughout the year.

Plans for next 12 months and five years:

- The CRP continues to support growth of new station Friends groups, especially on Hope Valley line. New groups have been identified at Edale and Grindleford, and the CRP will work with the Community and Sustainability Manager to engage with new station groups.
- Plans with Northern for a joint marketing plan for the region.
- Encourage involvement from town and parish councils on all three lines to promote train services.

- In the medium term the CRP believe that once Network Rail Route Capacity Improvement Scheme in the Hope Valley is delivered (summer 2018) there will be justification for hourly stopping service plus hourly semi-fast between Sheffield and Manchester. With an hourly timetable it will be possible to market the Hope Valley line to day-trippers and long-stay holiday-makers as an attractive way to visit the Peak District National Park. A priority for the Access for All Fund is to improve pedestrian access to the island platform at Chinley and to find more car parking space where passenger usage is constrained as a result.
- On the Buxton line, Buxton is branding itself as a high quality tourist destination with access to the Peak District National Park. Commuter traffic is expected to grow with major housing developments in Chapel-en-le-Frith for example. The CRP believes there is potential for an hourly semi-fast train from Buxton, plus an hourly all stations stopping service, so that all segments of the rail travel market on the line can be served effectively.
- On the Glossop line, the CRP support the off-peak timetable pattern and increased peak hour frequency. There is concern at the proposed transfer away of the Class 323 electric units and that cascaded stock may not be able to maintain the timetable. Proposals for a new station to serve estate at Gamesley, outside Glossop, would be popular locally, with potential to promote Glossop as a tourist destination.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans: None yet identified.

Recent trends in customer numbers

Average % change 2014-2015

3.25%

Average % change 2015-2016

1.00%

4.1 Committed Obligations

In Schedule 6.2 to the Northern Franchise Agreement, Northern Franchise Specific Provisions we commit under section 9 to support Community Rail.

9.5 Within three months of the Start Date in respect of the first Franchisee Year and no later than three months before the start of each subsequent Franchisee Year, the Franchisee shall provide to the Secretary of State a report (the "Community Rail Report") setting out the distribution of the CRP Amount in full amongst the Community Rail Partnerships identified in paragraphs 9.1 and 9.2.

9.6 The Community Rail Report shall contain the following information:

(a) a statement confirming that the Franchisee's distribution of funds to the Community Rail Partnerships takes account of the Secretary of State's then current published Community Rail Development Strategy;

(b) a statement confirming that the Franchisee has discussed the funding of the Community Rail Partnerships with ACoRP and has taken sufficient account of

ACoRP's views;

(c) confirmation that the

Franchisee has discussed with all Community Rail Partnerships the aims and needs of such partnerships and the funding required to achieve these;

(d) a table setting out the relevant portions of the CRP Amount which are to be paid to each Community Rail Partnership (on a non-indexed basis) over the next three years (it being acknowledged that these amounts are likely to be different for each Community Rail Partnership) and

(e) such further information as the Secretary of State may from time to time request.

9.7 The Franchisee shall within 30 days of the commencement of each Franchisee Year, make the relevant payments totalling the CRP Amount to each of the Community Rail Partnerships identified in the Community Rail Report for that year.

9.8 ...

9.9 The Franchisee shall devise and implement in collaboration with relevant Community Rail Partnerships a "station adopters scheme" under which members of the local community can "adopt" a local Station and engage in activities such as:

(a) promotion of the passenger services calling at the station;

(b) monitoring and reporting faults, damage and anti-social and criminal behaviour; and

(c) carrying out minor station cleaning and maintenance tasks and the development and cultivation of station gardens.

The Franchisee shall take reasonable steps to 1. Introduce/promote the station adopters scheme and provide safety and other training and support to participants.

9.11 ...

9.12 Without prejudice and in addition to its obligations in the preceding paragraphs, the Franchisee shall within six months of the Start Date, establish, and thereafter chair and co-ordinate, the Northern Community Rail Executive Group ("ComREG") whose members shall be relevant stakeholders including representatives from Community Rail Partnerships, Rail North, other relevant sub-national transport bodies, the Secretary of State, and ACoRP for purposes which include fostering collaboration between Community Rail Partnerships and the Franchisee and providing guidance to the Franchisee in respect of its policies plans for developing and furthering the success of Community Rail Partnerships (the "CRP Policies and Plans").

9.13 ...

9.14 In addition to and without prejudice to its obligations in paragraph 9.9, the Franchisee shall:

(a) within three months of the Start Date, in collaboration with ComREG and the National Community Rail Development Implementation Steering Group, develop a standardised template (the "Standardised Template") for the adoption of Stations by local community groups and, by way of its

membership of ATOC, shall use all reasonable endeavours to agree with ATOC and all Train Operators in Great Britain the introduction of the Standardised Template as a nationally accepted standard to be recognised by the rail industry; and

(b) devise and implement (in collaboration with Community Rail Partnerships) a scheme known as the "station adopters' schemes" pursuant to which local community groups will each be able to adopt a Station and ensure that, by the fifth anniversary of the Start Date, no less than 90% of Stations are adopted by local community groups.

9.15 In addition to and without prejudice to the obligations under paragraph 9.7 and as proposed in its response to the Invitation to Tender, the Franchisee shall incur expenditure of no less than £600,000 (pounds sterling six hundred thousand) in each Franchisee Year (reduced pro-rata amount in respect of any Franchisee Year of less than 365 days) in support of Community Rail Partnerships including:

- (a) organising and holding an annual Community Rail Partnership conference and marketing support;
- (b) preparation and publication of the annual Community Rail report (including any required survey work);
- (c) development of a Community Rail market plan;
- (d) provision of additional funding to ACoRP;
- (e) provision of funding for an ACoRP communications and marketing resource;
- (f) provision of funding for training an ACoRP Community Rail Partnership officer;
- (g) provision of funding for the implementation of "station adoption schemes";
- (h) funding and establishing a seed corn and competition fund;
- (i) provision of funding to ACoRP to support new uses for property; and
- (j) provision of funding for the development and implementation of community hubs.

9.16 Within six months of the Start Date, the Franchisee shall, as proposed in its response to the Invitation to Tender, use all reasonable endeavours to agree

service level commitments with each Community Rail Partnership identified in paragraph 9.1 and ACoRP (the "Community Rail Service Level Commitments"). The Community Rail Service Level Commitments shall measure on an annual basis (during each Franchisee Year) the Franchisee's ability to meet its obligations with regards to the relevant Community Rail Partnership and/or ACoRP, including the following obligations:

- (a) a maximum response time of three weekdays by the Franchisee to all enquiries from a Community Rail Partnership and/or ACoRP and the escalation of any unresolved enquiries within that timescale to appropriate persons for urgent resolution;
- (b) a commitment by the Franchisee to share with each Community Rail Partnership and ACoRP passenger volume data for all journeys starting or ending along the relevant Community Rail Route (and in respect of ACoRP, all Community Rail Routes), identified by broad ticket category and origin/destination;
- (c) the meeting of planned delivery dates and key milestones as agreed by the Franchisee with ACoRP and/or the relevant Community Rail Partnership in relation to projects to be undertaken by the Franchisee on behalf of and/or in conjunction with any of ACoRP or a relevant Community Rail Partnership ("Shared Projects") and compensate each of the relevant Community Rail Partnerships and ACoRP by paying to each of them an amount equal to 1% of the total cost of such Shared Project for each week the applicable delivery date or key milestone is delayed by the Franchisee;
- (d) in each Franchisee Year, provision by the Franchisee of at least 50% of the time of one of the Franchisee's timetable experts in supporting timetable developments on Community Rail Routes, including journey time improvements, adjusting timetables to meet local demand and developing any policies in relation to Connections;
- (e) attendance by:
 - (i) the Communities and Sustainability Director at least one meeting with each Community Rail Partnership and ACoRP in each Franchisee Year;

(ii) each Regional Communities and Sustainability Managers at least 80% of all meetings with each relevant Community Rail Partnership and/or ACoRP; and

(iii) other specific Franchise Employees at meetings with each Community Rail Partnership and/or ACoRP as may be reasonably agreed by the Franchisee;

(f) provision by the Franchisee of travel on the Passenger Services without charge to all representatives of the Community Rail Partnerships in connection with the attendance at meetings or training courses related to any Community Rail Route or Community Rail Partnership; and

(g) a commitment by the Franchisee to ACoRP to provide three travel passes at no cost to ACoRP permitting travel by ACoRP representatives on the Passenger Services in connection with the attendance at meetings or training courses related to any Community Rail Routes or Community Rail Partnerships.

As proposed by the Franchisee in its response to the Invitation to Tender, the Franchisee agrees that it shall seek a review by ComREG of the Community Rail Service Level Commitments every three Franchisee Years and shall comply with any amendments or alterations to commitments made by ComREG which result from that review.9.17 ...4

9.18 Without prejudice to the Franchisee's obligations pursuant to paragraph 9.3 and as part of the Community Rail Report, the Franchisee shall provide to the Secretary of State information setting out:

(a) the initiatives the Franchisee has identified pursuant to paragraph 9.17 and will implement during the forthcoming Franchisee Year; and

(b) an update on progress of the implementation or delivery of such initiatives during the previous Franchisee Year.

4. Appendix 2

4.2 Entries and exits all Northern Stations covered by a Community Rail Partnership

These numbers exclude those stations where the SFO is not Northern or where there are other flows, e.g. main lines, junctions etc.

Station Name	CRP Line	2015-16	2014-15	Differs
Accrington	East Lancashire Line	433,618	382,678	13.31%
Alderley Edge	Crewe Line	258,178	234,174	10.25%
Ansdel & Fairhaven	South Fylde Line	38,794	36,794	5.44%
Appleby	Settle and Carlisle	53,036	57,078	-7.08%
Appley Bridge	West Lancashire	247,246	243,034	1.73%
Ardwick	South East Manchester	896	542	65.31%
Armathwaite	Settle and Carlisle	5,950	7,786	-23.58%
Arram	Yorkshire Coast	1,704	1,976	-13.77%
Ashburys	South East Manchester	87,136	91,502	-4.77%
Ashley	Mid Cheshire	7,578	6,362	19.11%
Askam	Cumbrian Coast	63,440	63,652	-0.33%
Aspatria	Cumbrian Coast	26,842	27,682	-3.03%
Bamber Bridge	East Lancashire Line	86,178	83,172	3.61%
Bamford	High Peak and Hope Valley	27,922	28,628	-2.47%
Bardon Mill	Tyne Valley	9,880	9,328	5.92%
Bare Lane	Bentham Line	188,120	183,830	2.33%
Barnsley	Penistone Line	1,482,876	1,502,040	-1.28%
Barrow Haven	Barton Line	1,604	1,638	-2.08%
Barrow-In-Furness	Furness Line	631,364	649,824	-2.84%
Barton-On-Humber	Barton Line	37,486	43,766	-14.35%
Battersby	Esk Valley Line	1,458	1,488	-2.02%
Belle Vue	South East Manchester	10,340	9,480	9.07%
Bempton	Yorkshire Coast	12,412	11,472	8.19%
Bentham	Bentham Line	22,578	22,832	-1.11%
Berry Brow	Penistone Line	32,906	31,056	5.96%

Station Name	CRP Line	2015-16	2014-15	Differs
Bescar Lane	West Lancashire	3,946	2,934	34.49%
Beverley	Yorkshire Coast	637,620	608,448	4.79%
Bishop Auckland	Bishop Line	110,060	107,966	1.94%
Blackburn	East Lancashire Line	1,159,802	1,264,374	-8.27%
Blackpool Pleasure Beach	South Fylde Line	107,040	109,172	-1.95%
Blackpool South	South Fylde Line	126,162	131,434	-4.01%
Blaydon	Tyne Valley	13,466	11,880	13.35%
Bootle (Cumbria)	Cumbrian Coast	12,172	13,862	-12.19%
Brampton (Cumbria)	Tyne Valley	18,860	19,174	-1.64%
Braystones	Cumbrian Coast	1,028	892	15.25%
Bredbury	South East Manchester	211,006	215,662	-2.16%
Bridlington	Yorkshire Coast	439,150	422,686	3.90%
Brierfield	East Lancashire Line	31,504	31,548	-0.14%
Brinnington	South East Manchester	78,548	71,648	9.63%
Broadbottom	South East Manchester	143,514	151,698	-5.39%
Brockholes	Penistone Line	61,974	57,720	7.37%
Bromley Cross	Clitheroe Line	291,754	371,452	-21.46%
Burnley Barracks	East Lancashire Line	24,572	25,834	-4.89%
Burnley Central	East Lancashire Line	128,614	145,328	-11.50%
Burnley Manchester Road	East Lancashire Line	393,304	273,000	44.07%
Burscough Bridge	West Lancashire	233,552	227,888	2.49%
Burscough Junction	West Lancashire	38,396	39,226	-2.12%
Buxton	High Peak and Hope Valley	328,734	323,676	1.56%
Cark & Cartmel	Furness Line	76,448	70,980	7.70%
Carnforth	Furness Line	206,572	204,196	1.16%
Castleton Moor	Esk Valley Line	4,930	4,858	1.48%
Chapel-En-Le-Frith	High Peak and Hope Valley	51,366	45,974	11.73%
Cheadle Hulme	Crewe Line	785,174	750,562	4.61%
Chelford	Crewe Line	36,740	33,420	9.93%
Cherry Tree	East Lancashire Line	40,490	42,700	-5.18%

Station Name	CRP Line	2015-16	2014-15	Differs
Chinley	High Peak and Hope Valley	112,078	108,582	3.22%
Church & Oswaldtwistle	East Lancashire Line	40,426	41,812	-3.31%
Clapham (North Yorkshire)	Bentham Line	6,654	6,618	0.54%
Clitheroe	Clitheroe Line	240,112	287,502	-16.48%
Colne	East Lancashire Line	96,946	96,830	0.12%
Commondale	Esk Valley Line	5,232	4,602	13.69%
Corbridge	Tyne Valley	52,676	68,860	-23.50%
Corkickle	Cumbrian Coast	43,580	40,522	7.55%
Cottingham	Yorkshire Coast	218,798	206,818	5.79%
Croston	West Lancashire	46,322	45,228	2.42%
Cuddington	Mid Cheshire	76,550	66,646	14.86%
Dalston	Cumbrian Coast	20,262	23,206	-12.69%
Dalton	Furness Line	67,056	61,222	9.53%
Danby	Esk Valley Line	7,084	8,440	-16.07%
Darwen	Clitheroe Line	235,122	326,668	-28.02%
Davenport	High Peak and Hope Valley	285,066	274,848	3.72%
Delamere	Mid Cheshire	43,068	43,374	-0.71%
Denby Dale	Penistone Line	203,404	201,188	1.10%
Dent	Settle and Carlisle	8,484	9,054	-6.30%
Dinting	High Peak and Hope Valley	147,648	139,282	6.01%
Disley	High Peak and Hope Valley	186,910	170,296	9.76%
Dodworth	Penistone Line	47,944	43,698	9.72%
Dore & Totley	High Peak and Hope Valley	155,854	145,956	6.78%
Dove Holes	High Peak and Hope Valley	4,756	4,910	-3.14%
Driffield	Yorkshire Coast	244,272	246,270	-0.81%
Drigg	Cumbrian Coast	11,312	10,466	8.08%
Dunston	Tyne Valley	7,168	4,904	46.17%
Edale	High Peak and Hope Valley	79,404	76,268	4.11%
Egton	Esk Valley Line	13,724	10,812	26.93%
Entwistle	Clitheroe Line	10,596	15,036	-29.53%

Station Name	CRP Line	2015-16	2014-15	Differs
Fairfield	South East Manchester	24,554	23,992	2.34%
Filey	Yorkshire Coast	119,506	121,216	-1.41%
Flimby	Cumbrian Coast	12,132	13,028	-6.88%
Flowery Field	South East Manchester	197,330	187,820	5.06%
Foxfield	Cumbrian Coast	23,416	26,698	-12.29%
Furness Vale	High Peak and Hope Valley	19,094	17,360	9.99%
Gargrave	Bentham Line	26,570	29,176	-8.93%
Garsdale	Settle and Carlisle	15,684	15,614	0.45%
Gathurst	West Lancashire	86,976	86,050	1.08%
Giggleswick	Bentham Line	12,918	12,944	-0.20%
Glaisdale	Esk Valley Line	18,754	15,046	24.64%
Glossop	High Peak and Hope Valley	876,044	895,744	-2.20%
Godley	South East Manchester	73,182	70,830	3.32%
Goostrey	Crewe Line	42,852	43,012	-0.37%
Gorton	South East Manchester	100,864	99,428	1.44%
Goxhill	Barton Line	13,178	17,268	-23.69%
Great Ayton	Esk Valley Line	7,100	7,776	-8.69%
Great Coates	Barton Line	9,390	11,540	-18.63%
Green Road	Cumbrian Coast	7,110	7,200	-1.25%
Greenbank	Mid Cheshire	209,350	185,278	12.99%
Grimsby Docks	Barton Line	4,060	4,932	-17.68%
Grindleford	High Peak and Hope Valley	59,442	58,086	2.33%
Grosmont	Esk Valley Line	15,172	16,144	-6.02%
Guide Bridge	South East Manchester	297,324	280,584	5.97%
Gypsy Lane	Esk Valley Line	30,338	26,398	14.93%
Habrough	Barton Line	30,098	31,882	-5.60%
Hadfield	High Peak and Hope Valley	346,238	370,758	-6.61%
Hale	Mid Cheshire	179,812	165,586	8.59%
Hall I' Th' Wood	Clitheroe Line	116,428	139,796	-16.72%
Haltwhistle	Tyne Valley	69,618	74,308	-6.31%

Station Name	CRP Line	2015-16	2014-15	Differs
Handforth	Crewe Line	268,250	272,800	-1.67%
Hapton	East Lancashire Line	15,054	18,228	-17.41%
Harrington	Cumbrian Coast	25,016	25,514	-1.95%
Hathersage	High Peak and Hope Valley	65,112	61,408	6.03%
Hattersley	South East Manchester	64,320	51,982	23.74%
Haydon Bridge	Tyne Valley	31,976	38,916	-17.83%
Hazel Grove	High Peak and Hope Valley	650,952	658,226	-1.11%
Healing	Barton Line	10,626	13,036	-18.49%
Heaton Chapel	Crewe Line	757,190	696,518	8.71%
Heighington	Bishop Line	18,286	19,750	-7.41%
Hellifield	Bentham Line	26,896	29,490	-8.80%
Hexham	Tyne Valley	331,866	381,342	-12.97%
Heysham Port	Bentham Line	9,128	9,608	-5.00%
Holmes Chapel	Crewe Line	173,738	166,364	4.43%
Honley	Penistone Line	58,684	64,374	-8.84%
Hope (Derbyshire)	High Peak and Hope Valley	62,282	58,744	6.02%
Horton In Ribblesdale	Settle and Carlisle	16,096	15,656	2.81%
Hoscar	West Lancashire	900	1,060	-15.09%
Huncoat	East Lancashire Line	22,870	23,058	-0.82%
Hunmanby	Yorkshire Coast	25,116	23,304	7.78%
Hutton Cranswick	Yorkshire Coast	38,662	37,468	3.19%
Hyde Central	South East Manchester	81,512	86,054	-5.28%
Hyde North	South East Manchester	43,992	42,148	4.38%
Ince & Elton	North Cheshire	1,468	1,554	-5.53%
James Cook University Hospital	Esk Valley Line	31,578	23,176	36.25%
Kents Bank	Furness Line	25,348	26,180	-3.18%
Kildale	Esk Valley Line	1,610	1,824	-11.73%
Kirkby Stephen	Settle and Carlisle	26,786	29,768	-10.02%
Kirkby-In-Furness	Cumbrian Coast	12,596	14,340	-12.16%
Kirkham & Wesham	South Fylde Line	258,188	245,806	5.04%

Station Name	CRP Line	2015-16	2014-15	Differs
Knutsford	Mid Cheshire	510,840	493,650	3.48%
Langho	Clitheroe Line	35,734	46,058	-22.42%
Langwathby	Settle and Carlisle	17,870	22,832	-21.73%
Leaeholm	Esk Valley Line	18,102	15,888	13.94%
Levenshulme	Crewe Line	512,654	484,044	5.91%
Lockwood	Penistone Line	51,284	49,940	2.69%
Long Preston	Bentham Line	13,918	14,328	-2.86%
Lostock Gralam	Mid Cheshire	41,900	36,546	14.65%
Lostock Hall	East Lancashire Line	41,510	41,442	0.16%
Lytham	South Fylde Line	90,896	87,662	3.69%
Marple	South East Manchester	454,858	455,470	-0.13%
Marton	Esk Valley Line	13,512	10,568	27.86%
Maryport	Cumbrian Coast	90,392	99,726	-9.36%
Meols Cop	West Lancashire	77,410	70,476	9.84%
MetroCentre	Tyne Valley	354,240	363,108	-2.44%
Middlewood	High Peak and Hope Valley	27,950	25,990	7.54%
Mill Hill (Lancashire)	East Lancashire Line	71,840	70,458	1.96%
Millom	Cumbrian Coast	193,676	213,346	-9.22%
Mobberley	Mid Cheshire	20,686	16,822	22.97%
Morecambe	Bentham Line	235,198	245,548	-4.22%
Moss Side	South Fylde Line	2,284	2,838	-19.52%
Mouldsworth	Mid Cheshire	32,022	29,940	6.95%
Nafferton	Yorkshire Coast	35,888	36,676	-2.15%
Nelson	East Lancashire Line	129,762	131,864	-1.59%
Nethertown	Cumbrian Coast	560	600	-6.67%
New Clee	Barton Line	458	524	-12.60%
New Holland	Barton Line	14,708	19,608	-24.99%
New Lane	West Lancashire	8,184	6,660	22.88%
New Mills Central	South East Manchester	198,432	200,974	-1.26%
New Mills Newtown	High Peak and Hope Valley	225,738	225,902	-0.07%

Station Name	CRP Line	2015-16	2014-15	Differs
Newton Aycliffe	Bishop Line	60,548	67,332	-10.08%
Newton For Hyde	South East Manchester	176,812	182,666	-3.20%
North Road	Bishop Line	32,300	31,178	3.60%
Northwich	Mid Cheshire	234,194	215,626	8.61%
Nunthorpe	Esk Valley Line	35,766	32,510	10.02%
Parbold	West Lancashire	127,754	117,130	9.07%
Parton	Cumbrian Coast	7,614	7,810	-2.51%
Penistone	Penistone Line	162,852	159,684	1.98%
Pleasington	East Lancashire Line	9,630	10,102	-4.67%
Plumley	Mid Cheshire	26,006	26,516	-1.92%
Prudhoe	Tyne Valley	154,218	158,792	-2.88%
Ramsgreave & Wilpshire	Clitheroe Line	96,832	111,744	-13.34%
Ravenglass	Cumbrian Coast	34,074	35,334	-3.57%
Reddish North	South East Manchester	174,334	170,286	2.38%
Riding Mill	Tyne Valley	27,986	33,012	-15.22%
Rishton	East Lancashire Line	50,796	53,850	-5.67%
Romiley	South East Manchester	301,172	309,260	-2.62%
Roose	Furness Line	45,084	43,870	2.77%
Rose Grove	East Lancashire Line	57,258	43,176	32.62%
Rose Hill (Marple)	South East Manchester	145,366	155,184	-6.33%
Rufford	West Lancashire	16,674	17,470	-4.56%
Ruswarp	Esk Valley Line	2,966	3,228	-8.12%
Ryder Brow	South East Manchester	27,078	29,840	-9.26%
Sandbach	Crewe Line	233,638	205,682	13.59%
Seascale	Cumbrian Coast	36,856	36,410	1.22%
Sellafield	Cumbrian Coast	204,020	242,990	-16.04%
Settle	Settle and Carlisle	132,718	148,428	-10.58%
Shepley	Penistone Line	72,266	73,360	-1.49%
Shildon	Bishop Line	45,816	50,696	-9.63%
Silecroft	Cumbrian Coast	9,862	10,372	-4.92%

Station Name	CRP Line	2015-16	2014-15	Differs
Silkstone Common	Penistone Line	39,488	39,466	0.06%
Silverdale	Furness Line	54,872	59,352	-7.55%
Skipton	Bentham Line	1,090,808	1,106,036	-1.38%
Sleights	Esk Valley Line	4,122	5,040	-18.21%
Squires Gate	South Fylde Line	19,884	21,524	-7.62%
St.Annes-On-The-Sea	South Fylde Line	125,146	131,166	-4.59%
St.Bees	Cumbrian Coast	52,270	61,174	-14.56%
Stallingborough	Barton Line	10,588	13,048	-18.85%
Stanlow & Thornton	North Cheshire	88	158	-44.30%
Stocksfield	Tyne Valley	53,654	59,258	-9.46%
Stocksmoor	Penistone Line	21,628	23,376	-7.48%
Strines	South East Manchester	26,074	24,930	4.59%
Styal	Crewe Line	4,856	5,668	-14.33%
Thornton Abbey	Barton Line	1,342	1,164	15.29%
Ulceby	Barton Line	6,808	7,812	-12.85%
Wennington	Bentham Line	3,956	3,492	13.29%
Wetheral	Tyne Valley	21,474	19,008	12.97%
Whaley Bridge	High Peak and Hope Valley	127,590	123,536	3.28%
Whalley	Clitheroe Line	71,782	78,184	-8.19%
Whitby	Esk Valley Line	137,196	130,210	5.37%
Whitehaven	Cumbrian Coast	257,090	271,098	-5.17%
Wigton	Cumbrian Coast	52,438	54,382	-3.57%
Wilmslow	Crewe Line	1,396,006	1,328,652	5.07%
Woodley	South East Manchester	53,856	50,546	6.55%
Woodsmoor	High Peak and Hope Valley	232,954	219,366	6.19%
Workington	Cumbrian Coast	184,880	197,204	-6.25%
Wylam	Tyne Valley	105,572	112,362	-6.04%
Total		191,380,056	187,644,951	1.99%