

Community Rail Report



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1. Introduction

1.1 Foreword

During the second year of the Northern franchise we have built on the strong foundations developed over the first year with our partners and we are now beginning to deliver real change through our ambitious community rail agenda.

We warmly welcomed the opportunity to respond to the Department for Transport's consultation on Community Rail Development confirming that we are firmly committed to the principles of community rail development within the communities we serve.

Our Regional Community and Sustainability Managers are now fully embedded across the business and are making real strides in expanding our reach within the wider communities. They have been instrumental in attracting many more community groups to adopt our stations and we now around 70% of our stations adopted, with over 3000 active volunteers making a huge difference to our station environment.

We continue to see a significant level of interest in both the Seed Corn and Station Adoption Funds with all the year two adoption funding allocated and many other schemes in the pipeline for year three. It has been really pleasing to see the fantastic work being carried out by our valued volunteers with around 200 station adoption schemes delivered since the start of the franchise. We have included some fantastic examples within this report.

Our annual Community Rail Conference took place in September 2017, which welcomed more than 150 guests from across the network. The event was an opportunity for our community rail family to review the first year of the franchise, look ahead, share ideas, demonstrate best practice through a number of project case studies and network with the Northern management team and industry colleagues. You can read more about it in this report but we will continue to use your feedback from the day to help shape and make this year's event even better.



We have been working closely with our colleagues at ACoRP to develop their plans to help further develop our Community Rail Partnerships by assisting them in developing targeted marketing plans, supporting new uses for old railway property and helping with additional skills development with a particular focus on website design.

We look forward to continuing to build on our progress so far and working with all our CRPs and station adoption groups.

Craig Harrop

Community and Sustainability Director

1.2 Executive Summary

This is the Third Northern Community Rail annual report of the new franchise.

A study produced by our partners at the Association of Community Rail Partnerships (ACoRP) in March 2018 identifies five themes for community rail as a champion of social inclusion: promoting accessible journeys for all; connecting people to opportunities and services; stations as spaces for social growth and enterprise; community rail volunteering and using arts and heritage to engage communities. You will find real life examples of these themes on the pages of this report. When industry engages with community, everyone benefits.

This year we have firmed up a new partnership – the North Cheshire Community Rail Partnership - and supported a proliferation of new station adoption groups. We now support 20 fully fledged Community Rail Partnerships working across the Northern region.

New community rail projects are coming to fruition all the time through the Station Adoption Fund and the Seed Corn Fund. The latest projects, featured in this report include:

- A ground-breaking project along the Bentham Line, leading the way in making stations more dementia friendly and helping rail staff to be dementia aware.
- A musical installation at Edge hill station, in which over 100 young people from a deprived area of Liverpool worked with top class musical artists, translating their experiences and hopes for the future into lyrics, song and samples. The installation was launched in September 2017 and attracted 100s of visitors to the station.
- The second year of a collaboration between the Cumbrian Coast Community Rail Partnership and the national charity Turning Point. By adopting Green Road station on the edge of the Duddon estuary 'The Rail Journey to Recovery' facilitates a new rehabilitation programme in which recovering addicts can get involved in the restoration and care of the station shelter, fences, wildlife and gardens, to the benefit of all.

The Community Rail Executive Group (ComREG), made up of rail industry, community and sustainability representatives, plays a key strategic role in terms of funding distribution. Through ComREG we 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 community rail agenda, delivers great projects and maximum value to our customers, our railways and our communities. This group is currently unique in the UK railway industry, helping to shape community rail policy and Northern's dynamic approach to community engagement and sustainability.

In this report we also introduce you to our hard-working Regional Community and Sustainability Managers (RCSMs) who work closely with CRPs in their respective regions. Alongside partners at ACoRP, the RCSMs have helped to bring in new training packages for CRPs, including business and commercial skills, tourism and heritage skills, and a marketing programme.

From improving the station environment, to engaging with young people, supporting local business, promoting the arts and preserving our railway heritage, Community Rail is making a difference - helping to promote rail as a sustainable transport option for business, for people, for the environment and for the future.



2. Community Rail Report

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 across Northern.

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 third 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	2016	2017	2018
Humber Region-Barton-on-Humber*	✓	East	£15k	£15k	£15k
Yorkshire Coast		East	£15k	£15k	£15k
Leeds-Morecambe-Bentham Line	✓	East	£15k	£15k	£15k
Penistone Line	✓	East	£25k	£25k	£25k
Settle-Carlisle Railway Development Company		East	£90k	£90k	£90k
Bishop Line	✓	North East	£15k	£15k	£15k
Esk Valley Railway Development Company	✓	North East	£25k	£25k	£25k
Tyne Valley Rail	✓	North East	£15k	£15k	£15k
Clitheroe Line	✓	Central	£25k	£25k	£25k
East Lancashire	✓	Central	£25k	£25k	£25k
Crewe Manchester		Central	£25k	£25k	£25k
South East Manchester		Central	£25k	£25k	£25k
High Peak and Hope Valley, Glossop and Buxton lines	✓	Central	£25k	£25k	£25k
Mid-Cheshire	✓	Central	£25k	£25k	£25k
North Cheshire Rail User Group		West	£15k	£15k	£15k
Cumbrian Coast	✓	West	£25k	£25k	£25k
Furness Line	✓	West	£25k	£25k	£25k
Lakes Line	✓	West	£25k	£25k	£25k
South Fylde	✓	West	£25k	£25k	£25k
West of Lancashire	✓	West	£25k	£25k	£25k
Totals			£500k	£500k	£500k

* moves to East Midlands Franchise in year four 2019. £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.

The terms of reference for ComREG are detailed below:

Purpose of COMREG

The group is currently unique in the UK railway industry, bringing a strong focus to the work of a single train operating company on community rail issues. Its remit is to:

- 1 Advise the Community and Sustainability Director (CSD) on community rail policy and to help shape Arriva Rail North's (Northern's) approach to Community Engagement and Sustainability;
- 2 Contribute to the development of relevant strategies, policies and projects and advise on funding to deliver those projects
- 3 Assist in developing business cases and advise on the optimisation of trade-offs that will be necessary to deliver the Franchise and reduce costs
- 4 Advise on new ways of operating and managing some routes based on development of 'community business unit' (CBU) approaches with devolved local management and accountability
- 5 Support the development of station adoption policy and a 'community station buildings strategy' based on community hubs using both existing and potential new structures. This work feeds into the Social and Commercial Development Plan Board
- 6 Approve a governance process and monitor the use of Seed Corn Fund. The governance process will identify the project parameters for those projects that should be individually approved by ComREG. ComREG will satisfy itself that the use of the Seed Corn Fund represents value-for-money on an ongoing basis

7 Assist the CSD in the development of the annual allocation of the £500,000 'CRP amount'

8 Review and advise on CRP's annual development plans in particular satisfying itself that the plans are equitable between CRPs and that targets are both challenging and deliverable;

9 Sign off the annual Community Rail Report as an accurate reflection of the preceding year's activities and the plans for future years;

10 Contribute to Arriva's 'whole journey' approach involving all modes of transport;

11 Develop an annual activity plan for ComREG for the forthcoming year to include an annual review of the remit;

12 Contribute to the sustainable business growth of Northern and advise on metrics for business growth generated by CRPs;

13 Highlight specific opportunities and innovative initiatives to maximise community initiatives which reflect the diverse communities across the North.

Membership of ComREG

Members of the Northern Community Rail Executive Group (ComREG) shall be relevant Stakeholders including representatives from Community Rail Partnerships, Rail North, other relevant subnational transport bodies, The Secretary of State and ACoRP. We will seek a balanced membership with strong expertise in community rail and which is representative of the various regional CRP groups and which is supported by all Stakeholders. Additional members will be approved by ComREG following recommendations from Northern and ComREG members. Membership will be around 15 and shall not exceed 20 but ComREG has the authority to establish sub groups on specific areas as required.

Governance of ComREG

1. ComREG is chaired by the Communities and Sustainability Director. A vice-chair shall be elected annually by the members who shall deputise when necessary for the chair.

2. Members shall in general represent specific organisations or groups (their parent organisation) and shall report back to their parent organisation following each and every ComREG meeting.

3. New members will be formally approved at their first meeting and their appointment reviewed every two years unless they cease to be employed by or represent their parent organisation.

4. Unless powers have been specifically delegated by the Arriva Rail North Board or any superior board, and then only if consistent with the Franchise Agreement, ComREG will provide advice and guidance to Northern which, provided it is consistent with the Franchise Agreement, Northern would expect to follow. Any exceptions will be fully explored before a final decision is taken by Northern.

5. Any proposed contractual commitment will be subject to Arriva Rail North governance procedures.

6. Voting shall be by a simple majority. The chair shall have a casting vote.

7. A quorum shall be not less than five members of which no more than two may be Arriva employees.

8. The group will receive all possible assistance from Arriva, including provision of specialist technical assistance and secretarial support.

9. Proceedings of the group may, in some cases, be commercially sensitive and when appropriate members will be requested to treat some issues in confidence. If by virtue of the rules of their parent organisation members cannot necessarily respect that confidentiality, they should make their position clear to the chair who will decide whether they should continue to be present for the item in question.

10. ComREG shall meet at least quarterly, at venues agreed by the membership. The group shall aim to hold meetings in different locations across the North.

11. Members of ComREG will receive reasonable out of pocket expenses including travel costs to attend meetings and will be provided with a travel pass for that meeting.

12. These terms of reference may be amended by a majority of the membership.

13. These terms of reference shall be reviewed annually.



2.1.5 Community Rail Conference

On Monday 25 September 17 we held our second successful community rail conference in Leeds. One hundred and fifty-five community contacts attended from a wide range of groups including Community Rail Partnerships (CRPs), Station Partnerships, ACoRP and Rail User Groups.

The event was an opportunity for our community rail family to review the first year of the franchise, look ahead, share ideas, demonstrate best practice through a number of project case studies and network with the Northern management team and industry colleagues.

The organising committee included representatives from CRPs and adoption groups as well as our Community and Sustainability Managers, and as with our previous conference, we agreed to use the event to share best practice and to include topics that would help stretch thinking and open up new opportunities. With this in mind a number of market stalls and workshops were arranged allowing delegates to book for a particular area of interest.

Delegates had the opportunity to engage with the Northern Team, Community Managers, Station Managers, Planning team, Property team, Station Improvement Fund project team, Community Safety team including Travel Safe Officers and our apprentices. The marketplace including external partners from Carillion, British Transport Police, Network Rail, Railway Heritage Trust, ACoRP Scenic Britain, Community Rail Lancashire, Bentham/Mytholmroyd Station Twinning, National Citizen Service, Mid Cheshire CRP and Best Kept Cheshire Stations.

Workshops

Delegates could choose from the following sessions:

Marketing and Promotion – Mike Parker-Bray; Devon and Cornwall Rail Partnership and Vicky Cropper

Managing contact with a vulnerable person on the railway – David Masters and Katie Barton, Samaritans

Station Adoption - Tony Ford and Emily Elliott, St Anne's on Sea; Sheila Davidson, Friends of Hindley; Babs Allen, Friends of Hattersley

Funding and Revenue Opportunities – David Bedding, Friends of Brighouse; Ian Savage, Two Ridings Community Foundation; Drew Haley, Settle – Carlisle Dev Co

Engaging with Diverse Communities – Daisy Chapman-Chamberlain, Community Rail Lancashire; Ian Davis, ACoRP

2.1.6 Project Funding

Station Adoption Fund Spend 2017/2018	
Number of Schemes	144
Amount Spent	£125,448

Seed Corn Fund Spend 2017/2018	
Number of Schemes	9
Amount Spent	£73,274

Table: Summary of spend

2.1.7 Station Adoption Fund

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. 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.

Case Studies

The Rail Journey to Recovery

Let's face it – painting a fence on a wild and windswept day at a railway station on the Cumbrian Coast isn't the most glamorous occupation in the world! Yet for the residents undergoing rehabilitation for alcohol and substance abuse at Stanfield House in Workington it's become an integral part of their structured programmes of support.

The 'Rail Journey to Recovery' – a collaboration between the Cumbrian Coast Community Rail Partnership and the national charity called Turning Point – began in 2016. Designed to build confidence, skills and self-respect in people trying to break free from the shackles of addiction, the project is also a vivid illustration of how Northern's community commitment can reach out and help the most marginalised of groups.

Key to the remarkable success of this project has been the adoption of Green Road station. Located on the edge of the Duddon estuary and overlooked by the Lakeland fells, this remote station has provided the perfect base to contribute to the rehab process. Weekly activities for the residents include restoration and cleaning of the shelter, restoring the award-winning gardens to their former glory, encouraging the local wildlife through regular feeding and building bird and bat boxes during the breeding season, photography, group therapy sessions, walks to aid healthy living. It's exactly these type of activities that embody and reinforce the sense of satisfaction in 'giving something back' – a recurring theme in the regular feedback sessions at Stanfield House.

Other factors come into play which illustrate both the unique nature and positive outcomes of the 'Rail Journey to Recovery' project. Complete social isolation is so often a consequence of alcohol and substance addiction, and the smallest of everyday gestures – such as a joke with the conductor or a 'thank you' from a Green Road resident – can have a massive and lasting impact. Thanks to both Northern's ComREG and Direct Rail Services funding the CRP also helps residents undergoing rehab to travel by rail to their home locations. These visits are an essential part of the rehab process, as often addiction leads to fractured family relationships. In the words of one Stanfield House resident, 'working in rail has helped to build bridges I thought were broken.'

Perhaps most pleasing of all is to witness the progress of individuals. When entering the rehab process many people are gaunt, pale and withdrawn, largely as a result of detox. At the end of the programme the results are palpable – self-confidence restored, planning for the future, a healthy sheen to the skin. A job well done – in which rail-based activity has played a crucial part!

The CRP has produced an evocative video which embodies the 'Rail Journey to Recovery' in its entirety. See <http://vimeo.com/239789281/bc5e415aal>

Central Region

Altrincham Planter:

Family and friends of Martyn Hett, who tragically fell victim of the Manchester terror attack, gathered at Altrincham Station to witness the unveiling of a planter in his memory. Martyn Hett was a regular passenger on the Mid Cheshire line. He frequently travelled on services into Altrincham, where he worked at a local public relations firm.

Friends and family remember Martyn as a bright and bubbly character, who made the best out of every situation he was faced with. Northern are extremely grateful to the Friends of Altrincham Interchange, who suggested having this beautiful planter in memory of Martyn. The group were heavily involved in getting the planter ready, and will be the ones to take care of it going forward.

Chinley and Buxworth Transport Group:

Northern have donated a brand new commemorative plaque and community noticeboard to Chinley Station, in celebration of the 150th anniversary of the station opening. Chinley and Buxworth Transport Group (CBTG) collaborated with Northern to ensure the new addition reflected the community's enthusiasm for this impressive anniversary.

The noticeboard encased work produced by local school children, which all had the theme of "Chinley 150", giving a youthful perspective on the history of the railway. Peak School, Chinley Primary School and Buxworth Primary School are amongst those who donated the work. Liam Sumpter unveiled the new addition to the station, accompanied by members of local community groups, Northern and Network Rail.

Great War Centenary Commemorative Plaque at Buxton Station:

This project commemorates the centenary of the creation of a "super special" hospital in Buxton during WW1 to treat wounded Canadian soldiers. This nationally important hospital was relocated from Ramsgate after significant bomb damage. A nationally-renowned local supplier, Leander Architectural made the aluminium alloy plaque, measuring 18" by 11". It has raised lettering with a Red Cross logo and the FoBS coloured logo as well as Northern's logo upon it.

A Civic party comprising the Mayor of High Peak, Councillor Matt Stone and Chair of the High Peak and Hope Valley Community Rail Partnership, Councillor George Wharmby unveiled the plaque at 11:00 on 8 November 2017, exactly 100 years to the day when the first tranche of 40 injured soldiers arrived in Buxton.

Marple Station Beautification:

The aim of the project was to make the platform areas at the station more attractive through additional artwork and planting. This made the station more attractive for the benefit of passengers and thereby encourage additional usage. It also provided an information board about Agatha Christie's links to the area. The Agatha Christie display board further publicises the author's links to the area and supports work to encourage inbound tourist visits by rail.

North East Region

Nunthorpe Herb Planter

The 'Friends of Nunthorpe' are a very enthusiastic group, they always strive to make the station look the best they can. The group also consists of the 'Nunthorpe knitters' who produce wonderful knitted displays to tie in with different calendar events throughout the year. They also tend to the raised beds and planters which always look bright and vibrant. A recent addition on the platform is a herb box which will allow customers to help themselves to fresh herbs. The station will be entered in to the Northumberland in Bloom competition again this year.

Newton Aycliffe "Bring the Funny"

Greenfield Academy are the Station Adopters at Newton Aycliffe and have recently been working on the project 'Bring the Funny'. This is part of the Youth Cree project which is supported by GAMP and Public Health funding and has been developed by Greenfield Arts. The Youth Cree are a group of young people who take part in

positive activity that makes them feel good, believe in themselves and create wonderful ideas to encourage that in others. The art work which they produced is displayed on the platform and an interactive sound box in the shelter which tells jokes.

Friends of Billingham Planters and Hanging Baskets

The 'Friends of Billingham' recently held a Community Day at the station to introduce planters and hanging baskets to enhance the railway gateway to Billingham Station. This rather unwelcoming station is tucked away behind an industrial estate, the groups aim was to get the whole community involved and to bring a bit of colour to the station which will hopefully encourage patronage. A community bus was on site for the event and Tesco kindly provided a buffet which was held in the shelter.

Friends of Great Ayton Car Park and Picnic Area

The 'Friends of Great Ayton' applied for funding to create extra car parking spaces to encourage customers to this rural station. They also created a picnic area which is in an ideal location to enjoy the views of the beautiful North Yorkshire Moors. Aspirations for the future are to install a cycle hub to allow visitors to explore the moors which will hopefully encourage visitors to the various cycle routes on the Esk Valley line.

East Region

Mytholmroyd Bug Hotels

Friends of Mytholmroyd Station describe themselves as a friendly bunch of local folk – who meet to a couple of times a month to keep the village railway station looking tidy. They have been active for 11 years and have transformed the once vandalised, unstaffed station in that time.

They add: We do not know much about gardening, but have a good try – sometimes spending a lot of time deciding whether a plant should be left – or is it a weed!

The Station Friends group include local residents, business, schools and groups whenever they can. In 2017 they worked with young people to create "Bug Hotels" on the station, a great way to learn about biodiversity. They are also well on the way to getting a 'community hub' established in the station buildings, with a feasibility study now underway.



Batley Station's Great Get Together

MP Jo Cox, who was shockingly murdered in 2017, had been a great supporter of Batley Station. So in June 2017, the Friends of Batley Station (FoBS) organised a 'Great Get Together'. The station was packed with over 80 volunteers, members of the local community and the media.

It looked fantastic with the FOBS show casing what can be achieved when a local community adopts a station. Passengers were offered free tea, coffee and cake creating a very special atmosphere for everyone.

Thurnscoe Artwork

Thurnscoe Station underpass had been a bit dismal ... it was covered in graffiti and urgently needed some attention. With support from Northern and the local council, young volunteers from Endeavour stepped in to give it that extra special touch. Endeavour is a Sheffield based charity that works hands-on with disaffected and forgotten young people.

The mosaic features heritage symbols and natural imagery they created, reflect the local environment and green space in the village. The same group will be supporting the creation of a timeline of the village which will be installed along the platform of the station early next year.

The new artwork was launched by O" Rt Hon John Healey MP.

West Region

Rufford

The 'Friends of Rufford' are a very enthusiastic and active group, who always strive to make the station look the best they can. They are an active group within their local village and engage their local community on a regular basis including the Gardening Club at Rufford Primary School. They also tend to the planters which always look bright and vibrant. During 2017 with support from Northern, they were able to purchase, a number of planters from Ark Plastics, for the station. The planters are recyclable as well as robust and aesthetically pleasing.

Bamber Bridge

The Friends of Bamber Bridge Railway Station are an organisation that was formed to look after the station

and its environs and is a partnership between South Ribble Borough Council, Community Rail Lancashire, Northern, Network Rail, Baxi Manufacturing, The Brothers of Charity, Cuerden Church School and the South Ribble Pensioners Association

The Friends of Bamber Bridge unveiled some colourful artwork on the platforms last year following on from the installation of planters earlier in the year. South Ribble Mayor, Cllr Mick Titherington, spoke warmly of the involvement of the children from Cuerden Church School and of the time and effort the volunteers have put into the station.

This is a project that is continuing into 2018, with additional planters, welcome signage and a wooden engine project.

Bare Lane

The Lancashire and District Conservation Volunteers as Friends of Bare Lane applied for funding to design, create and manage a large planter within the footprint of the former signal box at Bare Lane. This was a practical demonstration of effective cooperation between the voluntary station adopters, Network Rail, Northern as well as local residents. Future plans are for a signal box name board – Bare Lane – to be affixed to the large planting bed as well as producing an informative historical poster of the station's history, adding a human dimension to the station.



Roose

The Friends of Roose station only formed last year and already have made an impact upon the station. Within weeks of becoming station adopters, they submitted an application for plants and planters to brighten up the station environment.

The Friends of Roose, despite it being wet and windy, installed six planters on the platform and have turned an unwelcoming station into somewhere that is colourful and friendly. The feedback from this has been positive and will hopefully encourage community pride as well as patronage.

2.1.8 Seed Corn Fund

RECIPIENT ORGANISATION	PROJECT
Mid Cheshire CRP & Friends of Littleborough Settle - Carlisle Railway Development Company Community Rail Lancashire Settle - Carlisle Railway Development Company Community Rail Lancashire Mid Cheshire CRP on behalf of Women in Community Rail	Marvellous Days Out Appleby and Ribbleshead Shelters Make a Beeline for the station Dales Integrated Transport Partnership South Fylde Line capacity increase project Women in Community Rail
Number of Projects: 9	Total Spend: £73,274

The Seed Corn 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.

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 two case studies to highlight the ways our CRP colleagues are working, in particular with underrepresented communities and through innovative cross sector partnerships.

Marvellous Days Out

The project is a partnership between the Mid Cheshire CRP and the Friends of Littleborough Station in encouraging people to take the train, some for the first time, and explore attractions by rail as well as promoting the historical and heritage tourism on both the Mid Cheshire line and the Calder Valley Line. It is also about promoting local areas, encouraging local spend, and give people a new perspective on well-known areas either by iconic art or through females in history including Elizabeth Gaskell and Gracie Fields

Iconic artwork, including posters and postcards as well as booklets were produced and a Marvellous Days Out website created to showcase the art and hidden histories. Whilst it may not at a first glance appear innovative it was for several reasons.

For example, this project saw the collaboration between two lines, 2 CRPs and involved different





tourist attractions and a mix of paid staff and volunteers (ACORP, Station Friends, Mid Cheshire CRP, and Community Rail Lancashire). Bringing the two projects together under the Marvellous Days Out strapline enables the team to save on costs e.g. distribution and website but also gave two bites of the cherry in encouraging people to take the train and enjoy a Marvellous Day Out.

Selling the artwork was used to fund further phases of the project. Furthermore, people were encouraged to visit less popular tourist destinations e.g. Blackburn and Ardwick

The partnership by working with the local tourist attractions included in the project raised the awareness of both lines within the tourism sector and encouraged those attractions to actively promote travelling by rail.

Make a Beeline for the Station

This is an innovative project to promote improvements to the service on the Preston to Ormskirk route. The project will emphasize use of the service for leisure purposes including encouraging travel across county and TOC boundaries. The West of Lancashire CRP worked in partnership with local schools (mainstream and special needs), local businesses and charities (Rice Lane City Farm and Rufford Old Hall with the National Trust), Merseyrail, Merseytravel and Northern.

The marketing campaign focused on encouraging families in particular to travel using both TOCs

into Lancashire and Liverpool for heritage and leisure purposes, with a focus on the newly improved service.

The theme of the campaign was also to highlight the environmental benefits of rail travel, as well as providing nature revitalisation spots through bee-friendly planting.

Working with industry partners, Northern, Merseyrail and Merseytravel, two schools will be engaged at the stations; Rufford CE and Rice Lane Primary in February and March 2018.

With Rice Lane City Farm as a community project partner, the children will learn about eco-friendly travel through the CRL education programme (with children with special educational needs and disabilities undertaking CRL's Railway Confidence Programme), as well as key facts about plant growth and bumblebees through practical planting with City Farm staff. The Bumblebee Conservation Trust and Grow Wild will also advise on suitable planting to enable flourishing wildlife.

Planters will be created by the farm, and these will be secured at the stations and planted with bee-friendly flowers by the children. The planters will be maintained in the future by Rice Lane City Farm groups and Rice Lane School at Walton, and by Rufford station adopters and Rufford CE at Rufford.



Making a Dementia-Friendly Bentham Line

Helping to ensure that nobody is excluded and everyone is safe when travelling on our network is a big priority. So building travel confidence amongst user groups that may lack that confidence, developing a great relationship between railway staff and passengers; understanding the needs of different user groups and making stations user friendly for all are important themes for Northern and the Leeds-Morecambe Community Rail Partnership.

Along the Bentham Line, the focus has turned particularly to Dementia. We know that a significant number of people will develop dementia, especially in their older years; so the challenge is to make rail travel a really good option for people suffering with dementia. Our ground breaking project along the Bentham Line will lead the way in making stations more dementia friendly and helping rail staff to be dementia aware.

North Yorkshire County Council have partnered with the Bentham Line (Leeds-Morecambe Community Rail Partnership) to develop dementia support projects. The projects are being piloted at stations along the Bentham Line and audited by people with experience of living with dementia.

As part of the project, walks and area guides are being developed to provide a range of railway-based dementia-friendly activities along the line. The partnership is also developing two dementia-friendly information toolkits that will be available to the rail industry and also offered elsewhere.

One toolkit will focus on staff and volunteer understanding and raising awareness of dementia, and about how to respond to people living with dementia. The other toolkit centres on creating dementia-friendly railway environments and supporting services.

The toolkits will eventually be shared with other community rail partnerships and train operators, so they can develop their own approaches to being dementia-friendly.

You can watch a video about Northern's high profile community rail project on dementia here: <https://vimeo.com/260027032>

This project is supported by Northern's Community Rails Seed Corn Fund.

Trackbed

The Trackbed project at Edge Hill station was developed by Metal – a high profile arts company working out of Edge Hill Station in Liverpool – in conjunction with Harthill Youth Centre – which is situated in nearby Wavertree. Other professional input was provided by music duo Darkstar and film maker Cieron Magat.

The project was part of a 2017 youth arts programme, running in conjunction with a high profile performance piece entitled 'Different Trains 1947.' Different Trains 1947 set out to explore through sound and music, the UK and India's shared history, how that links to the railway and the associated themes of migration, home and heritage.

Trackbed, meaning the foundation structure on which railway tracks are laid, became a metaphor for the foundations upon which young people lay their futures in contemporary society.

The project focused on creating a living account of young people's insights and perspectives on present day societal issues through music.



Over the course of five months, professional duo Darkstar facilitated a series of music workshops, studio and field recording sessions involving over 100 active participants aged between 12 and 22 years old from local communities. Participants included local migrant families from the Czech Republic, Slovakian, Romanian and the Arabic communities in Wavertree, Edge Hill and Toxteth in Liverpool.

With Darkstar's support, the young people translated their thoughts, experiences and hopes for the future into lyrics, poetry, song and samples. The young people also collected field recordings and conducted interviews with their peers and family members, exploring themes from migration and Brexit, to music, home and community and their work was compiled to create a 'sound installation' at Edge Hill station.

The installation was launched with a special event in September 2017. It remained opened for three weeks and received hundreds of visitors.

This project was fully funded by Northern's Community Rail Seed Corn Fund.



2.1.9 Association of Community Rail Partnerships (ACoRP)

The Association of Community Rail Partnerships (ACoRP) continues to be a key partner to Northern in supporting the success of community rail across the North of England. In 2017-18 this work has included:

Core funding

Northern provides ongoing financial funding that has strengthened the staff team based at ACoRP's offices in Huddersfield. As a part of this Northern and ACoRP developed and undertook a 'support needs analysis' with each community rail partnership (CRP) to identify their strengths and matching them with others who wish to improve their skills and knowledge in that area. This has been useful as a way of sharing good practice, but also to identify where further advice and training is needed.

Tourism and Heritage

ACoRP's Tourism & Heritage Officer has been out and about across the area meeting CRPs to help them identify and develop their tourism potential. This has seen extensive work including along the South Fylde Line, tying in to the St Anne's International Kite Festival, and working with the Mid Cheshire Line on its Marvellous Days Out, promoting attractions along the line, and its Amazing Women by Rail. A specialist guidance document has also been produced on building tourism partnerships with another on identifying potential for tourism due out soon.

Marketing and communications

ACoRP has provided training at its seminars on marketing and making good use of social media, as well as responding to ongoing ad hoc enquiries from CRPs across the region. Along with this a detailed report on communicating community rail has been produced with financial support from Northern, with further guidance on marketing and communications in general and guidance on social media available shortly. Considerable work has been undertaken to boost ACoRP's profile and online resources with a now transformed and more accessible website and a very active twitter account.

Station development

A number of exciting community station projects are underway with specialist advice from ACoRP. These include ambitious plans to renovate the station building at Mytholmroyd, along with preparatory work ongoing at other stations across the region such as Ormskirk, Cottingham and Heaton Chapel. Support is also being given to identifying further alternative and imaginative uses for spaces within station buildings.

Social inclusion

ACoRP has been able to offer guidance and support on social inclusion projects taking advantage of ACoRP's operations officer's background in this area. This has included the project on the Bentham Line supporting people living with dementia,

suicide awareness work in collaboration with Northern, British Transport Police and Samaritans, and promoting the work between Turning Point and Community Rail Cumbria.

Coming soon

Over the coming year, ACoRP is looking at being able to undertake further work with CRPs across the Northern area. The web development project will see direct hands on support to help CRPs develop their work online whether through websites or social media – a project being funded through Northern. ACoRP's new training and development programme funded by the Department for Transport will give new opportunities for those working in community rail to develop their skills. More resources will be available on ACoRP's new website communityrail.org.uk.

2.1.10 Community Rail Lancashire (CRL) - Developing Engagement Through Education

Community Rail Lancashire (CRL) is a collaborative venture between all five CRPs operating in Lancashire. CRL has continued to develop within education, and now works with young people in the early years, through primary school, in colleges and universities, and with young people who have additional needs and disabilities, as well as with apprentices. Northern's funding has enabled CRL to recruit two full time educational specialists to take the lead in these developments. From September 2018, CRL will also be recruiting one additional full time staff member to undertake secondary school education work with Northern in the east area. In 2017, CRL worked with over 1900 young people in mainstream schools and 205 young people with special educational needs. CRL was also awarded the 'Learning Outside the Classroom' award, recognising their status as an outstanding and trusted provider of education experiences. CRL has also assisted multiple Northern CRPs, employees within the Arriva group and TOCs across the country and in the North with the development of their own education programmes.

Summary of developments

The Railway Confidence Programme – The Railway Confidence Programme has continued to develop over the year, with 205 young people engaged since it was created in 2017. The programme aims to build travel confidence and independence skills for young people who have additional needs and disabilities. The programme has recently also expanded to include the Railway Confidence Employment Experience; aimed specifically at young people with additional needs aged over 15 who are interested in rail and community rail careers.

Apprentices – In October 2017 CRL began a 12-month programme with a group of Northern apprentices, aiming to introduce them to the community rail industry and give them the opportunity to make an impact within it. The programme follows year-long timetable to educate the group on how to plan, manage and deliver a project in the community rail world. CRL has been working with the ten apprentices in partnership with other CRPs to inspire them and to generate ideas for them to use in their own projects at Blackburn and Burnley Manchester Road stations. Ideas have involved artwork, sculptures and dementia-friendly stations. This cohort is expected to be completed in September 2018, with the next set of apprentices ready to begin the programme.

Together We Are TRAILblazers! – The project has engaged the young people of Kirkby High school and Hope school to travel the line from Wigan Wallgate, through Kirkby, to Moorfields, taking photos that represent their views and perceptions of rail travel, visiting locations that they would encourage their peers to use rail to access, and responding to the Community Rail Strategy Consultation. They promote safe and responsible use of the line for other young people, as well as giving them locations to visit that provide free or discounted youth activities. The photos taken were used to create artwork which is on display at every station from Wigan Wallgate to Moorfields.

Women Who Wander - 'Women Who Wander' is a unique writing project that engaged women and girls in experiencing rail use; producing writing pieces that promote their views of rail experience and employment.

Transport across the country and in the North is heavily male-dominated; we aim to change that by engaging, inspiring and influencing, paving the way for the next generation of strong young women, as well as raising awareness of the gender imbalance in rail. Women from a diverse range of backgrounds participated, including women with additional needs, to accurately reflect female views of rail and, vitally, to inform future development.

The project launched on International Women's Day, 8th March, in Manchester Victoria, where the winners read their superb and inspiring pieces. The event video is available at www.downtheline.org.uk/projects

The Wranglings – The project was launched to celebrate the opening of Northern's new six road depot on 26th October 2017, continuing the railway's long association with the site known locally as the 'Wrangling' and educating local young people about the history of this location in line with the National Curriculum. The children from St Luke's and St Philips school worked with CRL to produce images for a sculpture in the form of paintings and drawing. The two sided sculpture is mounted on a brick plinth which incorporates the original Lancashire and Yorkshire boundary stone on the site.

The involvement of the young people will continue into 2018 as they periodically visit the site to follow its development.

Blackpool Back on Track – 'Blackpool Back on Track' is a community project working with Thames Academy in Blackpool. The Year 4 children of Thames Primary have worked with local artist Julie Norman, and have designed a variety of bright and vibrant posters to be displayed along the South Fylde line and at the Blackpool South Station with local attractions along with a map of the local area to direct passenger and tourists to local attractions. The launch of this project coincides with the re-opening of the South Fylde line which has been closed since November 2017 for the 'Great North Rail Project'.

Lowry at Bamber Bridge - Thursday 19th October 2017 saw the Friends of Bamber Bridge Station unveil some colourful artwork on the platforms. The artwork is the culmination of the 2017 element of the project that has seen recycled plastic planters installed on the station and a general clean-up of the station areas. The project will continue in 2018 with additional planters, a welcome sign and a wooden engine project. The children from Cuerden

Church School designed the artwork on the Preston bound platform as part of the curriculum.

Down The Line – www.downtheline.org.uk continues to develop as a key hub for both educators, those within rail and those within community rail. Projects and resources are regularly uploaded to the site and include curriculum-linked rail tips and ideas, project updates and participation invitations, and videos that showcase how schools in particular can get involved with CRL's education programmes.

Education Network – The education network has developed through the year as a key way to share best practise between CRPs. With CRL hosting the sessions, engagement with primary-aged children, young people with additional needs and disabilities and engaging with diverse groups have been just some of the topics discussed, as well as being an opportunity to draw on the wide-ranging expertise within the group. Expansion of CRL and Northern's 'Passport to Safe Rail Travel' is also being developed into 2018, enabling all CRPs to offer this exciting opportunity for free travel to schools and parents. All Northern CRPs are welcome to attend these meetings and are invited to email the CRL team for further details at info@downtheline.org.uk

Preston Community Hub and Accrington as The 'Education Destination' – CRL continues to develop its work with primary-aged young people, now extending across all the CRL lines, primarily using Preston and the classroom at Accrington to engage with local primary schools. Within 2017, CRL engaged with over 1900 primary-aged children, with topics including National Curriculum objectives, rail use and travel safety.

2.1.11 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

Northern is now supporting 20 established Community Rail Partnerships (CRPs).

Four Regional Community and Sustainability Managers (RCSMs) work with the CRPs, station adoption groups and associated projects by region. Alongside our partners at ACoRP they are helping to drive our community rail activity, fostering better collaboration, sharing of best practice and use of specialist support/training.

Vicky



I'm Vicky Cropper, Community and Sustainability Manager for Northern's Central Region.

I only joined the business in January 2017 and before this I had been working on "Gods Wonderful Railway" for over 8 years. During my time with GWR, I had the pleasure of working very closely with the Stakeholders and Community Rail Partnerships in the South West as well as organising some of the businesses high level conferences and events. I'm very excited to have joined Northern at such an exciting and transformational time, within this franchise we have the opportunity to take community rail to the next level and embed it into our everyday railway. Some of the projects which the Central Region's community groups have delivered this year have been fantastic and it has been truly rewarding to see the impact these projects have had on individuals, at stations and in the communities that our railway serves. I've been blown away by everyone's warmth, enthusiasm and dedication and I can't wait to see what the year ahead brings.

Martin



My name is Martin Keating and I am the Communities and Sustainability Manager for the West Region.

I have been in the rail industry for 24 years and have had a broad portfolio of job assignments including a fare collector in British Rail days, a train crew roster clerk at Manchester Piccadilly and Manchester Airport depots through to Area Performance Manger.

I have been in my current role since January 2017 and enjoy the variety of what this job entails whether it is working with local 'Friends' groups on improving their stations through to engaging with schools on confidence programmes and art projects. It is also involves working with key stakeholders on improving and developing current and future capacity. I am always

impressed by the dedication shown by the volunteers at their stations. They take pride in their station and their community. This role has allowed me to see for myself the diverse communities within the region and the challenges they face whether it be educational, employment or transport. It also reinforces the key message that Community Rail must embrace and involve the wider Community in order to evolve, develop and sustain. Community Rail must represent the communities they serve and not be dominated by a rail community that is perceived to be white, male and middle aged, and whose interests are not representative.

Marie



My name is Marie Addison and I'm Community and Sustainability Manager for the North East Region.

I joined the railway in 1991 as a Rail Trainee. My railway career has certainly been varied, I have experienced all aspects of station and retail before becoming the Area Team Leader for the station teams in the North East. I joined my current role in November 2016 which has been a very exciting challenge! I thoroughly enjoy meeting new people and getting involved in community projects. I hope this year continues to be a success in transforming our Stations with the help and enthusiasm of our community volunteers.

Richard



My name is Richard Isaac and I am Regional Community and Sustainability Manager (RCSM) for the East region.

I joined Arriva Northern in November 2016, after 15 years in local government. After many years in the public sector it is clear to me that one of the most sought after goals for any large organisation is successful 'community engagement'. Arriva Rail North have that vision ... to deliver real, constructive and inclusive community engagement across the north and really to embed the concept of 'Community Rail'.

My work as RCSM is part of this ambitious challenge to reach out to communities across the network. The aim is to engage all kinds of people, regardless of age, race, gender, religion or beliefs, disability, gender identity or sexual orientation and enable their involvement at local stations and along the lines that they travel.

By working closely with communities,

each station and each service can better reflect and support the communities it serves ... from stations that serve major population centres of the north to stations serving coastal communities, rural communities and areas of emerging employment opportunities.

We have strong community values in the north and an active volunteer network across the network. Through the Northern Rail vision, we can build on this, bringing new benefits and opportunities to the diverse

communities along the railway network and welcoming volunteers.

This bold approach to community engagement will be beneficial both to local communities and to Northern Rail. For all our volunteers it can be incredibly rewarding and provides an opportunity to build real life skills and reconnect with communities using the network and stations as a catalyst.



3 Community Rail Partnership profiles

3.1 Settle - Carlisle Railway Development Company (SCRDC)

Region: East

Funding provided to CRP: £92,000

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), Carlisle City 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:

- Marketing and promotion of the line will continue to be a key area of activity. Improvements to visual identity through enhanced video and photography are to be explored.
- The Company will continue to develop the website, the Dales Railcard, the Explore voucher promotions. This activity will be targeted towards tourists, local communities and the group travel market.
- The email newsletter is an integral part of the marketing and promotions plan and a minimum of six will be produced during the year.
- In liaison with Northern and Virgin, the possibility of large promotional display boards sited at Leeds and Carlisle will be explored.
- As part of the service level commitment with Northern, the Company will continue to provide booking office staff on the days when Northern's employees are unavailable.
- Downloadable walks will be increased, for both ends of the line.
- Participation in the recently formed station improvement group, assisting with Appleby Shelter project, supporting station adopter groups, Installation of heritage style running boards at Settle.
- Running the station café at Skipton and the on-train refreshment service.
- Support and promotion of Dales Bus services
- Group travel promotions and management to mitigate late timetable alterations
- Produce new timetables
- Update new Dales Railcard leaflet
- Age UK support for days out project to combat loneliness
- On-Train surveys to estimate through traffic
- Promote DalesRail service
- We will investigate further Charter trains following the Christmas Comet venture.

Priorities:

Much time has been spent recently on building a train service strategy for the line and a key consideration for the Board in 2018, is that this is delivered upon. This will include a bid for on train surveys sponsored by Northern, to determine the potential for through Anglo Scottish travellers, promotion of the line as a through route and liaison with major organisations and senior individuals in the North and Government. These initiatives will be monitored through the plan and regular updates and reports to the Board will be made. We suggest a professional report is produced for the Leeds – Glasgow business case and opportunity, to engage bidders and specifiers.

Main events, any significant impacts on services:

Following the Landslip near Carlisle which stopped all through running since February 2016 to the line reopened on 31 March 2017.

Plans for next 12 months and five years:

- Heritage lighting at Settle for PIR and main entrance (Bids)
- Contribute and engage with Appleby shelter project
- Deliver the long-term strategy for line's stations
- Business and Community use pop up room at Settle (PIR room)
- Evaluate potential for Charter train
- Appleby heritage centre, explore possibilities for involvement

- Support station adoption programme
- Carlisle and Leeds – improve S-C image and identity through new boards with visuals (Bids)
- Settle running in boards
- Bill Mitchell Station Plaque and Event
- Explore with Northern for DRC extension to Wharfedale line
- Improve the lines visual identity through online professional videos and improved photography
- Increase number of downloadable walks, north and south
- Improve website navigability and engagement
- Create new digital staff policy handbook online
- Support community rail in the city event at Carlisle in June

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

Heritage lighting scheme and a new shelter at Settle, Appleby station new shelter, plus ambitious project for Lazonby, Dent and Kirkby Stephen on lighting, heating, footpaths and replacing wooden structures.

Recent trends in passenger numbers

Average % growth during 2017

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 Area of Outstanding Natural Beauty (AONB), West Yorkshire Combined Authority, Association of Community Rail Partnerships (ACoRP).

Principal office location: Bentham Station

Website:

www.communityraillancashire.co.uk/lines/bentham-line/

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 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, and the seaside resort of Morecambe, which has a high level of social deprivation in some areas. One service continues to Heysham Port where it connects with the boat service to the Isle of Man.

Key markets: Walkers and cyclists along the whole line. Students travelling between Lancashire and Yorkshire higher education establishments/universities and across the Pennines. 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 minibuss service connecting with trains at Bentham and Clitheroe on summer Sundays and Bank Holidays. Supported by Northern Seed Corn Fund.
- The continued development 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, the 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. High profile 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 for community rail in helping 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 tourism and leisure opportunities. Joint marketing initiatives with Northern aiming to increase patronage and promote the Dales Railcard on the Bentham Line / off-peak tickets. To promote the enhanced timetable 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, August, attracts a large number of young passengers from North Lancashire and South Cumbria, the 07.07 Lancaster to Leeds is full with many passengers standing 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 greater awareness of disability.

- 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 passenger numbers

Average % growth during 2017

2.0%

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 Chairman: 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:

- Promote walks and cycle rides between stations, providing supporting literature.
- Promote local bus information
- Maintain and update notice boards on each platform at every station along the line.
- Display rail information in village centre.
- Carry out station and on train activities that will attract mums with small children promoting under five years travel for free, promoted in schools/nurseries.

- Utilise the website, Facebook and Twitter, including monitoring of information re hits on CRP website and patterns of usage.
- Work with local Tourist boards and relevant agencies to promote attractions in the Barton-Cleethorpes area plus other major events
- Development of joint projects with other agencies operating in the area.
- Where it is not possible to have information screens at station have posters promoting Apps that show real-time information and link to BCCRP website.
- Promote information about the rail service and attractions along the line which are freely available - across Yorkshire and the Humber away from stations
- Work with Northern's Marketing team to deliver joint initiatives.
- Every station to have an adopter to carry out weekly line inspection.
- BCCRP to link with the In-Bloom villages and Town/Parish Councils along the line to be involved with planting at the stations this will include: sensory and edible planting schemes.
- BCCRP Notice boards to be maintained/cleaned regularly. This will include the updating of customer information i.e. bus and taxi information at each station
- Monitor and report issues relating to information/signage in the area for passengers arriving at a station e.g. Water's Edge in Barton and Pleasure Island in Cleethorpes)
- Carryout Station Surveys.
- Develop a link via the Town and Parish Councils to local schools along the line. With a view to developing community health, growing and educational projects.
- Survey local groups to develop joint projects.
- Greater Town/Parish Council involvement along the line.
- Hold off station events in shopping centres, College/University open days, community fetes.



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.
- We would like to see an improved connection with the Humber Fast Cat and the Train at Barton Interchange. First step will be to produce a business case to put to Northern and Stagecoach
- Work in partnership to ensure Transpennine Express service stops at Habrough - this is a hub

station for the Barton Line and also the rail access point for Immingham residents (a rapidly growing community).

- Work with Northern to implement a year round Sunday service.
- Develop a dedicated Barton Line Rover Ticket.
- Work towards installing electronic real time display units at stations
- Set up a working group to look at the potential for Local agencies who could sell tickets.
- Support for a late and reinforced service for major events i.e. Barton Bike Night, Hull freedom Festival and City of Culture events.
- Support for a new station at New Holland in partnership with Network Rail and Northern Rail.
- Support the installation of a ticket machine at Barton Station
- Aim to have dedicated CRP notice boards at all stations
- Work undertaken and planned by CRPs at stations and referenced in station asset management plans.

Recent trends in passenger numbers
Average % growth during 2017
 1.1%

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 Chairman: Tony Cooper.

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

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.

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.

The service between Hull and Scarborough stops at thirteen stations along the line:

Kingston upon Hull is a thriving city and port which has retained much of its maritime history along with the new and exciting attractions including The Deep. The station itself is the award winning Hull Paragon Interchange with features dating back to the 1840s. Cottingham is the first stop – said to be England’s largest village, followed by Beverley sometimes described as the ‘capital of the East Riding.

Arram is the next station and is one of the smallest on the line, it also serves the village of Leconfield with its extensive military base. On to Hutton Cranswick, a pretty village with good facilities and country walks. Driffield, the next major stop, is a fine market town with good bus links out to the Yorkshire Wolds. Next stop is Nafferton station serving another pretty and well preserved village.

Bridlington is a popular family resort with part of the station being a community arts centre. Bempton, the next stop, is an easy walk to the coast and the RSPB

reserve. The village of Hunmanby is served well with shops, pubs and church. Filey yet another example of a well maintained station with a cafe. It is just a short walk to the town centre and the well-preserved seafront.

Into Seamer, where the York line joins us and only a short run to Scarborough station itself which still retains many of its original features and has the longest station seat in the country. The area offers a range of attractions including: boat trips, cliff railways, a superb park (with miniature railway!), the castle and lots more.

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:

- Display rail information in City, town and village centres
- Carry out station and on train activities that will attract mums with small children promoting under five years travel for free, promoted in schools/nurseries.
- Promote the line via the website, Facebook and Twitter
- Work with local Tourist boards and relevant agencies to promote attractions in the Hull-Scarborough area plus other major events e.g. Hull City of Culture.

- Promote information about the rail service and attractions along the line which are freely available - across Yorkshire and the Humber away from stations
- Work with Northern's Marketing team to deliver joint initiatives.

Stations and Service Improvements

- Maintain and update notice boards on each platform at every station along the line.
- Every station to have a minimum level one adopter who carries out a weekly line inspection, the results of which are shared with the partnership.
- YCCRP to link with the In-Bloom villages along the line to be involved with planting at the stations this will include: sensory and edible planting schemes.
- YCCRP – to be involved with the recruitment of station adopters as vacancies arise.
- Carry out Station Surveys

Priorities:

To increase passenger volume and income.

To keep down the cost of running the line now and in the future, without compromising safety or service.

To involve the local community closely in the development of its railway and to encourage better bus links from the stations to outlying areas.

Main events, any significant impacts on services:

3-6 May, Tour De Yorkshire

24 June, Armed Forces Day Scarborough Station

Cottingham Folk Festival, Friday 24th to Sunday 26th August 2018

15-16-17 June, Beverly Folk Festival

18-Jul, Driffield Show

1-Aug

Yorkshire Day Hull Paragon Station

11/12-Aug, Vintage Steam Rally

27-Oct

Halloween Special (Hull Paragon)

9-Dec

Beverly Xmas Festival

15 Dec

Santa Special

Plans for next 12 months and five years:

- Development of joint projects with other agencies operating in the area.
- Set up a working group to look at the potential for Local agencies who could sell tickets.
- Work towards installing electronic real time display units at every station.
- Where it is not possible to have information screens at station have posters promoting Apps that show real-time information and link to YCCRP website.
- Look at possible development of community facility at Cottingham Station and increased passenger seating.
- YCCRP notice board on Hull Station.
- Improve signage to and from the stations.
- Develop a link via ERVAS and the Local Councils to schools along the line. With a view to delivering Rail/Train information initiatives.
- Work with local groups to develop joint projects e.g. Hull and East Riding Rail Users Group
- Encourage Town/Parish Council involvement along the line.
- Organise familiarisation session for school pupils along the line.
- Hold off station events in shopping centres, College/University open days, community fetes.
- Work with local businesses to support their station
- Promote walks and cycle rides between stations, providing supporting literature.
- Support an hourly Monday to Saturday service between Bridlington and Scarborough.
- 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 passenger numbers

Average % growth during 2017

3.4%



3.5 Penistone Line Community Rail Partnership (PLCRP)

Region: East

Funding provided to CRP: £25,000

Status: A Partnership with Management Committee

Community Rail Partnership Officer:

Rowena Chantler.

CRP Chairman: 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.penline.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/performances/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

- Bi-annual Station Surveys.
- Penistone Station Nature Reserve. Clearing redundant Network Rail owned Woodhead Line platforms to encourage bio diversity. Several work days were held including two days with chainsaws. There was very much a visual improvement to the station, with a growing number of people volunteering each time. Now the majority of trees have been cleared, it will enable the plants beneath to grow. Press coverage in Barnsley Chronical newspaper. University of Huddersfield students will be offered opportunity of doing a project on the disused platform.
- Penistone Station Planter. Penistone Grammar School and Springvale Community Garden worked on the planters which were completed in July 2017 complete with plaques. Looking into a mosaic for the station.
- Production of the Penistone Line Express, which is delivered to locations surrounding the line.
- Installation of artwork by playgroup commemorating the 1916 collapse of Penistone Viaduct. Good press coverage.
- Huddersfield Station Platform two project. Planters were constructed by Men's Shed. Workshops were held with Dementia Groups and Men's Shed, to inspire the decoration of planters and bookcase Text from the poetry project was used and the focus of the artwork was the sky line along the Penistone Line. On completion, a celebration event was held with good coverage in the Huddersfield Examiner
- '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 including Lockwood Station; Berry Brow; Shepley; Denby Dale; Stocksmoor; Honley.
- 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.
- Honley Station Project. Funding to restore/improve station building at Honley is still being sought.

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 passenger numbers
Average % growth during 2017
-2.7%

3.6 Bishop Line Community Rail Partnership (BLCRP)

Region: North East

Funding provided to CRP: £15,000

Status: Unincorporated association Community Rail.

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, Association of Community Rail Partnerships (ACoRP), Northern, ASLEF, British Transport Police, Network Rail, TransPennine Express, Virgin Trains East Coast, National Union of Rail, Maritime and Transport Workers (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: An hourly service between Bishop Auckland and Darlington, 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 by the Auckland Project 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. Kynren Bishop's Palace and Weardale Railway).

Key markets: Commuters to Tees Valley and Newton Aycliffe.

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.
- Transport Trust Plaques at Heighington and Skerne Bridge
- Interpretation Boards on every platform
- Marketing of Hourly Service

Main events, any significant impacts on services:

The economic and travel impact of the new manufacturing and assembly plant being developed at Newton Aycliffe to support the DfT-led Intercity Express Programme and future Hitachi Rail projects.

Live outdoor show "Kynren" at Auckland Castle.

17 performances from 30th June to 15th September

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.
- Participation in the Teen Tech awards
- Provision of Mini-Timetables
- 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:

Extra shelter at Shildon station.

Recent trends in passenger numbers
Average % growth during 2017
-2.3%

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

CRP chair: Dr. Malcolm Chainey

Board membership: TVCRP is a membership organisation. Over 20 organisations fulfil the role of 'Stakeholders' The Board is comprised of six Directors, a Company Secretary and a range of board members. The majority of our board members are volunteers, however we have several officers from local government and the rail industry who attend and support board meetings. Our action plan has nine areas and a director, or board members hold the portfolio for each of these areas. Directors are elected/re-elected at our annual AGM.

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. From May 2018, the half hourly service should be extended west from Hexham. 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:

- Switches and crossings, our education offer. Working with Northern to take school groups to the Old Booking Hall at Haltwhistle to deliver sessions on rail safety, and of course 'buy' some of our reproduction Edmondson tickets!
- Delivered sessions for teachers at Haltwhistle and contributed to Gateshead Head teachers conference to introduce our education offer
- Developing our partnership with the Rail Academy at Newcastle College to support their students with real life examples and encourage the students to get to know the Tyne Valley
- Supporting Further Education by offering a NVQ3

Travel and Tourism student a one day a week placement with TVCRP

- Working with Cross Country to produce a short promotional film about the line
- Participated in the national scheme Heritage Open Days, by opening the Old Booking Hall and working with Network Rail who opened the old signal box
- Developed a new partnership with local charity Journey to re-vamp and extend the opening hours of the tea and coffee kiosk at Hexham Station
- Supported Northern in creating a new level access at Blaydon station
- Launching a Community Ambassadors scheme, finding a key person in each community who may be a conduit for information from Northern and TVCRP and can provide intelligence to TVCRP and Northern
- Supported Northern in producing a new Tyne Valley line guide leaflet
- Tested a model to run heritage based rail and walk tours
- Supported the work to re-open Gilsland station with a grant from Northern's Seed corn fund to undertake an economic assessment of traffic to Gilsland

Priorities:

Increase engagement from schools, developing more materials, particularly develop our offer to SEND schools

Embed and develop station adoption

Strengthen relationships with major tourist providers along the line

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:

- Continue to plan financial stability for TVCRP
- Explore ways to increase officer resource

- Continue to strengthen TVCRP's stakeholder of members' base
- Work closely with Northern to improve stations, particularly seeking ways to make stations more accessible (e.g. Corbridge)

Work undertaken and planned by CRPs at stations and referenced in station asset management plans:
New accessible entrance completed to east bound platform at Blaydon.

Recent trends in passenger numbers
Average % growth during 2017
-2.1%



3.8 Esk Valley Railway Development Company (EVRDC)

Region: North East

Funding provided to CRP: £25,000

Status: Company Limited by Guarantee

Community Rail Partnership Officer: Piers Elias, Development Manager and Lisa Williams, Public Relations and Marketing Manager

CRP chair: Alan Williams

Board membership: Northern, North Yorkshire County Council, Scarborough Borough Council, North Yorkshire Moors Railway, three 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 and Saturday Middlesbrough – Nunthorpe, 10 trains on Sunday. Only four trains each day between Nunthorpe and Whitby. All year round Sunday service introduced in October 2017.

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. The local college is expanding significantly.

The town has a busy shopping centre and the Museum of Modern Art and the Dorman Museum are major attractions.

The route serves some relatively prosperous suburbs and the James Cook Hospital, a teaching hospital and major local employer. A large new housing estate alongside Great Ayton Station is already providing additional ridership.





Beyond Nunthorpe the route is very rural, crossing the North York Moors National Park into the Esk Valley, and then following the River Esk to the sea at Whitby, on the way 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.

Construction of a new 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 the National Park and Whitby. Expanding weekend visitor market with new year-round Sunday service.

Potential new commuter use once additional service starts in 2019.

Key activities:

- Improving Whitby station to resolve pigeon problems and improve signage and promoting greater use of James Cook hospital station.
- Refurbishing and updating Glaisdale toilets, due to open in March/April 2018

- Comondale station access – widening path through field to enable wheelchair access
- Promote ‘Real Ale, Real Music, Real Fun’ music and ale trains each Friday in summer.
- Working on a new heritage and tourism leaflet, possibly now to include train times.
- Development of the web-site to promote Sunday services.
- Supporting Station Adopters at a total of 17 adopted stations

Stations and encouraging new projects.

- Improving contact with businesses up the line through social media and information at Whitby Station (business cards)
- Developing Lottery Funded Land of Iron walks and heritage information
- Increasing our Social Media base, in particular with disabled groups along the Esk Valley.

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 with significant impacts on services:

Whitby Goth weekends, Whitby Regatta, Sixties Weekend, Music Train, Whitby music festival. new Land of Iron activity Centre at Danby

Plans for next 12 months and five years:

For the next 12 months:

- Promotion of new Sunday service with connections to the north east and greater use of James Cook station
- Continuing development work with Northern, Network Rail and North Yorkshire County Council on proposals for best use of Section 106 funding for rail infrastructure improvements.
- Promoting the new e-Newsletter:
<http://www.eskvalleyrailway.co.uk/newsletter.html>
- Improved presence at Whitby Station

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
- Developing proposals for new Battersby Curve

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

Station adopters identified for all 17 stations

Improvements at Battersby station

Making all stations more attractive to use as gateways to National Park

Encouraging local businesses to donate towards planting

Include local schools in station adoption



Recent trends in passenger numbers
Average % growth during 2017
-1.3%

3.9 South Fylde Line Community Rail Partnership (SFLCRP)

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, Blackpool and Fylde Rail Users Association (BAFRUA), British Transport Police.

Principal office location: Accrington railway station

Website:

www.communityraillancashire.co.uk/lines/south-fylde/

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 and 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:

- Engaging with local primary schools through the key stage 2 educational project. The aim is to engage with 5 schools each term, linked to the 'Passport for Safe Rail Travel'
- Continuing to develop the link with Virgin Trains and promote the use of the new community room at Preston station for school activities
- Engaging with the station partnerships along the line and briefing them on the changes to the adoption scheme being introduced by Northern, including the new station partnerships at Moss Side and Salwick
- Maintaining involvement in station projects at St. Annes-on-the-Sea (Henhouse's Project), Blackpool South (Blackpool Back On Track), Lytham (public and disused platforms) and maintaining the CRL and Down the Line websites.
- Continuing promotion of the existing self-guide walk leaflets and preparation work for any further ones. Marketing and sponsorship of the 2018 St Anne's Carnival and Kite Festival.
- Continuing to work with CRL Ltd to extend the school engagement project to the line with a view to local primary schools taking part in trips 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:

- Working with Community Rail Lancashire to deliver its 4 Year Strategic Education Plan. To continue educating our 'passengers of the future' through engagement with primary schools along the line, targeting at least 5 schools per term or 15 during 2018.
- 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
- Support the Northern Seed corn funded plan to investigate the possibilities of capacity enhancement of the route
- Seek further funding for the second phase of developments at Blackpool South station
- 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; 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 2 programme that has been developed by CRL Ltd.

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 passenger numbers

Average % growth during 2017

-15.3% * line closed for engineering work



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/lines/west-of-lancashire/

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. The Wigan to Kirkby line is two track railway between Wigan Wallgate and Kirkby 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 Wigan to Kirkby line has a core one train per hour between 07:00 and 19:00 but no Sunday service.

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 and Wigan to Kirkby lines are 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 University of Central Lancashire (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. The Kirkby line is again mostly commuters to Wigan and Liverpool, with limited leisure travel.

Key activities:

- Engaging with local schools both at primary and secondary level through the CRL educational project. The aim is to engage with 5 schools each term, linked to the 'Passport for Safe Rail Travel'.
- Continuing to develop the link with Virgin Trains and promote the use of the new community room at Preston station for school activities.
- Developing the Railway Confidence Programme with Community Rail Lancashire Ltd
- Engaging with Special Educational Needs and Disability (SEND) Schools.
- Developing and installing a photography project called 'We are tRAILblazers' along the Kirkby line with schools from Kirkby and Wigan.
- Working with Northern and the Ormskirk, Preston and Southport Travellers Association (OPSTA) to promote the Ormskirk Motorfest event
- Engaging with station partnerships, including the new station partnership at Rufford. Continuing to help them to develop station improvement action plans, supported by Northern's Station Adoption Fund.
- Reviewing opportunities for the development of station activities that build on the work with Working with Community Rail Lancashire Ltd.

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 on trains, so the CRP does not actively promote these events. The Grand National Meeting at Aintree Race Course puts undue strain on the Preston to Ormskirk service and causes overcrowding on certain services.

Plans for next 12 months and five years:

- Working with Community Rail Lancashire to deliver its 4 Year Strategic Education Plan. Educating the 'passengers of the future' through engagement with primary schools along the line.
- Engaging with the station partnerships and to encourage them to join ACoRP
- Develop station plans and make bids to the Northern Station Adoption Fund.
- Maintain and develop the CRP website.
- Maintain the marketing campaign around the two leisure guides and seek opportunities to promote them in local communities plus Manchester and Liverpool.
- Working with Northern and OPSTA to promote and market the hourly service being introduced on the Ormskirk line. Continue discussions on the routing of Southport to Manchester services.
- Launch the 'Women Who Wander' project as part of International Women's Year.
- Continue to develop projects on all three lines including the 'Bee Line' (Preston – Ormskirk and through to Liverpool Central), 'Twin Tracks' (a station and school twinning project with Burscough Junction (St John's Primary) and Erkrath (Trills Primary).
- Re-establish links with Martin Mere Wildfowl and Wetlands Trust which is linked by footpath to Burscough Bridge station.
- Work with Northern and OPSTA to promote the Motorfest event.

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 passenger numbers
Average % growth during 2017
-2.4%

3.11 Cumbrian Coast Line Community Rail Partnership (CCLCRP)

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: Warren Birch

CRP Chair: Laurence Hilland

Board Membership: Arriva Rail North (A), Network Rail (A), Direct Rail Services (A), ACoRP (A), Cumbria County Council (A), Allerdale Borough Council (A), Carlisle City Council (A), Copeland Borough Council (A), Eden District Council (I), Local Enterprise Partnership (A) Sellafield Ltd (A), NuGen (A)

Principal office location: Carlisle

Website: www.cumbriancoastline.co.uk

Line: The predominantly coastal 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 currently only a 6 day per week service over most of the line. The service is approximately hourly to the larger stations with a couple of longer gaps and several 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; regular local travel for health, education and social purposes; and a tourism market severely 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 healthy 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 BAE, the most significant employer. The coastline towns and villages continue to draw tourists away from the heart of the Lake District. 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 ever-popular Coast-to-Coast walking route which starts in the attractive seaside town of St Bees. As a result of nuclear activity at Sellafield, the largest employer in the area, West Cumbria is now renowned throughout the world as a centre of nuclear excellence, with satellite campus sites in Workington and Whitehaven attracting graduates from Europe and beyond. This is set to continue with a huge nuclear investment of £60bn anticipated to commence 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, the legacy of reliance on heavy industries such as mining and iron and steel production, and the paucity of infrastructure investment in transport links.

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 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 constrained by the timetables, old infrastructure and rolling stock limitations. Once further nuclear growth in West Cumbria takes place there will be major pressure on the railway to increase capacity and modernise all the facilities and services.

Key activities:

Community Rail

- Development of sustainable community rail initiatives designed to enhance stations, stimulate passenger growth, provide employment opportunities and offer educational experiences:
 - Millom Rail Room – an educational resource centre focussing on the influence of rail in the area.
 - Maryport Edge of Empire – a unique initiative creating a roman themed gateway to Maryport.
 - Rail Journey to Recovery – close partnership with a local rehab centre which has built rail based activities into its structured recovery programme.
 - Workington hub station – 178 space car park development.
- Focussed marketing and promotion activities: new website, Community Rail in the City event – opportunities currently limited due to timetable constraints and service unreliability.
- Development of Station Friends groups.
- Work with Northern and Network Rail to initiate station improvements and community involvement.
- Seek sources of funding.

Strategic Rail

- Influence local authority strategies relating to nuclear developments.
- Liaise with local authorities, the Cumbria Local Enterprise Partnership (LEP), Northern and the wider rail industry to influence rail strategies and long term plans.
- Respond to industry and public consultations which impact upon the rail network.
- Contribute to business cases and support major project working groups seeking essential infrastructure, rolling stock, service and access improvements: Nuclear Transport Group, CCL Rail Delivery Group.
- Encourage modal shift with a particular focus on key commuting markets such as Sellafield Ltd.
- Input to the West Coast Partnership re-franchise



Priorities: The CRP views its over-riding priority for all Cumbrian lines at the moment as ensuring there is sufficient rolling stock and satisfactory service levels to meet the overall aim of economic growth and well-being. It is essential that there is confidence in basic expectations such as seating capacity; service reliability and frequency; and the 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.

Need to stimulate West Cumbrian economy via improved rail services e.g. introduction of all day Carlisle to Barrow Sunday services, improved day time and evenings services.

Low passenger confidence due to service unreliability and lack of capacity at peak times.

Plans for next 12 months:

- Continued collaboration with existing partners and development of new links.
- Work with Northern on marketing plans to stimulate passenger demand and to promote 7-day services and rolling stock improvements.
- Complete the Edge of Empire transforming Maryport station into a Roman-themed educational gateway to this popular destination.
- Continue collaboration with Turning Point to develop the Rail Journey to Recovery and plans for restoration of Green Road station booking office.
- Continue to support the Trustees with sustainable rail based initiatives at Millom.
- Influence potential new hub station developments e.g. Askam.

- Seek improved station access facilities particularly with a view to replacing barrow/level crossings.
- Work closely with Cumbria County Council and the Cumbrian LEP to influence the West Coast Partnership franchise with a focus on improved connectivity to the West Coast Main Line (WCML), Tyne Valley services and to the regional capital at Manchester.
- Continued advisory role to developer strategies regarding infrastructure improvements.
- Exploit opportunities for funding and community rail initiatives.
- Reinforce existing and establish new Station Friends groups.
- Partnership working with other CRPs.
- Consolidation of financial position and succession planning.

Plans for next five years:

- Over the longer term there are unlimited opportunities along the Cumbrian Coast Line: nuclear/ industrial developments; the ongoing potential for growth in tourism and local community demand.
- Develop the community based project working with Turning Point.

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

- Development of Millom Rail Room and the educational programme;
- Green Road station improvements – landscaping, wildlife sanctuaries, shelter refurbishment – plans to transform the original waiting room into a therapeutic retreat.

Recent trends in passenger numbers
Average % growth during 2017
-2.4%

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:

Kerstin Esbjornsson

CRP chair: Tim Owen

Board membership: Arriva Rail North (A), Network Rail (A), TransPennine Express (A), ACoRP (A), Cumbria County Council (A), Barrow Borough Council (A), South Lakeland District Council (A), Lancaster City Council (I), BAE systems (A), British Transport Police (A), Grange Town Council (A), Furness Line Action Group (A), DfT (I), Arnsdale AONB (I), Morecambe Bay Partnership (I), Cartmel Racecourse (I), Dalton Town Council (I), Ulverston Town Council (I), John Woodcock MP (I)

Principal office location: Carlisle

Website: www.tvcrp.org.uk

Line: The route extends from Barrow to Carnforth and is double track throughout. The route joins the West Coast Main Line at Carnforth station which is within the Furness line CRP designation but shares the junction and platforms with the Bentham Line CRP. 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: Running in a south easterly direction from Barrow through the rapidly expanding suburb of Roose, this area is in an economically expansive phase with new contracts and investment boosting one of the largest local employers, British Aerospace Engineering (BAe). Employment at the plant (contractual and BAE employees) currently stands at over 8,500, supported by £1m investment in

apprenticeships and training programmes. Barrow has a thriving mixed economy with a number of other larger industries as well as numerous smaller businesses.

Ulverston is a medium-sized market town with key chemical and advanced manufacturing industries. It is also a vital shopping and leisure centre for the Furness area with the Buddhist temple and a variety of festivals bringing many visitors throughout the year.

The village of Cartmel appeals to many with its Priory and is also a popular race day venue.

Grange-over-Sands is a classic small Victorian resort with a substantial visitor economy complimenting a largely retired local population. Arnsdale, across the estuary, is a smaller mirror image of Grange with a substantial day trip market for visitors to the Area of Outstanding Natural Beauty (AONB). Silverdale, also in the AONB, is a thriving village and the station is adjacent to the Royal Society for Protection of Birds (RSPB) Leighton Moss nature reserve which boasts over 100,000 visitors/year.

Carnforth is a medium-sized market town with its railway heritage centre and supermarkets. Lancaster is a thriving city with an expanding university and highly regarded grammar schools.

Key markets: Primary passenger flows involve the commute to work, education and medical centres in Lancaster, Ulverston and Barrow. There is a substantial tourism and leisure market throughout the day and across the year. Cumbria Better Connected has highlighted the need for 8 return services to Manchester International Airport (MIA). There is a significant suppressed demand for passenger travel to Barrow currently precluded by the unresponsive timetable. The huge nuclear and other major project developments on the Cumbrian Coast Line will also impact on the Furness Line.

Key activities:

Community Rail

- Development of sustainable community rail initiatives designed to enhance stations, stimulate passenger growth, provide employment opportunities and offer educational experiences: Diversification of community involvement and station adoption e.g. Barrow adopted by local organisation The Well; Ulverston Flag Festival; Ulverston Healthy

Town – Incredible Edible; Silverdale Community Arts Initiative; Barrow Station Signage Scheme.

- Morecambe Bay Partnership destination maps at stations
- Focussed marketing and promotion activities e.g. new website, Community Rail in the City event, Morecambe Bay signage scheme, Prom Art and local events – opportunities currently limited due to timetable and capacity constraints and service unreliability.
- Development of Station Friends Groups.
- Work with Northern and Network Rail to initiate station improvements and community involvement.
- Seek sources of funding.

Strategic Rail

- Liaise with key stakeholders such as local authorities, the Cumbrian Local Enterprise Partnership (LEP), Northern and the wider rail industry to influence rail strategies and long term plans.
- Respond to industry and public consultations which impact upon the rail network;
- Contribute to business cases and support major project groups seeking essential infrastructure, rolling stock, service and access improvements e.g. Cumbria Better Connected.
- Encourage modal shift with a particular focus on key commuting markets e.g. BAe Systems.
- Input to the West Coast Partnership re-franchise.

Priorities: The CRP views its over-riding priority for all Cumbrian lines at the moment as ensuring there is sufficient rolling stock and satisfactory service levels to meet their overall aim of economic growth and well-being. It is essential that there is confidence in basic expectations such as seating capacity; service reliability and frequency; and the quality of station and on-board passenger facilities.

Main events and significant impacts on services:

Low passenger confidence due to service unreliability, lack of capacity and missed connections.

Many South Cumbrian residents and employers avoid the Furness line preferring to travel to Oxenholme to gain direct access to West Coast Main Line services.

Significant opportunity to promote Furness line with the anticipated introduction of through services to MIA from May 2018.

Impact of significant industrial developments along the Cumbrian Coast to be determined.

Plans for next 12 months:

- Continued collaboration with existing partners and development of new links;
- Work with Northern on marketing plans to stimulate passenger demand and to promote through services to MIA and rolling stock improvements;
- Exploit opportunities for funding and community rail initiatives;
- Reinforce existing and establish new Station Friends groups;
- Contribute to hub station plans;
- Enhanced partnership working with other CRPs;
- Consolidate financial position and succession planning;
- Work closely with Cumbria County Council and the Cumbrian LEP to influence the West Coast Partnership franchise with a focus on improved connectivity to the WCML and the regional capital at Manchester;
- Continued watching brief and advisory role to the Cumbria Better Connected forum and associated groups;

Plans for next five years:

- Continue to improve access and parking improvements at intermediate stations;
- Seek timetable improvements to include through services between MIA and Barrow;
- Exploit potential to increase passenger and freight traffic as a result of significant industrial development in West Cumbria;
- Consider community based projects working with local disadvantaged groups.

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.

Work with Network Rail and Northern to simplify processes for landlord's consent, tri-partite leases and approvals.

Recent trends in passenger numbers
Average % growth during 2017
-1.1%

3.13 Lakes Line Community Rail Partnership (LLCRP)

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:
Kerstin Esbjornsson

CRP chair: Tim Owen

Board membership: Arriva Rail North (A), Network Rail (A), Virgin Trains (I), TransPennine Express (A), ACoRP (A), Cumbria County Council (A), South Lakeland District Council (A), Windermere Lake Cruises (A), Lake District National Park Authority (LDNPA) (A), Cumbria Tourism (I), Lakes Line Rail User Group (I), Parish Councils (I), Stagecoach (I), Windermere Town Council (I), Windermere and Bowness Chamber of Trade (I)

Principal office location: Carlisle

Website: www.lakesline.co.uk

Line: The line is a 10 mile, single track route from Oxenholme on the West Coast Main Line to Windermere.

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. The current maximum capacity of the line is 300 passengers per hour in each direction which is insufficient during peak summer months and results in passengers being left at stations.

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 the Lake District National Park, playing an important role as a local transport link as well as serving millions of tourists. In 2017, the Lake District

National Park Authority (LDNPA) successfully attained World Heritage status and anticipates a significant swell of visitors to the area over the next few years.

Kendal is one of the largest Cumbrian towns and is an expanding and important economic, cultural and recreational hub for a wide hinterland. The intermediate stations Burneside and Staveley serve small but prosperous village communities - Burneside is home to James Cropper Plc, a major local employer and international company; Staveley Mill Yard is a vibrant working community of industrial and retail businesses.

Windermere also serves the lakeside town of Bowness as well as other central Lake District towns and tourist destinations such as Ambleside and Grasmere. The Lake District is part of a £2billion/year local tourist economy, second only to London as one of the main tourist destinations in the UK.

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, all year round, with growing international tourism, especially the Chinese market. The LDNPA is pressing for more visitors to come by train to ease the pressure on roads and car parks.

Key activities:

Community Rail

- Development of sustainable community rail initiatives designed to enhance stations, stimulate passenger growth, provide employment opportunities and offer educational experiences:
Travel with Confidence – Sandgate School,
Oxenholme Station Art Scheme – working with local college students,
Passenger surveys and on-board welcome days in collaboration with the Lakes Line Rail User group.
- Focussed marketing and promotion activities e.g. new website, Community Rail in the City event, Discover and Walks leaflets - opportunities currently limited due to timetable and capacity constraints and service unreliability.
- Development of Station Friends groups.
- Work with Northern and Network Rail to initiate station improvements and community involvement.
- Seek sources of funding.

Strategic Rail

- Liaise with key stakeholders such as local authorities, the Cumbrian LEP, Northern and the wider rail industry to influence rail strategies and long term plans.
- Respond to industry and public consultations which impact upon the rail network.
- Contribute to business cases and support rail-related major project working groups seeking essential infrastructure, rolling stock, service and access improvements:

Completion of the Lakes Line Feasibility Study, considering options for improved accessibility at Staveley and Burneside stations and infrastructure interventions which would increase capacity of the line.

Lakes Line Vision – a collaborative venture progressing the feasibility study to a business case for investment.

Windermere Station Vision – a collaborative venture considering the radical re-development of Windermere Station following the award of World Heritage Status.

Consideration of staffing and improved access at Kendal station.

- Input to the West Coast Partnership re-franchise.

Priorities: The CRP views its over-riding priority for all Cumbrian lines at the moment as ensuring there is sufficient rolling stock and satisfactory service levels to meet their overall aim of economic growth and well-being. It is essential that there is confidence in basic expectations such as seating capacity; service reliability and frequency; and the quality of station and on-board passenger facilities.

Main events and significant impacts on services:

Plans for electrification of the line have now been paused.

Low passenger confidence due to service unreliability, lack of capacity and missed connections; Access issues at Staveley, Burneside and Kendal; Retaining and increasing the number of through services to Manchester International Airport (MIA) is an essential part of the strategy for this line; Increased dwell times at station due to the use of old rolling stock with single

doors being unsuited to visitors with luggage.

Plans for next 12 months:

- Continued collaboration with existing partners including the LEP and development of new links
- Work with Northern on marketing plans to stimulate passenger demand and to promote through services to MIA
- Exploit opportunities for funding and community rail initiatives
- Support the Lakes Line Rail User Group who have also become the Friends of the Line
- Contribute to and support the progress of the Lakes Vision and Windermere Station Vision
- Partnership working with other CRPs
- Consolidate financial position and succession planning
- Work closely with Cumbria County Council and the Cumbrian Local Enterprise Partnership (LEP) to influence the West Coast Partnership franchise with a focus on improved connectivity to the West Coast Main Line (WCML) and to the regional capital at Manchester.

Plans for next five years:

- Continue to seek station access improvements particularly at Staveley and Kendal
- Seek to implement the outcome of the Lakes Line Vision report
- Seek to implement the Windermere Station Vision report
- Extend the business case for future electrification of the line to enable through electric powered services to Windermere from across the network
- Seek timetable improvements to include through services between MIA and Windermere (4/5 per day)
- 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 passenger numbers

Average % growth during 2017

3.0%

3.14 North Cheshire Community Rail Partnership (NCCRP)

Region: West

Funding provided to CRP: £15,000

Status: This CRP is hosted at the University of Chester

NCCRP chair: Garfield Southall

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 main focus of the CRP is on the branch to Ellesmere Port from Helsby, passing through the huge Stanlow refinery complex. Other major industrial concerns are Encirc Glass, CF Fertilisers and the new Protos development at Ince. The line also serves the Thornton Science Park campus of Chester University and other industrial and residential developments. 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.

Introduction: As a new Community Rail Partnership, we are delighted to welcome Marina Farey as our newly appointed Community Rail Officer. The Partnership has many interested partners including voluntary, public and private sector organisations. 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, and we are grateful for their work.

3.15 Mid Cheshire Community Rail Partnership (MCCRP)

Region: Central

Funding provided to CRP: £25k

Status: A Partnership (although not a Partnership under the 1890 Partnership Act) with a Scheme of Governance in which Cheshire West and 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 (A), Cheshire East Council (A), Cheshire West and Chester Council (Accountable Body and Lead Partner) (A), Forestry Commission at Delamere (I), Knutsford Town Council (A), Mid Cheshire Rail Users Association (MCRUA) (A), Northern (A), Northwich Town Council (A), Stockport Council (A), Trafford Council (I), Transport for Greater Manchester (TFGM) (A)

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 sixteen 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 2 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, Radbrooke 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 and Altrincham. Visitors to Delamere Forest, Knutsford, Chester and Manchester.

Those accessing services from the small villages in to the towns and cities

Key activities: The line has an active rail user group – the Mid Cheshire Rail Users Association – 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 are 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.
- They are working in partnership with Northwich Town Council at Northwich on a number of projects and developing a Community Rail Project with CrossCountry. They are promoting and marketing

the line, focussing on residents, tourism with partners promoting the line, visitors and encouraging schools to think train and use the train.

- They are working to improve levels of community involvement including supporting and encouraging volunteers. They will continue their music trains. They intend to have new original artwork up 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, 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, Take The Train leaflet, working with schools, wider community rail collaboration.
- Working for station improvements e.g. access issues at Northwich. Mitigating the effects of Northern Hub, Ordsall Curve 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.
- Opportunities arising from HS2, working with partners on line and station re-openings e.g. Northwich to Crewe line via Middlewich, 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 “Station Area Aspirations” which may lead to work which will be identified here.

Recent trends in passenger numbers

Average % growth during 2017

-1.1%

3.16 East Lancashire Community Rail Partnership (ELCRP)

Region: Central

Funding provided to CRP: £25k

Status: Informal partnership with agreed terms of reference which are appended to the annual Action Plan. ELCRP is part of Community Rail Lancashire, 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 acting chair: Marjorie Birch

Management Group membership: Lancashire County Council (A), Northern (A), Network Rail (A), Blackburn with Darwen BC (A), Friends of Pendle Stations (A), British Transport Police (A). (Important note: meetings of the ELCRP are joint with CLCRP thus bringing a wider range of partners together.)

Principal office location: Accrington Railway Station

Website:

www.communityraillancashire.co.uk/lines/east-lancashire/

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 (described elsewhere – see South Fylde Line) and serves the south-east suburbs (Lostock Hall and Bamber Bridge) where there is much new housing development. After passing through largely rural landscapes it serves the small village of Pleasington before reaching the suburb of Cherry Tree and then the socially deprived inner urban area of Mill Hill. Blackburn is a very multi-cultural town with a large Asian/Muslim population. It also has an extremely young population with nearly a third of residents aged 0-19 years and coupled with a population increase over recent years, the population is set to grow by 10% by 2035. Despite offering high value employment attracting people from outside the borough the area faces some significant social and economic challenges in parts of the urban area. Beyond Blackburn, Rishton is a traditional small town community before Accrington, again ethnically mixed with high levels of social deprivation. The small communities of Hapton and Huncoat are largely white working class communities, not affluent but not poor. Rose Grove, a former railway community, is the railhead for the small town of Padiham, which has significant areas of social deprivation. Burnley itself is the largest town east of Blackburn. It is working hard to regenerate itself after the decline of traditional industries and also the departure of some electronics (e.g. Plessey). It is very ethnically mixed with some large pockets of serious deprivation. The town centre is developing as a retail centre and the college is expanding rapidly, as part of University of Central Lancashire. Brierfield is a small, ethnically mixed community which is far from prosperous. Nelson is a larger town with a similar mixed demographic and economically and social deprived, in the inner area. Colne is a slightly more prosperous town but still suffering from the decline of its textile base and little to replace it. The Index of Multiple Deprivation (IMD) shows some areas of deprivation whilst there are more prosperous outlying villages. The 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; 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 through the key stage 2 educational project with the aim of engaging with 5 schools each term, in conjunction with CLCRP, linked to the 'Passport for Safe Rail Travel';
- Maintaining and developing the education resource centre at Accrington Railway Station;
- Continuing to develop the link with Virgin Trains and promote the use of the new community room at Preston station for school activities;
- Continuing to work with the Northern apprentices, developing projects at Blackburn and Burnley Manchester Road;
- Hosting 'Year in Industry' students;
- Developing the Railway Confidence Programme with students travelling to Blackburn and Preston;
- Continuing to work with Lancashire County Council and Northern to promote and market the new Manchester service via the Todmorden Curve;
- Working with Northern to promote and market the newly introduced hourly Sunday service between Colne and Preston;

- Engaging with the station partnerships along the line and brief them on the changes to the adoption scheme being introduced by Northern including the new station partnership at Hapton;
- Maintaining involvement in station projects at Bamber Bridge (Lowry Comes to Bamber Bridge), Blackburn (The Wrangling), Burnley Central (Revitalising Burnley Central), and maintaining the Community Rail Lancashire (CRL) and Down the Line websites.

Priorities: To educate the passengers of the future.

Main events, any significant impacts on services: The on-going Great North Rail Project works is having a significant impact on the Manchester service especially at weekends. The terror attack at the Manchester Arena severely affected the Todmorden Curve service as has the ongoing industrial action by the National Union of Rail, Maritime and Transport Workers

(RMT). The ELCRP again supported the Colne Rhythm and Blues Festival (August) as a means to promote rail travel to this international festival.

Plans for next 12 months and five years:

- Working with Community Rail Lancashire to deliver its 4 Year Strategic Education Plan and continuing to educate the passengers of the future through engagement with primary schools along the line targeting at least 5 schools per term or 15 during 2018 (in conjunction with the CLCRP);
- Developing the Phase 2 car park projects at Rose Grove and Burnley Manchester Road;
- Continuing to develop the Railway Confidence Programme with CRL;
- Continue to work with the Northern apprentices and helping to develop their projects at Blackburn and Burnley Manchester Road;
- Continue to support station partnerships projects along the line especially at Bamber Bridge, Rishton, Church and Oswaldtwistle, Accrington and Brierfield;
- Continue to promote 'walking for health' through the Guided Walks programme (CRL) and self-guided walks via the CRL website;

- Develop bespoke timetables and posters for the Todmorden Curve service and work with Lancashire County Council (LCC) and Northern on electronic marketing campaigns for the service aimed at scholars and students

In the medium term the CRP will

- Continue to maintain the development and improvement of the Blackburn to Manchester via the

Todmorden Curve service including quality of rolling stock, timetable and marketing

- Continue to promote all services to commuters and students and work with Northern timetables to maximise connectional opportunities at Preston and Blackburn
- Look at opportunities to improve journey times between Pendle and Blackburn and Manchester as well as between Preston and Leeds
- Develop and 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, Rishton, Church and Oswaldtwistle, Rose Grove and Burnley Manchester Rd in partnership with Northern the CRP will look at the priorities for utilising the Station Improvement Fund combined with grants from third parties such as the ACoRP/DfT DCRDF, to identify work that will be referenced in station asset management plans. Similarly working with Northern to develop proposals for Blackburn as a hub station may identify opportunities.

Recent trends in passenger numbers

Average % growth during 2017

0.0%

3.17 Clitheroe Line Community Rail Partnership (CLCRP)

Region: Central

Funding provided to CRP: £25k

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, 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: James Syson

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

Principal office location: Accrington Railway Station.

Website:

www.communityraillancashire.co.uk/lines/clitheroe-line/

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 as part of a £13m project funded by Blackburn with Darwen and the Lancashire LEP) and between Bromley Cross and Hall'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 over sees 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 and 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 effectively starts from Bolton, a large former textile and engineering centre which has retained some manufacturing but is today more important as 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 beautiful West Pennine Moors. Darwen town centre fulfils a market town role providing small scale retail developments and community services. Also suffering with pockets of social and economic deprivation the town does however retain a strong identity and the surrounding hills and moors present a striking backdrop 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 hinterland, 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 through the key stage 2 educational project with the aim of engaging with 5 schools each term, in conjunction with East Lancashire Community Rail Partnership (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 2016 DalesRail season through a poster and leaflet campaign and updating the www.dalesrail.com website.
- Working with Lancashire County Council (LCC) and Blackburn with Darwen Council (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 2016 as a means to promote the north end of the line and in conjunction with ELCRP took part in the Station to Station events to mark the Queen's 90th birthday involving all stations between Blackburn and Clitheroe as well as a main event at Blackburn station. As part of this the CLCRP worked with the Lancashire Rail Ramblers to promote the special 'Royal Rambler' on Sunday 12th June as part of the DalesRail programme.

Plans for next 12 months and five years:

- Working with Community Rail Lancashire, CLCRP will be expanding the education engagement project;
- In conjunction with the ELCRP they will continue the engagement with primary schools in East Lancashire targeting at least 5 schools per term or 15 during 2016
- Continue the 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; work with Northern to develop proposals for Blackburn as a hub' station.
- The CRP will also work with Northern on timetable and service improvements in particular the future development of DalesRail and the Ribble Valley Rambler. Marketing activity will be 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 and work with Northern timetable to maximise connectional opportunities to Blackburn;
- Look at opportunities to improve journey times between Clitheroe and Manchester;
- Develop and work with Station Partnerships along the line and encourage the development of new station partnerships;

As with all the Lancashire CRPs they 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 such as the ACoRP/DfT DCRDF; this will in all probability give rise to work to be reported here in future years.

Recent trends in passenger numbers

Average % growth during 2017

3.2%

3.18 South East Manchester Community Rail Partnership (SEMCRP)

Region: Central

Funding provided to CRP: £20k

Status: An informal partnership

Community Rail Partnership Officer: Stephen Forde

CRP chair: Cllr Peter Robinson (Tameside)

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

Principal office location: Stockport

Website: www.semcorp.org.uk

Line: The four routes covered by the partnership are Manchester to New Mills Central; Manchester to Rose Hill via Hyde; Stockport to Buxton Line, from Stockport to Middlewood Station; and Manchester to Hadfield (as far as Broadbottom) lines.

Line and service description: The four 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 has 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:

- Working with station friend's groups. The CRP now has twelve active 'Friends' groups established in addition to Woodsmoor at Davenport, and Middlewood on the Buxton Line.
- A number of volunteering events have taken place at stations around Hyde, though as yet we have not identified any individuals willing to take on the adoption of the stations. We have had an expression of interest to establish group based at the urban stations of Gorton / Belle Vue and Ryder Brow, this is being supported by Greater Manchester Council Neighbourhood Team.
- The initial feasibility study for a new station building at Marple has been completed.
- A number of stations along the Manchester / Glossop line are undertaking a joint plan to mark the Armistice later this year.
- Across the CRP an artist has been appointed to create art work to highlight local points of interest and local history at stations along the lines.
- A spring launch event is planned at Belle Vue station in Manchester centre in the hope of establishing a new friends group at that station.
- The CRP has engaged with a local Brownie / Guide group to adopt an area at Davenport Station.
- Promoting the line
- The Web site is now live and updated. We continue to develop its content.
- Greater Manchester Combined Authority GM Spatial Framework (GMSF) is close to the publication of its second version. We expect that the focus will be on building as much as possible in the already populated urban centres, further increasing demand on local neighbourhood stations.

Priorities: The Stockport to Buxton line is a recent addition to the partnership. We now have active 'Friends' groups at; Middlewood, Davenport and Woodsmoor.

Buxton is a popular leisure destination. We will again be promoting the Buxton Festival this July, however we wait to see what the service timetable looks like, early indications are that the service will be broken as far as return journeys are concerned.

Main events, any significant impacts on services: The CRP is working in partnership 'Friends' groups and we continue to promote events local to them that they identify.

Plans for next 12 months and five years:

- In addition to the activities outlined above on the Buxton Line
- A web site for the partnership is currently being developed; this will be used to promote activities such as station based walks and events local to stations.
- The CRP also plan to attempt to establish one or two new friend's groups at stations in the urban centre, where historically, friend's groups have been hard to establish. These groups will require additional support including some financial support.

The medium to long term plans for the lines

- Work with Northern to push through the improvement of services. Many stations have fragmented service levels with trains stopping at a variety of intervals some over two hours. 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, both urban cultural and rural outdoor activities.
- Many of the stations have inadequate passenger shelters. This is particularly true for Marple, a very busy station; supporting a campaign for a new or upgraded shelter / waiting room will be a key objective for the partnership.

- The previous franchise has 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 are now developing strong contacts with local schools and other, non-rail community groups. This is an area to be developed in the coming years. This area has improved groups are improving their contact with schools, though some schools are hard to engage with, it very much depends upon who your contact happens to be.

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 passenger numbers
Average % growth during 2017
3.0%



3.19 Crewe to Manchester Community Rail Partnership (C2MCRP)

Region: Central

Funding provided to CRP: £25k

Status: An informal partnership

Community Rail Partnership Officer: Stephen Forde

CRP chair: Chris Dale

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

Principal office location: Stockport

Website: www.crewe2manchesterrail.org.uk

Line: The West Coast mainline between Manchester and Crewe via Wilmslow.

Line and service description: The partnership is on a mainline (West Coast) 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:

- Across the CRP an artist has been appointed to create art work to highlight local points of interest and local history at stations along the lines.
- 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.
- The Alderley Edge Group is now well established it won an award in the Britain in Bloom competition.
- The art installation at Heaton Chapel has now been completed, the work to gain regular access to the station building's upper floor is ongoing, some progress is being made.
- The CRP's web site is now live and updated.

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. This remains a major issue for the line, poor facilities, in particular weather protection will continue to be a barrier to expanding rail use to new users. We hope the second phase of the franchise plan will address some of these issues on busy stations.

Main events, any significant impacts on services:

Pending the confirmation of Northern's timetable change Styal Station has been given an hourly service.

Plans for next 12 months and five years:

- Having gained an access agreement with the Airport and Trans Pennine, a priority now is to establish a friends group at Manchester Airport Station.
- The CRP will be encouraging the creation of a number of friends groups along the airport spur.

- The CRP is keen to create a network of display stands for marketing materials, flyers to be displayed at staffed stations, however assistance for this project is proving difficult to secure.
- Some Groups have expressed an interest in developing a music train initiative along the line.
- In relation to this, a new venue adjacent to Holmes Chapel station is being explored working with the Mid Cheshire CRP and the High Peak and Hope Valley CRP. Which might serve a wider tourism and leisure purpose including an opportunity for schools to use the centre as an access point to the National Park.

In the medium term,

- The CRP will push for improved services at stations have a poor level of service at present when compared to changes in population and development. Some of the stations, notably Styal, are almost unsustainable and this situation particularly affects areas around the line in East Cheshire. We hope that the Styal service issue could be addressed in the forthcoming timetable announcement.
- We have seen a great improvement in station groups in terms of improving their contact with local schools. Some schools are hard to engage with, it very much depends upon who your contact happens to be. We will continue to encourage and support wider community engagement.
- Greater Manchester Combined Authority GM Spatial Framework (GMSF) is close to the publication of its second version. We expect that the focus will be on building as much as possible in the already populated urban centres, further increasing demand on local neighbourhood stations.

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

None identified in this report.

Recent trends in passenger numbers

Average % growth during 2017

2.2%

3.20 High Peak and Hope Valley Community Rail Partnership (HPHVCRP)

Region: Central

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

Funding provided to CRP: £25k

Community Rail Partnership Officer: Andrew Walker

CRP chair: County Councillor George Wharmby

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

Principal office location: Matlock

Website: www.hvhptp.org.uk

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

Line and service description: Hope Valley Line – the Northern interurban service between Manchester Piccadilly and Sheffield. Hourly stopping service on Weekdays, Saturday's and Sundays. A few East Midlands Trains and Transpennine Express trains make limited stops at peak times only. The partnership covers Strines through to Dore and Totley (inclusive).

Buxton Line – mixed rural and interurban route between Buxton and Manchester Piccadilly. Hourly service 7 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 stations.

Designated line and or service: Buxton Line service

designation, Glossop/Hadfield service designation.

Social and economic background to the lines: The three routes serve the more 'rural' parts of routes radiating out of Manchester (the more urban areas being covered by the South-east Manchester CRP).

The Glossop line serves the very large so-called 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 and Chapel en le Frith. Buxton is a bustling market town with a tourism base and also a higher education campus near the station. It has pockets of deprivation. The many cultural attractions help to give Buxton a lively and creative feel.

The Hope Valley Line links several small Peak District communities which are 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 in particular are attractive 'out of town' communities with many residents working in Sheffield. Sheffield itself is one of the North's major cities with a large university sector, major retail facilities and other educational facilities.

Key markets: Hope Valley Line – commuter flows in both directions to Manchester and Sheffield; university students to both Manchester and Sheffield; local service for residents; 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; two-way flow of school pupils between Glossop and Hadfield stations because of a split-site secondary school; local service for residents; some tourism to Glossop and onwards into the Peak District National Park.

Key activities:

- Practical and financial support for 15 station friends' groups including promoting and attending their events.
- Extensive promotion and funding of a highly successful year-round programme of live music folk trains and station-to-station guided walks.
- The CRP has actively supported Network Rail's Hope Valley Route Capacity Improvement Scheme and is pleased to note that the scheme was approved early in 2018 by the Government.
- The CRP maintain regular contact with local authorities and funding partners to understand, support and promote their interests, for example in relation to alleviating road traffic congestion in the Peak District National Park by promoting rail as a sustainable, more environmentally-friendly means of transport.
- Maintenance of up-to-date news and information at stations on the three lines and promotion of community events which encourage people to travel by train.

Priorities: Upgrading station facilities; improving frequencies on Buxton and Hope Valley routes; promotion of the three lines; maintaining strong support for station adoption groups; encouraging development of new station groups.

Main events, any significant impacts on services: Community events which can pull in good numbers of visitors by train include: Whaley Bridge Water Weekend for canal-boat enthusiasts in June; New Mills Carnival in June; New Mills One World Festival in July; the Buxton Fringe Arts Festival which takes place throughout July; and the New Mills Fringe Festival Fortnight in September.

Plans for next 12 months and five years:

- The CRP is seeking to encourage more involvement from town and parish councils on all three lines to promote train services, e.g. by supplying news and information for them to publish; through joint provision of noticeboards and timetable cases. The CRP are already working closely with Northern on joint marketing projects for the three lines and intend to step-up this activity in 2018. A significant tool will be a new website for the CRP for 2018 which will then facilitate the regular use of social media for marketing purposes.

- The CRP are working to establish more station friends' groups, particularly in the Hope Valley. They also plan to install more community noticeboards at stations for the friends' groups and CRP to use.
- In the medium term the CRP believe that once the Network Rail Route Capacity Improvement Scheme in the Hope Valley is delivered, there will be justification for an hourly stopping service seven days a week plus an hourly semi-fast between Sheffield and Manchester with a stopping pattern of Dore, one Hope Valley hub station such as Hope itself, then Chinley, New Mills Central or Stockport, then Manchester. With an hourly timetable it will be possible to heavily 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 find a long-term solution to the poor pedestrian access by footbridge only to the island platform at Chinley and to find more car parking space at stations where this is insufficient and passenger usage is constrained as a result.
- On the Buxton Line, Buxton is re-branding as a high quality tourist destination with leisure attractions and access to the Peak District National Park. Commuter traffic is expected to grow as people are increasingly choosing to live in the towns and villages along the line but to continue working in Manchester. Major housing developments are underway, in Chapel-en-le-Frith for example. The CRP believe there is good potential for an hourly semi-fast train from Buxton making limited stops on the route, 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, it is important to maintain the current off-peak timetable pattern and increased peak hour frequency. The CRP is concerned at the proposed transfer away of the Class 323 electric units as they are well-suited to the gradients and acceleration demands of the Glossop Line stations. They are concerned that cascaded stock may not be able to maintain the timetable. There have long been proposals for a new station to serve the large housing estate at Gamesley, outside Glossop.

It would be popular locally to see a station built there which has good car parking facilities which several communities could use as a park-and-ride railhead. There is good potential to promote Glossop as a historic town for tourists to visit and also offering access to the Longendale Trail and Peak District National Park.

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

The CRP and Friends of Dore and Totley Station are working with Northern to explore the possibility of installing a canopy over part of the platform to protect passengers from bad weather.



Recent trends in passenger numbers

Average % growth during 2017

2.8%

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.

4.2 Station Adoption Projects

RECIPIENT GROUP / STATION	PROJECT
South Tees Adoption Group	Plants/Planters
Friends of Rufford	Seating/Planting
Friends of Knaresborough	Planting / Tools
Morecambe Bloomers	Planting / Artwork
Friends of Burscough Stations	Seasonal Planting
Friends of Kents Bank	Seasonal Planting
Friends of Padgate Station	Station Artwork
Community Rail Lancashire	Dales Rail Promotion
Friends of Reddish South	Mural and welcome banner
Friends of Hindley Station	Children's gardening tools
Friends of Gathurst Station	Planters
Friends of Hattersley Station	Children's picnic / rail familiarisation trip
Friends of Silecroft Station	Seasonal Planting
Friends of Buxton Station	Japanese Garden
Friends of Buxton Station	Telephone kiosk
Friends of Kents Bank	Iron wrought gate
Friends of Roose Station	Plants/Planters
Friends of Egton Station	Plants/Planters
New Shildon Residents Association	Plants/Planters
Edible Hexham	Herbs/Planters
Mid Cheshire CRP	Overall station enhancement
Esk Valley RDC CRP	Bunting for Tour de Yorkshire
YCCRP & BCCRP	Community Rail / Litter Pickers / AGM
Friends of Bentham Station	Fence and planting
YCCRP FO Driffield	Portaloo Diffield Show
Panel Gardeners	Summer planting and tools
Friends of Poppleton Station	Summer planting and tools
Pennine Prospects	Printing 2016
Pennine Prospects	Printing 2017
Friends of Starbeck Station	Seasonal plants/planters
Friends of Mytholmroyed Station	Artwork for station / tubs / planting
Friends of Knaresborough Station	Tools & planting
Saltburn in Bloom	Plants/Planters
Friends of Patricroft Station	Community Garden
Friends of Guide Bridge	Kids activity packs for Teddy Bears Picnic event

Penistone Line	Rail Safety Week Comp
Penistone Line	Refresh Station adopter Information
Friends of Leyland Station	Planters / Posters
Friends of Brighouse Station	Summer planting
Friends of Hebden Bridge	Piano Tuning
FoSCL Station Adoption Groups	Gardening equipment and planting
YCCRP Bridlington & Driffeld	Transforming space into community hub
BCCRP New Holland Station Adopters	Transforming space into community hub
Friends of Sowerby Bridge	Underpass painting and community art
Friends of Goole Station	Planters
Penistone Line Honley Station	Defibrillator provision with Honley Village
South Ribble Pensioners Association (Bamber Bridge)	Planters
Friends of Lealholm	Plants
COBRA (Haltwhistle)	Planters/Plants
All stations East Area.	Station Adoption Notice Boards
Friends of Harborough	Bowser to be shared with groups on BCCRP
Friends of Whaley Bridge	New planters for platforms
Wigan Wallgate Wallflowers	Planters, hanging baskets and plants
Friends of Brierfield	Storage bench and extra seating
Friends of Brinnington	Heavy duty plastic planter and planters
Friends of Guide Bridge	Kids activity packs for Teddy Bears Picnic event
Friends of Altrincham Interchange	Memorial planter and plants
Friends of Parbold	Plants / Planters
South Ribble Pensioners Association (Bamber Bridge)	Signage
Friends of Middlewood	Planters, plants, soil
Friends of Orrell	Storage bench and extra seating
Friends of Littleborough	Customised badges for advertising
Friends of Bare Lane	Gardening project
Esk Valley CRP	Planters, herb boxes, picnic benches & leaflet racks
UR Potential / Blackpool Pleasure Beach	Planters / Equipment
Friends of Kents Bank	Seasonal Planting
Friends of Nunthorpe	Wool & Plants
Friends of Redcar East	Plants & Planters
Friends of Rufford	Plants & Planters
Friends of Marple	Marketing
Friends of Bromley Cross	Equipment, planters and plants
Friends of Rainford	Plants and Planters

Friends of Middlewood	Top soil and plants
Friends of Buxton Station	WW1 Plaque
Friends of Alnmouth Station	Plants, Planters & Community Posters
Friends of Fylde Country Stations	Equipment
Friends of Bromley Cross	Further equipment
Friends of Aspatria	Plants / Equipment
Friends of Heaton Chapel	Artwork
Friends of Bamford	Wild bird feeders
Goole Station	Creation of station planters
Cattle & Hammerton Station	Planters / Gardens
Mexborough Station	VC memorial event & lunch
Driffield Station	Station adoption starter planters /plants
Thurnscoe Station	Community Art Project
Sowerby Bridge	Enhancement of the Station
Friends of Whitehaven	Planters/Winter plants
Brighouse Station	Shed
Friends of Battersby Station	Planters/picnic table/benches/paint
Friends of Glossop	Christmas Engagement Event
Friends of Rose Hill Marple	Christmas Engagement Event
Friends of Littleborough	Christmas Engagement Event
Friends of Furness Vale, Disley and Buxton	Christmas Engagement Event
Friends of Furness Vale	Printing of posters and flyers for Christmas Community Event
Balckpool South Project	Community Project - schools engagement & landscaping
Friends of Rochdale	Planters and Plants
Friends of Westhoughton	Remembrance Day display
Knaresbrough Station	Banner
FoSCL Station Adoption Groups	Gardening equipment and planting
Baildon Station	Gardening equipment and planting
Bingley & Crossflatts	Gardening equipment and planting
Dore & Totley	Adaption start up
Dronfield Station	Equipment
FoSCL Station Adoption Groups	Equipment
Mytholmroyd Station Partnership	Planters
Esk Valley CRP	Bringing a redundant building at Glaisdale back in to community use
All stations North East Area	Community Poster Cases
Bare Lane	Gardening maintenace and planting
Wilmslow	Improving the station entrance for the benefit of the customers

Brinnington	Winter bedding plants for platform planter
Wigton	Seating
Askam	Improving pathway / gardens at station
Silverdale	Redundant building project
Kendal	Remove of shrubbery / planting project
St Annes	Battery operated lawn mower
Bare Lane	Historical Signage
Green Road	Gardening and safety equipment
Salford Central	Artwork on platform wall
Chinley	150th Anniversary commemorative community noticeboard
Tyne Valley CRP	Timetable stickers for village notice boards & plants for Prudhoe Station
The Sobriety Project	6 Station planters
Settle and Carlisle Development Company	Station gardens and memorial bed
Mirfield	Adoption group start up
Friends of Billingham	Plants & planters
South Ribble Pensioners Association (Bamber Bridge)	Signage, planters, train workshop
Friends of Leyland	Plants & planters
Friends of Silverdale Station	Plants for Spring 2018
Friends of Buxton	Promotion posters and Rail Ale Leaflet
Northwich Town Council	Station embanking and car park improvements
Friends of Cark	Vegetation clearance, tools and planters
Ulverston Station Friends Group	Design and production of flags for Ulverston FLAG festival
Friends of Kents Bank and Foreshore	Community Engagement Project
Friends of Aspatria	Gardening and safety equipment
Friends of Meols Cop	Gardening
Friends of Parbold	Seasonal Planting
Friends of Workington	Replica Heritage Seating
Friends of Bamford	Village Map for Station
Friends of Pemberton	New group - equipment, planters and plants
Friends of Heaton Chapel	Screening hawthorns and replacement planters
Friends of Gathurst	Tidy Up / Gardening project
Friends of Ansdell and Fairhaven	Plants & Equipment
Friends of Seasle	Plants & Equipment
Friends of Edale	Plants and Planters
Friends of Westhoughton	Fence at stations
Number of Projects: 144	Total Spend: £125,448