



Community Rail Report

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1. Introduction

1.1 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 passengers 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 promote the station adopters scheme and provide safety and other training and support to participants.



9.10 ...

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 ...

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.

This report is published in response to the Obligation under 9.5 and 9.18 and outlines progress under the other Obligations listed above.

As this is the first such report, there is nothing to say under 9.18 and 9.14 is at an early stage, the documents having been developed but we have yet to move onto the consultation with ATOC and other TOCs. We have outlined the work so far to the National Community Rail Development Implementation Steering Group (NCRDISG), where Rail North, DfT, ATOC, ACoRP, Network Rail and a number of the Train Operating Companies were present. The Service Level Commitments under 9.16 are being consulted with CRPs and a draft will be consulted with ACoRP shortly.

1.2 Director's foreword

The first few months of our Northern Franchise have been an exciting time for community rail and for our new relationship with our community rail partnerships and our station adopters. It hasn't been plain sailing, but the fundamental change in the way we work with communities was never going to be straightforward.

This report sets out the progress we have made so far and shows how we are on the right track, meeting our initial franchise commitments. We have a long way to go, and the appointments we are making will be critical in achieving our chosen course. We are sure our community partners will understand that we want to find the right people to carry our vision forward and to help us, with you, achieve the step change we have committed to.

This first report is fairly simple: we are using it to set a baseline as well as meet the requirements of our Franchise Agreement. We will describe each of the CRPs in our region and we will show how the funding has been placed. We expect the next report, due in early 2017, to include more detail, and our Interim Communities and Sustainability Director, Carolyn Watson, has indicated these areas in her report.

This report is part of our wider work on Society and Communities. Carolyn will introduce the Arriva UK Trains Society and Communities Strategy below and will also introduce our Marketing Plan for our work with CRPs.

Why are we committing so much effort and money to community rail? Because we know it works. We know that local communities benefit, we know customers benefit, and research by the DfT in 2014 showed that this translates into more people using our trains.

We look forward to continuing to work with all our CRPs and station adopters.

Richard Allan

Customer and People Experience Director, Northern
August 2016



1.3 Executive Summary

We have made a substantial financial commitment to Community Rail Partnerships (CRPs) who share at least **£500,000** every year between them. We have also committed **£80,000** every year to station adoption so that our adopters can do even more of what they do so well. In this first year, it is £100,000 because we realised that we needed to make sure our adopters had everything they needed to do an even better job for customers and local communities.

In this first report (and we will be producing one of these, every year) we describe how that £500,000 is being spent. To help us make the very best use of the money, we have set up the Northern Community Rail Executive Group (ComREG). Rather than decide what's best for CRPs we decided it was much better to ask the experts, the CRPs themselves. That's what ComREG will do. It will advise us on the best use of money, it will guide us on policy and strategy and it will make some decisions for us too.

We have created a seed corn fund to help CRPs get things done. We know how tight money has been and this is our way of clearing the logjam. It's not a small amount of money either: **£150,000 in the first year, rising to £230,000 in year six**. These figures may change up or down, guided by ComREG and depending on take-up and value delivered. In the event that the scheme is oversubscribed, ComREG will decide which schemes are best value for money, focused on real benefits to customers and communities.

We cannot deliver our commitments on our own and we are working with ACoRP to develop a number of roles that we will fund but which they will deliver for us. These roles are intended to help CRPs identify new sources of funding, assist them in developing targeted marketing plans, support new uses for old railway property and help with other skills development. We have also identified sums to assist with development in heritage and tourism, and to support outreach to disadvantaged groups who we believe could make better use of rail. In the first year we plan to spend £185,000 with ACoRP on these activities, a sum that may change depending on whether ACoRP is able to resource these roles.

We have committed **£75,000** this year and for the following two years to support Community Rail Lancashire's (CRL) outstanding work with schools and colleges. These are the rail users of the future and yet for many, the railway is their last transport mode of choice. CRL has demonstrated over several years how rail can become a much more significant transport choice, how children can influence their parents' travel options and how rail can become a significant educational resource. Plus these approaches can demonstrably reduce anti-social behaviour.

We have set aside a further **£90,000** this year to support a community rail conference and for research prior to the next one of these, the Community Rail Report.

In all, that's a further **£600,000** this year and every year to support community rail.



2. Community Rail Report

2.1 Introduction to the report

In this report we set out our detailed funding plans for CRPs and station adoption for the next three years. We know we don't have all the answers, but through ComREG we can get the best possible advice on a regular basis and make sure the money we are spending on community rail, in excess of £1,100,000 every year, delivers for customers and local communities. Our Franchise Agreement requires us to report on several elements of our community rail work. We have done that but we have gone much further. We have described each of our CRPs and outlined their plans. In future reports we will highlight their successes and we will show how customer numbers are changing: given our experience in the past we are sure it will be up across the board!

We aimed to create this report in an informative and open way. We hope you find everything you need, but if there are improvements we can make to this report, we want to hear about them. We have also used this report to highlight the money going to ACoRP. It is a key partner for us and we are delighted to be able to draw on its expertise and invest in it so that it can help not only our CRPs, but CRPs across the country.

2.2 Community and Sustainability Director's report

2.2.1 Community Rail Partnerships

We confirm that as part of our work on developing the Service Level Commitments (SLC) with all of the CRPs in the Northern area, we have discussed their plans and the funding required for those plans. 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.

At the time of writing, the SLC is a settled document and we are in the process of signing the Commitments with each CRP. We would like to take this opportunity to thank all the CRPs for their helpful and constructive dialogue whilst we developed the SLC.



2.2.2 Funding for Community Rail Partnerships

We confirm that we have discussed the distribution of the 'CRP amount' of £500,000 with ACoRP and listened to the views of the CRPs themselves. We have discussed the final allocation of the amount with ComREG (whose membership is described below and includes ACoRP) and they have agreed our approach.

We took the view that the correct place to start was a 'level playing field', taking into account the money some CRPs have received from the East Coast franchise via ACoRP. We anticipate this situation may change in future years based on advice from ComREG to achieve best value.

We confirm that all CRPs received the Year 1 allocated payment by 30 April 2016 in line with our franchise commitments.

In distributing the 'CRP amount' we have also been mindful of the Secretary of State's current published Community Rail Development Strategy but must point out that it is insufficient for all the aspirations held by our numerous CRPs. We have indicated in the table the likely distribution over the next three years, but ComREG will decide the final distribution prior to the annual publication of each Community Rail Report.

2.2.3 Community Rail Partnership funding

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

CRP	Designated line/service	Northern Region	Year 1	Year 2	Year 3
Humber Region-Barton-on-Humber*	✓	East	£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	£20k	£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	£25k	£25k
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 Trains in year two. Sum re-distributed to North Cheshire and South East Manchester

Table 1. Split of Community Rail Amount

2.2.4 Additional funding to support community rail

We are also distributing the following amounts, totalling a further £600,000:

Financial support provided for	Annual amount	Period of funding (inclusive)
Annual community rail conference	£40k	Years one to ten
Annual Community Rail Report including survey work	£50k	Years one to ten
ACoRP new funding resource	£30k	Years one to three
ACoRP communications/marketing resource	£30k	Years one to five
ACoRP CRP officer training	£35k	Years one to four
ACoRP outreach with marginalised groups	£25k	Years one to three initially
ACoRP tourism and heritage	£25k	Years one to three initially
ACoRP support for new uses for property	£40K	Years one to five
Seed corn fund	£150k	Years one to ten increasing in later years
Station adoption fund	£100k	Years one to ten, £80k from year two
Schools project with CRL	£75k	Years one to three initially
Community hubs		Funding in years two to three in Stations Plan
Marketing support and conferences		Included in Marketing Plan
Total	£600k	NB split will vary by year

Table 2. Split of additional committed funding

2.2.5 ComREG

The Community Rail Executive Group has met twice at the time of writing, once in 'shadow' form and then for its first formal meeting in April 2016. ComREG has developed its own Terms of Reference and with the very valuable help of one of its members, Jan Garill, has set down some guidance relating to its roles in grant-giving from the seedcorn and station adoption funds.

In seeking nominees, we have tried to achieve a balance between CRP officers, CRP Chairs and local authority officers.

We look forward to working with ComREG over the coming years.

Organisation	Lead
Northern	Communities & Sustainability Director
Northern	(non-voting) Project Manager supports chair
Arriva UK Trains	Group Community Rail Advisor
ACoRP	General Manager
Rail North	Community Rail Lead for all local authorities in Rail North
Department for Transport	Community Rail Lead
Network Rail	Community Rail Lead
Transport for Greater Manchester	Community Rail Lead for Combined Authorities
Sunderland City Council	Community Rail Lead for NE councils
Community Rail North East region	One representative from each Region plus one nominated deputy from each Region
Community Rail West region	
Community Rail Central region	
Community Rail East region	
Station Adopters	Nominated adopter
Two Ridings Community Foundation	Chief Executive
Women in Community Rail	Nominated committee member

Table 3. ComREG members

2.2.6 Station adoption

In future year's reports, we will review the current state of station adoption including measures of fault and incident reporting. We will use that section to report on our service quality regime, reflecting on metrics that show the value of station adoption. We will include case studies of projects and feedback from customers. That part of the report will generally be in aggregate by area, highlighting any specific stations that are worthy of mention. We will include our plans for the next 12 months and a five-year look ahead.

2.2.7 Community Rail Partnerships

Each partnership will have a nominated Regional Community and Sustainability Manager (RCSM). In the following section of the report we look at each of our partnerships in turn, grouped by Region. We have reviewed their action plans and discussed where these best fit with our marketing aims.

We have developed a detailed Marketing Plan in consultation with CRPs and this is being shared with DfT and Rail North. The purpose of this plan is to work with CRPs to help them create, deliver and measure tactical marketing plans which deliver targeted additional travel.

The objective for CRP marketing is to enable CRPs, working directly with Regional Commercial Managers (RCM) and Regional Revenue Analysts (RRA) to create their own plans which are revenue generative, following the latest creative steer from Northern and reinforce the Northern brand.

The marketing and branding plan has identified three core areas of focus for central marketing, regional teams and CRPs to develop which will include:

- a) branding: Northern will work alongside CRPs to deliver a consistent approach to the Northern brand that reinforces the brand values of Northern in a way that works alongside local and regional identities
- b) develop existing and new markets: umbrella marketing themes will be localised by each of the regions for their local markets in partnership with stakeholders and CRPs. For example; Northern Heritage, People of the North
- c) deliver modal shift: campaigns aimed at private car users will be targeted locally with the support and focus of CRPs using their local knowledge

The marketing process will commence when the Regional teams have been recruited. This is something we will explore further at our annual marketing conference so all teams understand the Northern marketing strategy and how working together will deliver the business vision.

We understand their funding needs and through ComREG we will be refining future years' distribution to best serve each of them. We understand their needs for project funding and are discussing with them how they draw down from our seedcorn fund and how they get ComREG approval for that spend. We will report on this in the next CRR along with a delivery update.

In the next report we will also cover work undertaken and planned at CRP stations and referenced in asset management plans. Where such work has been identified, we have included it in this report.

2.2.8 Volunteering

In addition to CRPs and station adoption, in the next report we will review other volunteer activity. We will review progress with Community Business Units (CBU) and progress on transport integration, innovation and ticketing improvements. We will review the impact of our membership scheme and the take up of rewards under it by customers, volunteers etc. This is part of DP3.1 (marketing).

2.2.9 Working with communities

We want to put Arriva UK Trains at the forefront of best practice in working with the communities we serve across the UK – in the transport world and beyond. We have developed a Society and Community Strategy and our work with CRPs will be a key part of it, across all our train operating companies.

We will help set the agenda and take community engagement in transport to a higher level. We will develop a culture of partnership and inclusivity across all of our operations. 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 that culture are:

- listening, understanding and learning from our local and regional partners
- being part of the bigger local picture – through local and regional community events, local networks
- being inclusive: working with socially-excluded communities; promoting and celebrating diversity
- involving all parts of Arriva, including our bus colleagues and European sister companies
- being pro-active: coming up with fresh ideas and initiatives and sharing them, challenging negative attitudes
- getting wide involvement of Arriva employees at all levels

Arriva rail businesses serve most parts of the UK and the social issues facing those 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

Over the next year we will focus on three key areas which help deliver these aims:

1. The Locally Enterprising Railway: we will develop the 'community business unit' concept through pilot projects in Wales and the North of England, to see how rail can make a greater contribution to communities and the local economy through devolved management
2. joined-up community transport partnerships: we will apply the experience of community rail – and relevant experience across Europe - to a more integrated and sustainable 'whole journey' approach, working with bus colleagues, community transport, walking and cycling groups
3. Young Arts Arriva: we will involve young people in innovative arts projects (from digital media to sculpture, music, performing arts) which make a difference to young people's lives and improves our stations and trains

2.2.10 Growth in passenger numbers

In each CRP section we have identified current trends in passenger numbers. In Appendix 1, we include a spreadsheet showing the total 'entries and exits' for all community rail stations, ranked in size order and showing which line they are part of. This can be compared with national and regional averages and we would welcome views on the most useful form this could take in future reports.

We will be agreeing targets with CRPs based on historical trends and known initiatives and this work will commence shortly after this report has been published. In future reports we will show how growth is going for each CRP against agreed targets, but we took the view that it would be rather hasty to try and agree targets at this early transitional stage.

2.2.11 The CRPs in their own words

In the following sections we have drawn on input from each of the CRPs to highlight their current activities and their aspirations for the future. Some of these aspirations have yet to go through a formal appraisal and may not yet be policy with Rail North or the DfT or other stakeholders.

We have also included our assessment, reviewed with the CRPs themselves, of the social and economic drivers impacting each of the routes.

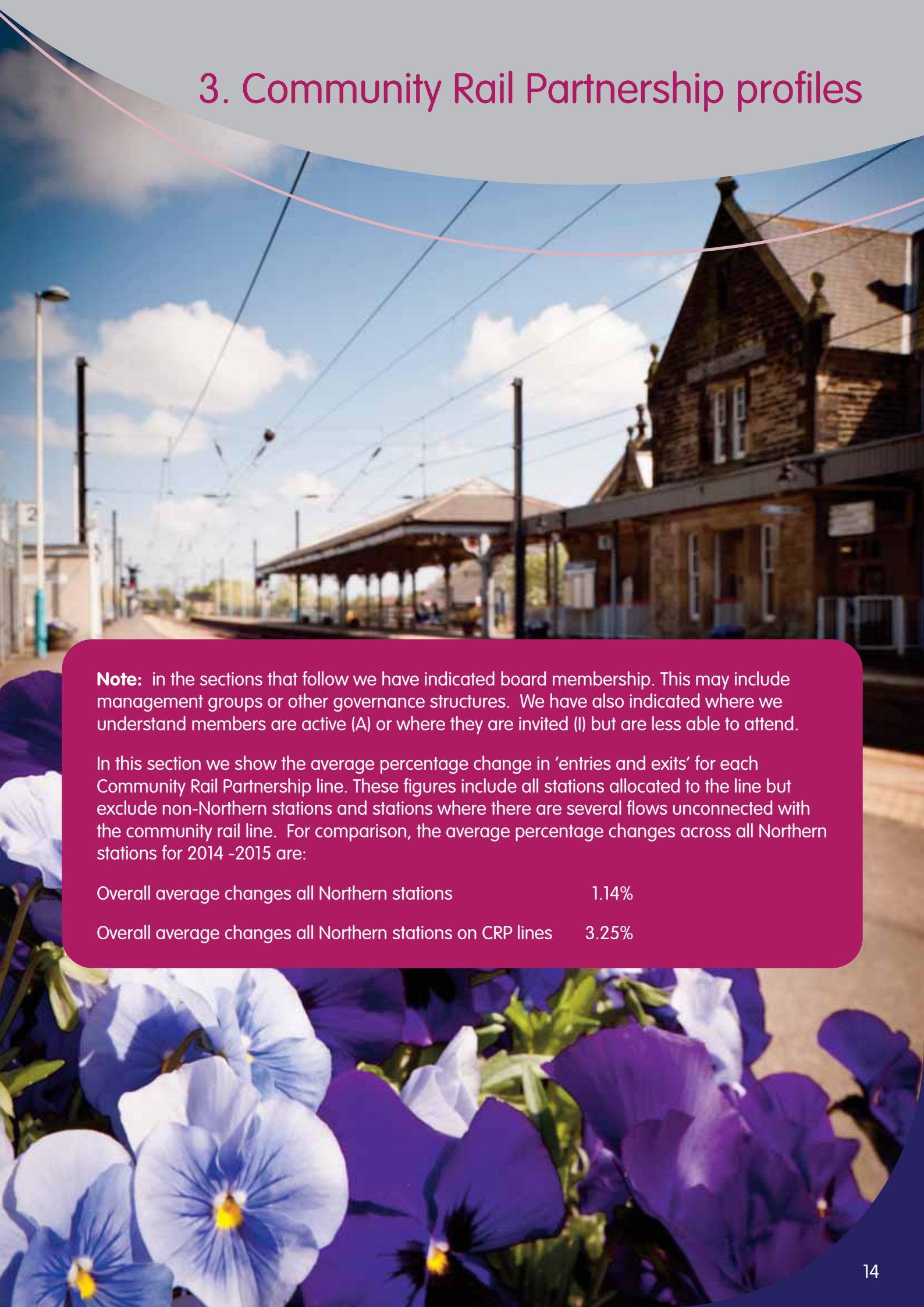
We hope you find this informative and would welcome your feedback on ways to improve the report in the future.

Carolyn Watson

Interim Communities and Sustainability Director

August 2016

3. Community Rail Partnership profiles



Note: in the sections that follow we have indicated board membership. This may include management groups or other governance structures. We have also indicated where we understand members are active (A) or where they are invited (I) but are less able to attend.

In this section we show the average percentage change in 'entries and exits' for each Community Rail Partnership line. These figures include all stations allocated to the line but exclude non-Northern stations and stations where there are several flows unconnected with the community rail line. For comparison, the average percentage changes across all Northern stations for 2014 -2015 are:

Overall average changes all Northern stations	1.14%
Overall average changes all Northern stations on CRP lines	3.25%

3.1 Settle & Carlisle Railway Development Company (SCRDC)

Region: East

Funding provided to CRP: £90k

Status: Company limited by guarantee

Community Rail Partnership Officer: Drew Haley

CRP chair: John Moorhouse

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

Principal office location: Settle

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 Lancaster 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 prosperous market towns of Skipton, Settle and 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 early in 2016 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 are currently isolated from the rail service due to a major landslip, closing the line north of Appleby probably until 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 Railcards in use.

Key activities: Website with online shop promoting local craft and artisan producers; e-newsletter, business forum, pocket timetable production; onboard trolley service; Skipton station café; iPhone app, social media; music trains; promotion of Dales Railcard, school's education packs; station staffing at Skipton to support Northern; local advertising and PR.

Project development including a heritage lighting scheme, and a shelter at Ribbleshead. Run the station café at Skipton and the on train refreshment service.

Priorities: Supported by Lancashire County Council and Dr Paul Salveson, SRCDC is very keen to develop the community business unit concept. SRCDC is already high-profile and has a professional team and encompasses some concepts the DfT wishes to trial including: engaging with volunteers, operating catering on train and off, focused on growing the market, heritage connections and integration with local attractions.

Main events, any significant impacts on services:

- Landslip near Carlisle has stopped through running since February 2016 and currently has impacted all markets, particularly through traffic by up to 60%. Repair work is expected to continue into 2017.

Plans for next 12 months and five years:

- deliver heritage lighting scheme and Ribbleshead shelter refurbishment
- develop station café for Settle post line reopening
- website /digital media development, to promote the region and the railway
- local business promotions and online merchandising
- new timetable booklet to be produced expanding on the current guide and promotion

- promotion for Dales Railcard holders with local business and push for group travel to be retained despite current engineering works
- in the longer term, expand all markets through enhanced service and new train refurbishments, underpinned by continual development of web and digital media
- expand the SCRDC business and increase events promotion
- deliver enhanced station facilities and new/enhanced catering opportunities, alongside timetable improvements
- explore with Arriva CBU concept development and work with the wider CRP movement
- produce a new and improved line guide and timetable.

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

Heritage lighting scheme and refurbish Ribbleshead shelter may both feature in future asset management plans.

Recent trends in customer numbers

Average % change 2013-2014

0.25%

Average % change 2014-2015

2.36%



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

Region: East

Funding provided to CRP: £15k

Status: Company limited by guarantee

Community Rail Partnership Officer:
Catherine Huddleston

CRP chair: Gerald Townson

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

Principal office location: Bentham

Line: Morecambe/Heysham Port to Leeds

Line and service description: Almost entirely double track line joining the Furness Line then the WCML 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 Leeds. Services are approximately 3-hourly with five services each way (four on Sundays).

Designated line and or service: Services between Leeds and Morecambe/Heysham Port. The designation of the service includes: Skipton, Gargrave, Hellifield, Long Preston, Giggleswick, Clapham, Bentham, Wennington, Bare Lane, Morecambe & Heysham Port.

Social and economic background to the line:

The route serves some small North Yorkshire towns including Settle (accessed from Giggleswick, a mile from Settle centre), Clapham and Bentham itself. The core of the line is very rural with considerable tourist potential, especially for walking. Carnforth is a former railway community with a station museum. The route serves the seaside resort of Morecambe, which also has a high level of social deprivation in some parts of the town. Lancaster is a thriving retail and cultural

centre with an expanding university campus to the south of the city.

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

Key activities:

- Forest of Bowland AONB - Rail Gateway project at Wennington, Bentham, Clapham and Giggleswick
- development of communications campaign
- community developments at Clapham station and in the village
- expansion of Bentham Line Cohesion Project to include Lancaster Castle Station (VTWC) and Carnforth
- additional developments at Bare Lane, Wennington, Clapham, Giggleswick and Gargrave
- development of a Bentham Line Children's Activity pack
- further development of Rail to Trail walking project with additional walks from Skipton to Leeds
- Station to Station Celebration - community rail promotion at Bentham and Lancaster
- marketing — line guide, Rail to Trail, local and community events, Castles and Street Markets, A Countryside Day Out and A Heritage Day Out
- continued development of education plan and facilities at Bentham Station.

Priorities:

- the continued promotion of the line as a scenic route, a trans-Pennine route and a leisure route
- support initiatives to increase patronage.

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.

Plans for next 12 months and five years:

- in addition to a number identified above that are in development, the CRP intends to investigate the possibilities arising from the formation of a Community Rail Business Unit, probably in association with the Settle-Carlisle Development Company
- look to establish links with a range of disadvantaged groups, e.g. Alzheimers, with a view to creating bespoke travel packages for these groups, in association with local businesses and attractions, and create greater awareness of disabilities amongst TOC staff and volunteers connected to the CRP.
- development for promotion of the improved services from December 2017, including commuting to Leeds and Lancaster, later trains, greater possibilities for local and long distance journeys.

- the CRP will also develop multi-mode journey possibilities for regular and leisure travel and continue to develop links with tourism bodies and local attractions.
- continue to develop a true sense of community 'spirit' on the line, through the rail user groups, station friends, the train staff and volunteers and a genuine sense of 'inclusivity' through support for minority/disadvantaged individuals and groups in travelling and volunteering.

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

The Bentham Line CRP is particularly keen to support Northern in improving stations on the line and to set consistently high standards of cleanliness and maintenance.

Recent trends in customer numbers

Average % change 2013-2014

6.21%

Average % change 2014-2015

6.7%



3.3 Barton-Cleethorpes Community Rail Partnership

Region: East

Funding provided to CRP: £15k

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

Community Rail Partnership Officer: Gill Simpson

CRP chair: Mike Gathercole

Board membership: Northern (A), North Yorkshire County Council (A), ACoRP (A), Transpennine Express

Principal office location: Barton Upon Humber

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 Upon 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 former major fishing port. Today it has high levels of deprivation in some areas of the town. Immingham, not directly on the line, remains one of the UK's main ports and provides significant local employment. Cleethorpes is a traditional seaside resort with an economy largely based on temporary low wage employment.

Key markets: Commuting and tourism to Cleethorpes or Barton.



Key activities:

- the BCCRP will work closely with the new franchise holders Northern and Transpennine Express, North and North East Lincolnshire Councils to encourage economic growth, develop a range of community based projects, reduce carbon emissions, promote equality of opportunity
- and contribute to: better safety & security, improving health and quality of life and a healthy natural environment – which are interpreted locally by each council.

Priorities:

- 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.

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:

- construct a new station at New Holland in partnership with Network Rail and Northern Rail.

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

None identified at present.

Future of the Barton Line

As part of re-mapping under the East Midlands franchise, the Barton Line is expected to transfer to that franchise in 2017.

3.4 Yorkshire Coast Community Rail Partnership (YCCRP)

Region: East

Funding provided to CRP: £15k

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

Community Rail Partnership Officer: Gill Simpson

CRP chair: Tony Cooper

Board membership: Northern (A), North Yorkshire County Council (A), ACoRP (A), Transpennine Express

Principal office location: Barton Upon Humber

Line: Hull to Scarborough via Bridlington and Driffield

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

Designated line and or service: Yorkshire Coast will be applying for service designation later this year.

Social and economic background to the line:

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

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

Key activities:

- the YCCRP works closely with the East Riding of Yorkshire Council, Scarborough Borough Council, North Yorkshire County Council and Hull City Council plus the local town and parish councils along the line
- their work supports the national local transport planning themes of economic growth, reducing carbon emissions, promoting equality of opportunity, contributing to better safety & security, improving health & quality of life and contributing to a healthy natural environment, aims which are interpreted locally by each council.

Priorities:

- installation of information screens at stations along the line which have significant passenger footfall
- develop better bus links from the stations to outlying areas.

Main events, any significant impacts on services:

- Hull City of Culture 2017
- Scarborough Spa Expo
- ACoRP Community Rail in the City at Kings Cross
- Scarborough Power Boat Racing
- Scarborough Station to Station Event
- Armed Forces Day Scarborough Station
- Filey Festival
- Driffield Show
- Dads Army Day
- Yorkshire Day Hull Paragon Station
- Halloween Special (Hull Paragon)
- Santa Special.

Plans for next 12 months and five years:

- an hourly Monday to Saturday service between Bridlington and Scarborough.

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

The Partnership will be seeking uses for Cottingham station building and will be supporting work at Filey.

Recent trends in customer numbers

Average % change 2013-2014

-0.04%

Average % change 2014-2015

-0.16%



3.5 Penistone Line Community Rail Partnership

Region: East

Funding provided to CRP: £25k

Status: Company limited by guarantee

Community Rail Partnership Officer:
Rowena Chantler

CRP chair: Neil Bentley

Board membership: University of Huddersfield, Barnsley Council, TransPennine Express, Northern, Denby Dale Parish Council, Holme Valley Parish Council, Trans Pennine Trail Conservation Volunteers, Denby Dale and District Rotary Club

Principal office location: Huddersfield

Line: Huddersfield to Barnsley via Penistone

Line and service description: Huddersfield to Sheffield service. The CRP primarily works on the Huddersfield to Barnsley section, but if approached they will consider and have done some activities on the Barnsley to Sheffield section.

Designated line and or service: Designated community rail line between Barnsley and Huddersfield (both exclusive). Stations included are Lockwood, Berry Brow, Honley, Brockholes, Stocksmoor, Shepley, Denby Dale, Penistone, Silkstone Common, Dodworth.

Social and economic background to the line: The route connects the major centres of Huddersfield, Barnsley and Sheffield but serves many rural communities as well as former mining villages. At the Huddersfield end of the line, Lockwood station serves a multi-ethnic community comprising Lockwood itself and Thornton Lodge, which is predominantly Asian/Muslim, with a large African-Caribbean community and traditional English/European and newer migrants from eastern Europe. In contrast, areas such as Wombwell, and Barnsley itself, are mainly traditional working class areas suffering high levels of deprivation. Penistone is a small market town which has experienced significant housing development in recent years. Huddersfield and Barnsley are important retail centres and Huddersfield itself has a large, and continually expanding, university. The route serves the major retail centre of

Meadowhall, between Barnsley and Sheffield. Sheffield itself is described below (Hope Valley and High Peak CRP).

Key markets: Tourism for off peak travel plus students (Greenhead College, University of Huddersfield, Barnsley College) and school pupils (Honley High School).

Key activities:

- partnership work with young people (schools, nurseries, children's uniformed services e.g. Brownies, Boys Brigade etc)
- identification of walking routes to the station
- Honley Station project (building improvements)
- Penistone Station (disused platform)
- planters at stations.

Priorities:

- engage more communities along the line (with the effect of increasing passenger numbers)
- raising the profile of the PLP and increasing membership.

Main events, any significant impacts on services:

- Penistone Show
- major football derbies (e.g. Huddersfield, Barnsley, Sheffield)
- Huddersfield Food and Drink Festival
- Huddersfield Festival of Light, although the future of both these is questionable.

Plans for next 12 months and five years:

- improving 'curb' appeal of local stations along the line
- improving communications with attractions to ensure promotion of accessing them by train including promotional offers
- continuing to organise and lead guided walks
- to look at promoting additional shorter walks from the line

- promoting train service away from the station through posters, leaflets and advertising
- developing the new website and membership recruitment.
- in the medium term the CRP would like to see a half hourly service introduced, but certainly looking forward to an hourly service on a Sunday
- they plan to have a properly structured volunteer team
- they want to identify where and how the CRP could possibly identify the opportunity to have a presence at a station along the line - Penistone is a potential long term option.

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

Honley Station project may be referenced in station asset management plan in the future as may work at Penistone Station.

Recent trends in customer numbers

Average % change 2013-2014

3.23%

Average % change 2014-2015

11.08%



3.6 Bishop Line Community Rail Partnership

Region: North East

Funding provided to CRP: £15k

Status: Unincorporated association

Community Rail Partnership Officer:
Robert Whitehouse

CRP chair: Charlie Walton

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

Principal office location: Darlington

Line: Mix of single and two track railway between Darlington and Bishop Auckland where the line connects to the private Weardale Railway. The service extends beyond Darlington to Saltburn. 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.

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

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 city 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 but is still experiencing deprivation. There are a number of tourist attractions e.g. Bishop's Palace and Weardale Railway, easily accessible from the train.

Key markets: Commuting to Tees Valley.

Key activities:

- teaching primary school children about using the train
- station adoption support and supporting activities along the line.

Priorities:

- To be identified before the next report.

Main events, any significant impacts on services:

- NRM (Shildon) events and Kynren at Auckland Castle
- the impact of the Hitachi factory has yet to be understood.

Plans for next 12 months and five years:

- training primary school children about using the train, station adoption support and supporting activities along the line
- the CRP will be contributing to the North East Rail Website and the North East Rail ticket
- as part of significant investments in developments at Bishop Auckland, it is anticipated demand for rail will increase
- the CRP has aspirations for an hourly service and later trains.

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

Recent trends in customer numbers

Average % change 2013-2014

9.98%

Average % change 2014-2015

-1.67%



3.7 Tyne Valley Community Rail Partnership

Region: North East

Funding provided to CRP: £15k

Status: Not for profit Company limited by guarantee

Community Rail Partnership Officer:

Fiona Forsythe / John Gillott (until end 2016)

CRP chair: Dr Malcolm Chainey

Board membership: The Board members include Northumberland County Councillors (x2) (A), Hexham and Prudhoe Town Councillors (1 from each town – these towns are the largest conurbations along the line) (A), Intu (owners of the Metro Centre Shopping Centre) (A), Nexus (A), Hexham Community Partnership (A), Cumbria County Council (A), Tyne Valley Rail Users Group (A) and Northern (A).

Principal office location: Hexham

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

Line and service description: The train service between Newcastle and Carlisle is broadly hourly. Some westbound trains extend beyond Carlisle to destinations in Scotland (Dumfries, and Glasgow Central) or to Whitehaven. Trains at Carlisle also provide connections to the Settle to 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 frequency 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-on-Tyne with Carlisle, running roughly parallel to Hadrian's Wall. The Metro Centre is a major employer as well as 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 the attraction of 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: Access from the west to shopping in Metro Centre and Newcastle. Commuting (work, school, university) to Newcastle and beyond, commuting from stations west of Hexham to Carlisle. Tourism traffic to Hexham and onwards to Hadrian's Wall. Walkers and cyclists from each of the cities to stations along the line. The line carries school pupils travelling in from stations west of Hexham and attending Newcastle schools. There is also considerable school traffic using the line from Haltwhistle and Brampton to Carlisle.

Key activities:

- the Tyne Valley Folk Train is established as a successful event. Running every second month, on the 12:10 ex Newcastle on a Sunday, it takes 40-60 people to Bardon Mill where the local hotel serves lunch
- for the Queen's Birthday (Station to Station event) a small jazz band played at Newcastle, then travelled to Hexham, Haltwhistle and Carlisle, playing briefly at each station. There are plans to return disused buildings to use

- on Hexham station, an original waiting room will be opened as a micro-pub. TVCRP has been working on the venture with a local brewery
- at Haltwhistle the Partnership is working to renovate the old booking hall for an education project and to provide space for events.

The CRP also work with partners to deliver projects. These partners include Hadrian's Wall Community Champions (who funded and organised the printing of their 32-page line guide) and Dilston College (who staff a tea and coffee Kiosk at Hexham station). Dilston is a college for young people with learning disabilities, which is run by the Cambian Group.

Priorities:

- To be identified before the next report.

Main events, any significant impacts on services:

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

Plans for next 12 months and five years:

- TVCRP is reviewing the stations along the line with a view to where improvements to the passenger's experience can be made. Some stations already have group adoption schemes in place. The plan is to formalise these arrangements and find local groups to adopt other stations



- The Kiosk, at Hexham station, is a social enterprise venture in partnership with Dilston College. This provides a real working environment for Dilston's students and is currently only open in the mornings and only in term-time. The Partnership is working to find a solution to increase the opening hours
- working with Hadrian's Wall Community Champions TVCRP are in the early stages of developing an education programme. Advocacy and marketing are also key areas of their action plan as is their stakeholder event which will be held in the autumn
- over a five-year horizon, there are several impacts (eg new housing estates being built at Blydon) on potential markets
- the re-opening of Gilsland station (on Hadrian's Wall) is currently in Network Rail's GRIP process
- in addition, TVCRP have a number of timetabling aspirations which they hope to develop with Northern.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans: Hexham micro-brewery and Haltwhistle old booking hall as an education resource.

Recent trends in customer numbers

Average % change 2013-2014

10.6%

Average % change 2014-2015

19.31%

3.8 Esk Valley Railway Development Company

Region: North East

Funding provided to CRP: £25k

Status: Company Limited by Guarantee

Community Rail Partnership Officer:
Vacant

CRP chair: Alan Williams

Board membership: Northern (A), North Yorkshire County Council (A), ACoRP (A), Whitby Town Council (A), Scarborough Borough Council (A)

Principal office location: Whitby

Line: Whitby to Middlesbrough via Grosmont and Battersby

Line and service description: To be identified before the next report

Designated line and or service: Designated community railway line.

Social and economic background to the line:

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

attraction. The route serves some relatively prosperous suburbs and the James Cooke Hospital, a major local employer. Beyond Nunthorpe the route is very rural, serving small villages like Battersby and Kildale, going into the North Yorkshire Moors National Park. Grosmont is a vibrant village thanks to the North Yorkshire Moors Railway. Whitby itself is a bustling seaside resort with some fishing remaining. However, it has pockets of deprivation and a mainly low-wage economy (a feature of the Esk Valley as a whole). The extension of potash mining in the area offers significant opportunities for employment and will have a positive impact on the economy as a whole.

Key markets: To be identified before the next report

Key activities:

- To be identified before the next report

Priorities:

- To be identified before the next report.

Main events, any significant impacts on services:

- To be identified before the next report

Plans for next 12 months and five years:

- To be identified before the next report

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

To be identified before the next report

Recent trends in customer numbers

Average % change 2013-2014

14.62%

Average % change 2014-2015

0.29%



3.9 South Fylde Line Community Rail Partnership

Region: West

Funding provided to CRP: £25k

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, 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 (A), Northern (A), Network Rail (A), Blackpool Council (A), Fylde Borough Council (A), St Anne's Town Council (A), BaFRUA (A), British Transport Police (A).

Principal office location: Accrington Railway Station

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

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

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

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

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

Key activities:

- working with station partnerships at Blackpool South, Squires Gate, Ansdell & Fairhaven and Lytham
- the recent establishment of a new station partnership for St Anne's
- continuing promotion of the existing self-guide walk leaflets and preparation work for two new ones
- marketing and sponsorship of the 2016 St Anne's Kite Festival
- working with CRL Ltd to extend the school engagement project to the line with a view to a primary school taking part in a trip to Preston station.

Priorities:

- To be identified before the next report.

Main events, any significant impacts on services:

- Lytham Club Day and Rose Queen Festival
- St Anne's Kite Festival
- Blackpool Illuminations
- no significant impacts on the service expected this year although the NW electrification project will affect the line in 2017.

Plans for next 12 months and five years:

- continue to engage with the station partnerships and to encourage them to join ACoRP; to develop station plans and make bids to the Northern Station Adoption Fund.
- there is a move to seek funding to develop Blackpool South Station

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

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

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

Recent trends in customer numbers

Average % change 2013-2014

-0.69%

Average % change 2014-2015

2.03%



3.10 West of Lancashire Community Rail Partnership (WofLCRP)

Region: West

Funding provided to CRP: £25k

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 (A), Northern (A), Network Rail (A), West Lancashire Borough Council (A), Sefton Metropolitan Borough Council (A), Merseytravel (A), Transport for Greater Manchester (A), OPSTA (A), British Transport Police (A).

Principal office location: Accrington Railway Station

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

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

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

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

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

Social and economic background to the line:

The Preston to Ormskirk route runs south-westerly from Preston, to the side of Leyland, a rapidly developing town but not directly served by the line,

before reaching Croston – a prosperous village in a predominantly agricultural area. Whymott Prison is nearby and a significant local employer. Rufford is a small community close to the popular attraction of Rufford Old Hall. Burscough is an expanding small town close to Martin Mere, one of the North West's most popular attractions. 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. Martin Mere (see above) has a footpath link from Burscough Bridge station. Southport is a major resort and commuting town (for Liverpool and also Manchester).

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

Key activities:

- the Partnership has just reprinted its two leisure guides covering both lines as well as connecting services to Liverpool for Ormskirk and Southport and is now developing a poster campaign, planning a launch and associated media activity to support this. It is actively looking at ways to reinvigorate the Burscough Stations partnership and continues to support the other station partnerships at Croston and Meols Cop
- WofLCRP is engaging with interested parties to look at new ways to operate the interchange at Burscough Bridge which was closed by Lancashire County Council at the end of June and we will update on this in the next report
- the CRP is engaging with schools on the Ormskirk line and has successfully taken a party to Preston and undertaken joint activities with Virgin Trains. It has developed a prototype 'I-Spy' book that will now be professionally printed and used with other West Lancashire schools

- the CRP is heavily involved in the organisation of events both before and after the ACoRP Community Rail Awards in September. Part of this is the organisation of a seminar/best practice event prior to the CRA evening and on the following day a community based station gala
- the CRP will also review opportunities for the development of stations on its lines that builds on the work it did with CRL during the refranchising process.

Priorities:

- To be identified before the next report.

Main events, any significant impacts on services:

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

Plans for next 12 months and five years:

- working with Community Rail Lancashire to expand the education engagement project and continuing the engagement with primary schools along the Ormskirk line as well as the development of the 'I-Spy' and 'Passport to Safe Rail Travel' ideas (in partnership with the SFLCRP and ELCRP)
- the CRP will maintain and develop its website and maintain the marketing campaign around the two leisure guides as well as looking for opportunities to promote them into both the local communities and Manchester and Liverpool



- as with other CRPs that are part of CRL, WofLCRP will continue to engage with the station partnerships and encourage them to join ACoRP and will develop station plans and make bids to the Northern Station Adoption Fund
- customer surveys jointly with OPSTA will continue and the CRP will work with Northern to optimise the improved Preston to Ormskirk timetable from Dec 2017 and continue discussions on the routing of Southport to Manchester services
- in a five-year timeframe, the CRP will work with Northern on the introduction of the enhanced Preston to Ormskirk service from December 2017 and look at the case for retaining services from Southport to south Manchester and Manchester Airport. They believe there are opportunities to improve journey times between Preston and Ormskirk and Wigan to Southport
- working with Northern on plans for all stations along the lines utilising the Station Improvement Fund combined with grants from third parties such as the ACoRP/DfT DCRDF as well as developing new station partnerships at stations such as Parbold and Rufford
- continue to support and develop existing station partnerships
- the Partnership also plans to re-establish links with Martin Mere the Wildfowl and Wetlands Trust (WWT). The site can be accessed using a footpath link directly from Burscough Bridge station.

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

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

Recent trends in customer numbers

Average % change 2013-2014

-2.85%

Average % change 2014-2015

7.96%

3.11 Cumbrian Coast Line Community Rail Partnership

Region: West

Funding provided to CRP: £25k

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

Community Rail Partnership Officer:
Laurence Hilland

CRP chair: Dawn McGough

Board membership: Northern (A), Network Rail (A), Direct Rail Services (A), Cumbria County Council (A), Allerdale Borough Council (A), Copeland Borough Council (A), Sellafield Ltd (A), NuGen (A), Turning Point (I), West House (I)

Principal office location: Carlisle

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

Line and service description: Inter-urban service between Barrow in Furness and Carlisle, with a few services extended to Preston. There is only a six day per week service over most of the line. The service is approximately hourly to the larger stations but smaller stations are request stops. There are weekly nuclear freight trains and a growing number of freight diversions. There is a heavy reliance on commuting to Sellafield, Carlisle and Barrow with a tourism market 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 are experiencing a resurgence in population growth due to the expanding role of BAE, the most significant employer. The town of Millom continues to draw tourists away from the heart of the Lake District, whilst the nearby open prison at Haverigg remains a primary source of local employment. Tourism is a

major contributor to the local economy, primarily due to attractions like the Ravenglass and Eskdale Railway, Muncaster Castle, the Western Fells of the Lake District and the 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:

- involvement and influence of local authority strategies relating to massive nuclear developments
- essential infrastructure improvements
- impact on both freight and passenger services
- support for major project working groups
- on-going liaison with Northern and Transpennine Express
- input to ICWC, NuGen and similar public consultations
- marketing and promotion

- Station Friends groups
- station improvements
- visitor initiatives
- external funding

Priorities:

- given the change from TPE to Northern, the CRP view their over-riding priority for all Cumbrian lines at the moment is to ensure there is sufficient rolling stock and satisfactory service levels to satisfy their overall aim of economic growth and well-being.
- “Selling disappointment is not an option so 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 and in depth analysis of potential for massive growth in passenger and freight along the Cumbrian Coast, coupled with the need for major infrastructure investment (possibly via Cumbria LEP);
- need to stimulate West Cumbrian economy via improved rail services.

Plans for next 12 months and five years:

- partnership working with all existing partners and developing new links
- seven day services
- rolling stock improvements
- restored stations
- more Station Friends groups

- car parking and station access improvements
- fewer barrow/level crossings
- improved connectivity to WCML services and to the regional capital at Manchester
- continue advisory role to develop strategies regarding infrastructure improvements and impact on passenger services stimulating demand via enhanced marketing;
- exploit opportunities for funding and community rail initiatives
- contribute to hub station plans
- reinforce existing Station Friends groups and establish new groups
- continue flagship development at Millom
- work with SeeMore initiative to develop West Cumbria Corridor Travel Plan
- enhanced partnership working with other CRPs
- consolidation of financial position
- succession planning.

Over the longer term there are unlimited opportunities along the Cumbrian Coast Line particularly focussed on massive nuclear/ industrial developments and the ongoing potential for growth in tourism and local community demand.

Work undertaken and planned by CRPs at stations and referenced in station asset management plans: As the CRP want to focus on station improvements, opportunities are likely to emerge.



Recent trends in customer numbers

Average % change 2013-2014

-3.76%

Average % change 2014-2015

5.18%

3.12 Furness Line Community Rail Partnership

Region: West

Funding provided to CRP: £25k

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

Community Rail Partnership Officer: Jim Trotman

CRP chair: Tim Owen

Board membership: Northern (A), TPE (A), Virgin (A), Network Rail (A), Direct Rail Services (A), Cumbria County Council (A), Barrow Borough Council (A), Furness Economic Development Forum (I), Community Rail Lancashire (I), Lancashire CC (I)

Principal office location: Carlisle

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

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

Designated line and or service: Designated service.

Social and economic background to the line: The route runs south easterly from Barrow through the rapidly expanding suburb of Roose. Ulverston is a medium-sized market town with some industry, notably chemicals. It is a shopping and leisure centre for the Furness area with the Buddhist temple and a variety of festivals bringing many visitors. This area has some tourism, including Cartmel village with its priory and race days. Grange-over-Sands is a classic small Victorian resort with a large proportion of retirees. Arnsdale, across the estuary, is a smaller mirror image with a substantial day trip market. Silverdale is a thriving village and the station is adjacent to the RSPB Leighton Moss nature reserve whilst Carnforth is a medium-sized market town with

its railway heritage centre and supermarkets. Lancaster (see Bentham Line above) is a thriving city with expanding universities.

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

Key activities:

- involvement and influence of local authority strategies relating to massive nuclear developments
- essential infrastructure improvements
- impact on both freight and passenger services; support for major project working groups
- ongoing liaison with Northern and TPE
- input to ICWC, NuGen and similar public consultations
- marketing and promotion
- station Friends groups
- station improvements
- visitor initiatives
- external funding
- hub station plans
- station parking and access schemes

Priorities:

- given the change from TPE to Northern, the CRP view their over-riding priority for all Cumbrian lines at the moment is to ensure there is sufficient rolling stock and satisfactory service levels to satisfy their overall aim of economic growth and well-being.
- "Selling disappointment is not an option so 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:

- the transfer of the services to Northern from TPE is leading to the loss of class 185s with a potential reduction in capacity and standards of passenger comfort – clarity is being sought on this point from DfT
- the loco hauled services are unreliable despite providing better carriages than some of the older DMU trains
- through services to MIA are an essential part of the strategy for this line and lack of service confidence due to missed connections and lack of capacity on WCML services at Lancaster/Preston.

Plans for next 12 months and five years:

- continue advisory role to develop strategies regarding infrastructure improvements and impact on passenger services stimulating demand via enhanced marketing
- exploiting opportunities for funding and community rail initiatives
- contribute to hub station plans
- reinforcing existing Friends groups and establishing new groups
- enhanced partnership working with other CRPs
- consolidation of financial position

- succession planning.
- in the five-year timeframe, access and parking improvements at intermediate stations
- a new station Friends group
- timetable improvements to include through services between MIA and Windermere (4/5 per day)
- further hub development at Windermere assisted by the Lake District NPA
- potential increases in freight and passenger numbers due to industrial development in West Cumbria
- develop business case for eight through services (Barrow – MIA) implemented.

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

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

Recent trends in customer numbers

Average % change 2013-2014

5.45%

Average % change 2014-2015

5.91%



3.13 Lakes Line Community Rail Partnership

Region: West

Funding provided to CRP: £25k

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

Community Rail Partnership Officer: Jim Trotman

CRP chair: Tim Owen

Board membership: Northern (A), TPE (A), Virgin (A), Network Rail (A), Cumbria County Council (A), South Lakeland District Council (A), Windermere Lake Cruises (A), Lakes Line Rail User Group (I), Parish Councils (I), SeeMore Project (I), Windermere Town Council (I)

Principal office location: Carlisle

Line: The line is a single track route from Oxenholme on the West Coast Main line to Windermere. It recently transferred from Transpennine Express.

Line and service description: Partly Inter-urban service between Windermere and Lancaster/Preston/Manchester and partly a local service between Oxenholme and Windermere following the loss of TPE services to Manchester International Airport (MIA). Approximately hourly service to key service centre stations but lesser services to some smaller stations (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 MIA is important.

Designated line and or service: Designated line.

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

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

Key activities:

- promotion of the line through the website, walks leaflets and promotional events (CR-in-the-City)
- support for joint passenger surveys and onboard welcome days with the Lakes Line Rail User group
- planned feasibility study (GRIP 2/3) into relocation of Staveley and Burneside stations and increasing capacity of the line to ½ hourly frequency
- consideration of further Hub station development at Windermere station with the Lake District National Park Authority
- consideration of staffing at Kendal station and improved access
- ongoing liaison with Northern and TPE and input to ICWC, NuGen and similar public consultations
- activity set out in Annual Report and Strategy & Action Plan.

Priorities:

- given the change from TPE to Northern, the CRP view their over-riding priority for all Cumbrian lines at the moment is to ensure there is sufficient rolling stock and satisfactory service levels to satisfy their overall aim of economic growth and well-being
- "Selling disappointment is not an option so 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:

- the transfer of the services to Northern from TPE is leading to the loss of class 185s with a potential reduction in capacity and standards of passenger comfort – clarity is being sought on this point from DfT

- limited electrification work is taking place at Oxenholme but the whole line needs completing ahead of new rolling stock in 2019
- some stations have access problems and these need resolving, again, prior to electrification
- through services to MIA are believed to be an essential part of the strategy for this line. There is a lack of confidence in the service due to missed connections and lack of capacity on WCML services at Lancaster/Preston.

Plans for next 12 months and five years:

- raise the funds and commission a Lakes Line feasibility study (GRIP 2/3) to compile the business case for relocating Burneside and Staveley stations and providing a passing loop to double the frequency on the line
- work with the Lakes Line RUG to develop station adoption activities
- work with Kendal Town Council and SLDC to improve the facilities and connectivity of Kendal station
- provide CIS at Kendal TIC
- continue website development
- continue passenger surveys and on train Welcome duties

- enhanced partnership working with other CRPs
- consolidation of financial position
- succession planning
- in the five-year period, completion of electrification programme
- access and parking improvements at intermediate stations
- a new Station Friends group
- timetable improvements to include through services between MIA and Windermere (4/5 per day)
- further hub development at Windermere assisted by the Lake District NPA.

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

Recent trends in customer numbers

Average % change 2013-2014

1.25%

Average % change 2014-2015

-3.34%



3.14 North Cheshire Rail Users Group

Region: West

Funding provided to CRP: £15k

Status: The money for this potential CRP is currently being held by Cheshire West with Chester Council, as Accountable Body for the Mid Cheshire CRP and potentially fulfilling the same role for the North Cheshire CRP.

The CRPO for the Mid Cheshire CRP is currently carrying out a piece of development work with the aim of launching a new CRP for the North Cheshire Line later in the year.

In the meantime, the exceedingly effective North Cheshire Rail Users Group continue to carry out excellent work at many stations along the line, acting as station friends and adopters whilst their excellent website provides timetables and much of interest on the line.

The group was formed to fight the closure of the Halton Curve and its services to Liverpool. Their aim is coming closer to fruition.

NCRUG chair: Janet Briggs

NCRUG secretary: Cedric Green

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

Social and economic background to the line:

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

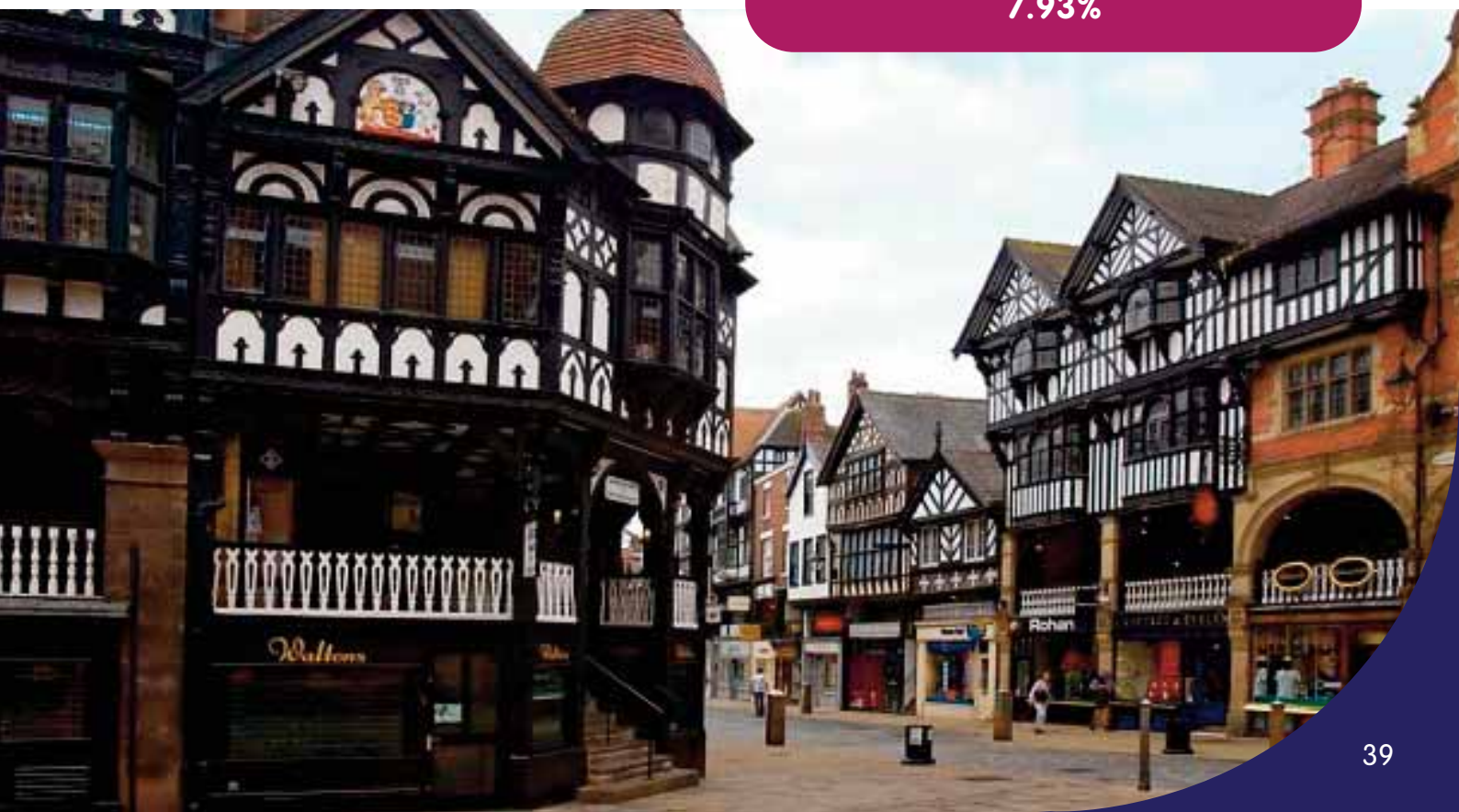
Recent trends in customer numbers

Average % change 2013-2014

27.87%

Average % change 2014-2015

7.93%



3.15 Mid Cheshire Community Rail Partnership

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 & 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 & 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

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

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

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

Designated line and or service: Designated Service.

Social and economic background to the line: The route effectively starts at Stockport, a major

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

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

Those accessing services from the small villages in to the towns & 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 & Levenshulme
- the CRP is developing a butterfly garden at Lostock Gralam Station along with other gardening projects along the line
- producing rail walks and organise volunteer days at stations (Northwich, Knutsford etc), along with the recent Station to Station event at Chester and Manchester Piccadilly

- working in partnership with Northwich Town Council at Northwich on a number of projects and developing a Community Rail Project with CrossCountry
- 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
- working to improve levels of community involvement including supporting and encouraging volunteers
- continue the music trains
- intend to have new original artwork up at every station working with schools and local groups along the line
- MCCRPs 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:

- 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 & station re-openings e.g. Northwich to Crewe line via Middlewich, Airport Link etc
- 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 customer numbers

Average % change 2013-2014

1.53%

Average % change 2014-2015

1.68%

3.16 East Lancashire Community Rail Partnership

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 chair: James Syson

Board 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

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 Gannow Junction/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 two educational project with the aim of engaging with five 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
- working with a partners on the 'All Together Now' project
- continuing to work with Lancashire County Council and Northern to promote and market the new Manchester service via the Todmorden Curve
- 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 Bamber Bridge
- maintaining involvement in station projects at Bamber Bridge, Pleasington, Rose Grove (phase 2) and Burnley Manchester Rd (phase 2)
- maintaining the websites and develop the new website/app called Down the Line.

Priorities: To be identified before the next report.

Main events, any significant impacts on services:

- on-going Northern Hub works is having a significant impact on the Manchester service especially at weekends
- the ELCRP will again support 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 expand the education engagement project and continuing



the engagement with primary schools along the line targeting at least five schools per term or 15 during 2016 (in conjunction with the CLCRP)

- launching the 'All Together Now' project based at Pleasington station - this includes pupil artwork displayed in posters and on special running in boards
- developing bespoke timetables and posters for the Todmorden Curve service
- work with LCC and Northern on an autumn marketing campaign for the service aimed at scholars and students
- in the medium term the CRP will continue to maintain the development and improvement of the Blackburn to Manchester via the Todmorden Curve service including quality of rolling stock, timetable and marketing
- look at the case for a service from East Lancashire to Manchester Airport in conjunction with CLCRP
- continue to promote all services to commuters and students and work with Northern timetablers 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, Rose Grove and Burnley Manchester Rd and in partnership with Northern to look at the priorities for utilising the Station Improvement Fund combined with grants from third parties such as the ACoRP/DfT DCRDF, the CRP will probably 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 customer numbers

Average % change 2013-2014

5.43%

Average % change 2014-2015

-1.79%

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

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'i'th Wood. The line beyond Clitheroe (to Hellifield), is generally freight only, carrying The DalesRail and Ribble Valley Rambler summer Sunday services.

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

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

Social and economic background to the line:

The route 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 & 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 rambles for both guided and DIY walks.

Key activities:

- engaging with local primary schools through the key stage two educational project with the aim of engaging with five schools each term, in conjunction with ELCRP
- maintaining and developing the education resource centre at Accrington Eco Station
- maintaining and updating the CRP's website and the new website/app called Down the Line
- promoting the 2016 DalesRail season through a poster and leaflet campaign and updating the www.dalesrail.com website

- working with LCC and BwD to improve all stations between Blackburn and Clitheroe and encouraging new station groups to work with Ribble Valley Rail stations at these stations
- a new group 'Langho in Bloom' has just become involved at the station and is working with the regular station adoption team.

Priorities: To be identified before the next report.

Main events, any significant impacts on services:

- the on-going Northern Hub works is having a significant impact on Manchester services especially at weekends
- the CLCRP is once again supporting the Clitheroe Beer Festival in May 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 five 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 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 timetablers to maximise connectional opportunities for 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 customer numbers

Average % change 2013-2014

-0.6%

Average % change 2014-2015

-7.45%



3.18 South East Manchester Community Rail Partnership

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

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

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

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

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

Priorities:

- the Stockport to Buxton line is a recent addition to the partnership. Developing friend's groups along the line and creating partnerships with HP&HV CRP is a priority for this coming year
- Buxton is a popular leisure destination; some line promotion using the Buxton Festival as a high profile attraction is being planned
- there is a newly formed group at Woodsmoor Station who will need some support in the early months.

Main events, any significant impacts on services:

None identified.

Plans for next 12 months and five years:

- in addition to the activities outlined above on the Buxton Line, a website 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 plans to attempt to establish one or two new friends groups at stations in the urban centre, where historically, friends groups have been hard to establish. These groups will require additional support including some financial support.
- the medium to long term priorities for the lines are 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 have strong contacts with local schools; some others have yet to grasp this opportunity. Few groups have strong links with other, non-rail community groups. This is an area to be explored in the coming years.

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

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

Recent trends in customer numbers

Average % change 2013-2014

3.00%

Average % change 2014-2015

-3.07%



3.19 Crewe to Manchester Community Rail Partnership

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

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:

- assisting a number of friends groups with long standing projects
- provision of level access at Handforth
- Goostrey opening its unused ticket office for community use
- Alderley Edge has formed a new friends group and they are preparing for the Britain in Bloom competition.

Priorities:

- To be identified before the next report.

Main events, any significant impacts on services:

None identified.

Plans for next 12 months and five years:

- the CRP will be encouraging the creation of a number of friends groups along the airport spur
- they also intend to develop a music train initiative along the line
- a new venue adjacent to Holmes Chapel station is being explored
- they are working with the Mid Cheshire CRP and the High Peak & Hope Valley CRP in developing leisure and tourist proposals
- it is hoped to use the recent Government initiative to encourage all school children to visit National Parks as a vehicle for this
- in the medium term, some of the stations have a poor level of service; Styal being almost unsustainable, others failing to recognise the real changes in population and development that has and continues to happen in areas around the line in East Cheshire. A reduction in skip stopping and an improvement in evening services are a priority for the line.
- some groups have strong contacts with local schools, some others have yet to grasp this opportunity. Few groups have strong links with other, non-rail community groups. This is an area to be explored in the coming years.

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

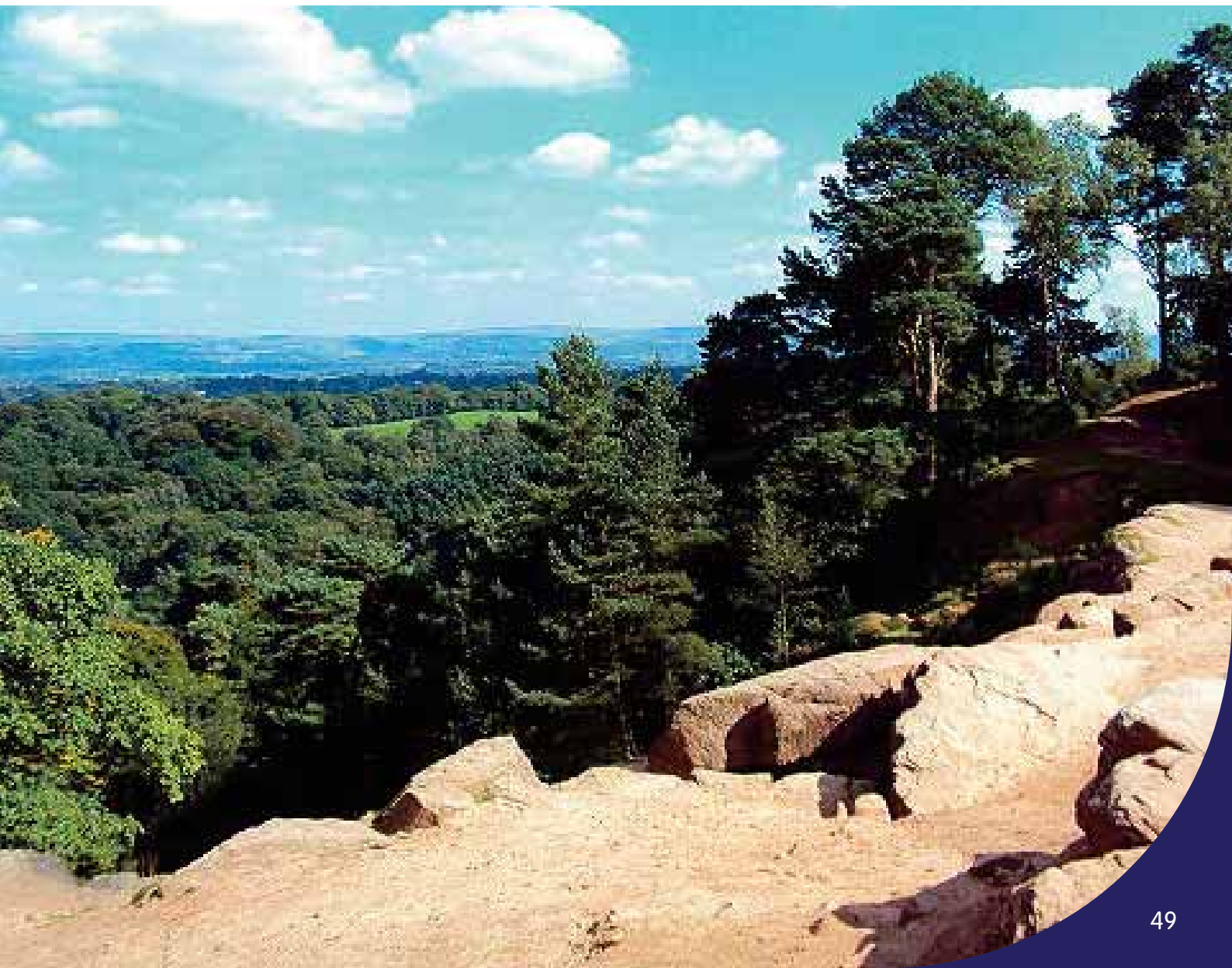
Recent trends in customer numbers

Average % change 2013-2014

5.06%

Average % change 2014-2015

3.96%



3.20 High Peak and Hope Valley Community Rail Partnership

Region: Central

Funding provided to CRP: £25k

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

Community Rail Partnership Officer:
Andrew Walker

CRP chair: County Councillor Damien Greenhalgh

Board membership: Funding Partners: Northern (A), Derbyshire County Council (A), Peak District National Park (A), High Peak Borough Council (A), Transport for Greater Manchester (I), 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 & Buxworth Transport Group, Hope Valley Rail Users Group, Hayfield Parish Council, Disley Parish Council.

Principal office location: Matlock

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

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

Buxton Line – mixed rural and inter-urban 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.

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

Social and economic background to the line:

The three routes serve the more 'rural' parts of routes radiating out of Manchester (the 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. 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 13 station friends' groups including promoting and attending their events
- extensive promotion and funding of a year-round programme of live music folk trains and station-to-station guided walks
- the CRP co-partners in a High Peak Community Arts Project focussed on the Hope Valley Line including distribution of promotional posters for the line and installation of artwork at the stations
- take a very active role in supporting the Transport & Works Act Order Application by Network Rail for the Hope Valley Route Capacity Improvement Scheme
- maintain regular contact with local authorities and funding partners to understand, support and promote their interests
- seeking funding and implementation of a replacement for the outdated partnership website
- maintain up-to-date news and information at stations and promote community events.

Priorities:

- upgrading station facilities
- improving frequencies on Buxton and Hope Valley routes
- promotion of Buxton line
- 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
- Buxton Fringe Arts Festival which takes place throughout July.

Plans for next 12 months and five years:

- trying to facilitate an increase in hours from part-time 18 hrs to full-time 37 hours for the Partnership Officer post although there are concerns over continued funding from local authorities
- 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, etc
- hoping to do some marketing work for tourist attractions on the Buxton Line but will need support from Northern
- on the Hope Valley Line they are planning marketing based around the hourly timetable provided on summer weekends although this is less easy to promote on weekdays when the timetable is only two hourly
- working to establish more station friends groups, particularly in the Hope Valley
- also plan to install more community noticeboards at stations for the friends groups and CRP to use
- in the medium term the CRP believes that once the Network Rail Route Capacity Improvement Scheme in the Hope Valley is delivered (planned Summer 2018 subject to TWAO) 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 where passenger usage is constrained as a result

- on the Buxton Line, Buxton is investing heavily in remodelling itself as a high quality tourist destination with many leisure attractions and great 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 currently being built 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, the CRP says it is important to maintain the current off-peak timetable pattern and increased peak hour frequency. They are 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 Longdendale Trail and Peak District National Park.

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

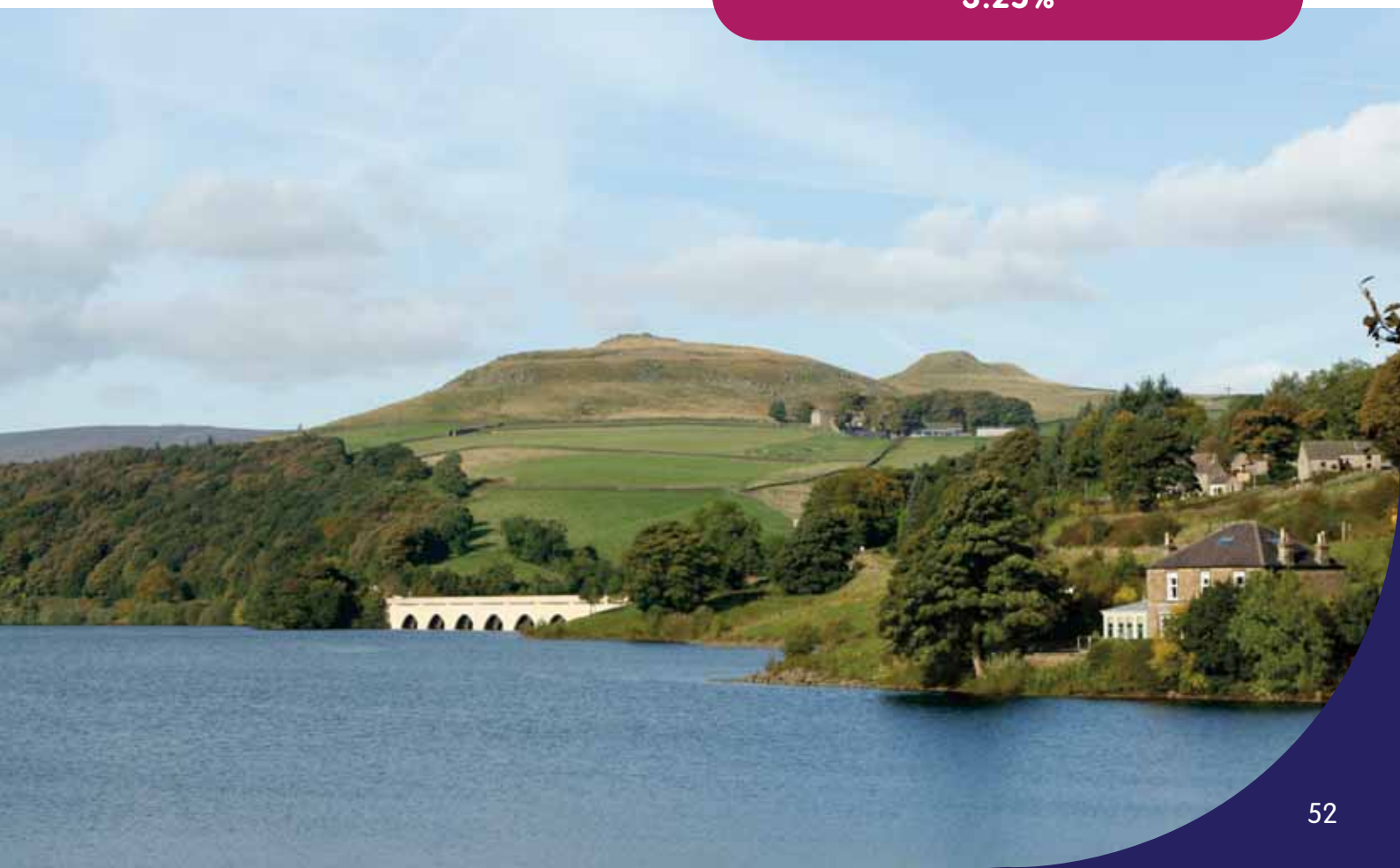
Recent trends in customer numbers

Average % change 2013-2014

1.77%

Average % change 2014-2015

3.25%



4. Appendix 1

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

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

Northern Rank	Station Name	CRP Line	1415 Entries & Exits	1314 Entries & Exits	1213 Entries & Exits	Differs 14/15	Differs 13/14
13	Barnsley	Penistone Line	1,502,040	1,349,964	1,463,576	11.27%	-7.76%
16	Blackburn	East Lancashire Line	1,264,374	1,332,672	1,384,360	-5.12%	-3.73%
19	Skipton	Bentham Line	1,106,036	1,002,014	944,214	10.38%	6.12%
25	Glossop	High Peak and Hope Valley	895,744	940,436	898,836	-4.75%	4.63%
34	Heaton Chapel	Crewe Line	696,518	705,726		-1.30%	7.87%
35	Hazel Grove	South East Manchester	658,226	672,504	624,564	-2.12%	7.68%
41	Beverley	Yorkshire Coast	608,448	604,028	594,636	0.73%	1.58%
51	Knutsford	Mid Cheshire	493,650	500,434	454,158	-1.36%	10.19%
52	Levenshulme	Crewe Line	484,044	504,692		-4.09%	6.35%
59	Marple	South East Manchester	455,470	475,192	437,926	-4.15%	8.51%
62	Bridlington	Yorkshire Coast	422,686	423,566	411,826	-0.21%	2.85%
71	Accrington	East Lancashire Line	382,678	369,726	363,546	3.50%	1.70%
72	Hexham	Tyne Valley	381,342	394,806	381,374	-3.41%	3.52%
78	Bromley Cross	Clitheroe Line	371,452	386,130	381,002	-3.80%	1.35%
79	Hadfield	High Peak and Hope Valley	370,758	392,448	393,092	-5.53%	-0.16%
82	MetroCentre	Tyne Valley	363,108	374,966	374,860	-3.16%	0.03%
93	Darwen	Clitheroe Line	326,668	319,156	309,510	2.35%	3.12%
94	Buxton	High Peak and Hope Valley	323,676	290,486	289,182	11.43%	0.45%
101	Romiley	South East Manchester	309,260	318,916	295,906	-3.03%	7.78%
110	Clitheroe	Clitheroe Line	287,502	319,436	351,822	-10.00%	-9.21%
112	Guide Bridge	South East Manchester	280,584	275,970	254,200	1.67%	8.56%
116	Davenport	South East Manchester	274,848	286,326	242,676	-4.01%	17.99%
117	Burnley Manchester Road	East Lancashire Line	273,000	244,548	247,488	10.00%	-1.00%
118	Handforth	Crewe Line	272,800	269,632	241,086	1.17%	11.84%
119	Whitehaven	Cumbrian Coast	271,098	251,652	251,232	7.73%	0.17%

Northern Rank	Station Name	CRP Line	1415 Entries & Exits	1314 Entries & Exits	1213 Entries & Exits	Differs 14/15	Differs 13/14
130	Driffield	Yorkshire Coast	246,270	255,664	251,700	-3.67%	1.57%
131	Kirkham & Wesham	South Fylde Line	245,806	242,272	246,534	1.46%	-1.73%
132	Morecambe	Bentham Line	245,548	217,282	209,108	13.01%	3.91%
133	Appley Bridge	West Lancashire	243,034	241,738	241,314	0.54%	0.18%
134	Sellafield	Cumbrian Coast	242,990	222,906	236,160	9.01%	-5.61%
137	Alderley Edge	Crewe Line	234,174	230,422	219,660	1.63%	4.90%
140	Burscough Bridge	West Lancashire	227,888	219,590	210,842	3.78%	4.15%
142	New Mills Newtown	High Peak and Hope Valley	225,902	235,196	215,972	-3.95%	8.90%
144	Woodsmoor	South East Manchester	219,366	208,856	187,182	5.03%	11.58%
146	Bredbury	South East Manchester	215,662	214,550	215,162	0.52%	-0.28%
147	Northwich	Mid Cheshire	215,626	207,318	204,146	4.01%	1.55%
149	Millom	Cumbrian Coast	213,346	219,554	218,718	-2.83%	0.38%
153	Cottingham	Yorkshire Coast	206,818	215,728	215,244	-4.13%	0.22%
154	Sandbach	Crewe Line	205,682	179,852	166,788	14.36%	7.83%
155	Denby Dale	Penistone Line	201,188	181,880	177,036	10.62%	2.74%
156	New Mills Central	High Peak and Hope Valley	200,974	205,274	213,648	-2.09%	-3.92%
158	Workington	Cumbrian Coast	197,204	179,238	185,128	10.02%	-3.18%
162	Flowery Field	South East Manchester	187,820	212,498	197,450	-11.61%	7.62%
166	Greenbank	Mid Cheshire	185,278	177,430	172,340	4.42%	2.95%
167	Bare Lane	Bentham Line	183,830	167,726	138,054	9.60%	21.49%
168	Newton For Hyde	South East Manchester	182,666	190,808	186,504	-4.27%	2.31%
173	Disley	High Peak and Hope Valley	170,296	167,820	176,258	1.48%	-4.79%
174	Reddish North	South East Manchester	170,286	173,908	164,598	-2.08%	5.66%
177	Holmes Chapel	Crewe Line	166,364	159,626	161,408	4.22%	-1.10%
178	Hale	Mid Cheshire	165,586	164,314	163,718	0.77%	0.36%
179	Penistone	Penistone Line	159,684	143,786	142,014	11.06%	1.25%
180	Prudhoe	Tyne Valley	158,792	151,012	147,220	5.15%	2.58%

Northern Rank	Station Name	CRP Line	1415 Entries & Exits	1314 Entries & Exits	1213 Entries & Exits	Differs 14/15	Differs 13/14
184	Rose Hill (Marple)	South East Manchester	155,184	158,066	136,116	-1.82%	16.13%
185	Broadbottom	High Peak and Hope Valley	151,698	155,826	149,250	-2.65%	4.41%
187	Settle	Settle & Carlisle	148,428	137,832	130,032	7.69%	6.00%
189	Dore & Topley	High Peak and Hope Valley	145,956	138,440	122,764	5.43%	12.77%
190	Burnley Central	East Lancashire Line	145,328	149,788	140,308	-2.98%	6.76%
192	Hall I' Th' Wood	Clitheroe Line	139,796	138,646	128,316	0.83%	8.05%
193	Dinting	High Peak and Hope Valley	139,282	148,390	134,220	-6.14%	10.56%
196	Nelson	East Lancashire Line	131,864	146,768	139,094	-10.15%	5.52%
197	Blackpool South	South Fylde Line	131,434	136,768	132,356	-3.90%	3.33%
199	St.Annes-On-The-Sea	South Fylde Line	131,166	132,262	128,088	-0.83%	3.26%
201	Whitby	Esk Valley Line	130,210	133,680	107,940	-2.60%	23.85%
206	Whaley Bridge	High Peak and Hope Valley	123,536	121,588	110,822	1.60%	9.71%
208	Filey	Yorkshire Coast	121,216	123,218	120,860	-1.62%	1.95%
209	Parbold	West Lancashire	117,130	109,790	111,864	6.69%	-1.85%
211	Wylam	Tyne Valley	112,362	108,736	104,282	3.33%	4.27%
212	Ramsgreave & Wilpshire	Clitheroe Line	111,744	113,502	109,780	-1.55%	3.39%
215	Blackpool Pleasure Beach	South Fylde Line	109,172	90,960	85,914	20.02%	5.87%
216	Chinley	High Peak and Hope Valley	108,582	108,278	104,764	0.28%	3.35%
217	Bishop Auckland	Bishop Line	107,966	109,114	101,974	-1.05%	7.00%
219	Maryport	Cumbrian Coast	99,726	94,944	103,260	5.04%	-8.05%
221	Gorton	South East Manchester	99,428	118,916	128,666	-16.39%	-7.58%
224	Colne	East Lancashire Line	96,830	98,114	92,146	-1.31%	6.48%
229	Ashburys	South East Manchester	91,502	91,330	83,264	0.19%	9.69%
231	Lytham	South Fylde Line	87,662	90,110	86,414	-2.72%	4.28%
234	Hyde Central	South East Manchester	86,054	87,128	69,502	-1.23%	25.36%
235	Gathurst	West Lancashire	86,050	92,464	92,622	-6.94%	-0.17%
237	Bamber Bridge	East Lancashire Line	83,172	88,540	84,876	-6.06%	4.32%
240	Whalley	Clitheroe Line	78,184	83,952	90,048	-6.87%	-6.77%

Northern Rank	Station Name	CRP Line	1415 Entries & Exits	1314 Entries & Exits	1213 Entries & Exits	Differs 14/15	Differs 13/14
242	Edale	High Peak and Hope Valley	76,268	70,522	66,842	8.15%	5.51%
245	Haltwhistle	Tyne Valley	74,308	74,560	70,934	-0.34%	5.11%
247	Shepley	Penistone Line	73,360	68,874	69,020	6.51%	-0.21%
249	Brinnington	South East Manchester	71,648	74,722	75,816	-4.11%	-1.44%
250	Cark & Cartmel	Furness Line	70,980	64,754	60,588	9.61%	6.88%
251	Godley	South East Manchester	70,830	76,662	69,814	-7.61%	9.81%
253	Meols Cop	West Lancashire	70,476	65,852	63,722	7.02%	3.34%
254	Mill Hill (Lancashire)	East Lancashire Line	70,458	71,416	68,922	-1.34%	3.62%
255	Corbridge	Tyne Valley	68,860	72,760	72,344	-5.36%	0.58%
256	Newton Aycliffe	Bishop Line	67,332	68,950	67,286	-2.35%	2.47%
260	Cuddington	Mid Cheshire	66,646	64,066	61,718	4.03%	3.80%
262	Honley	Penistone Line	64,374	55,852	50,506	15.26%	10.58%
265	Askam	Cumbrian Coast	63,652	63,186	64,862	0.74%	-2.58%
266	Hathersage	High Peak and Hope Valley	61,408	60,550	60,650	1.42%	-0.16%
267	Dalton	Furness Line	61,222	53,786	52,636	13.83%	2.18%
268	St.Bees	Cumbrian Coast	61,174	54,150	49,186	12.97%	10.09%
271	Silverdale	Furness Line	59,352	50,404	45,818	17.75%	10.01%
273	Stocksfield	Tyne Valley	59,258	65,566	61,432	-9.62%	6.73%
274	Hope (Derbyshire)	High Peak and Hope Valley	58,744	54,052	51,306	8.68%	5.35%
275	Grindleford	High Peak and Hope Valley	58,086	55,722	55,324	4.24%	0.72%
276	Brockholes	Penistone Line	57,720	59,260	49,460	-2.60%	19.81%
278	Appleby	Settle & Carlisle	57,078	62,600	60,992	-8.82%	2.64%
279	Wigton	Cumbrian Coast	54,382	52,832	56,108	2.93%	-5.84%
280	Rishton	East Lancashire Line	53,850	57,530	57,658	-6.40%	-0.22%
283	Hattersley	South East Manchester	51,982	56,228	55,000	-7.55%	2.23%
285	Sildon	Bishop Line	50,696	62,276	56,128	-18.59%	10.95%
286	Woodley	South East Manchester	50,546	48,692	42,594	3.81%	14.32%
287	Lockwood	Penistone Line	49,940	50,648	50,148	-1.40%	1.00%

Northern Rank	Station Name	CRP Line	1415 Entries & Exits	1314 Entries & Exits	1213 Entries & Exits	Differs 14/15	Differs 13/14
294	Langho	Clitheroe Line	46,058	48,082	49,710	-4.21%	-3.27%
295	Chapel-En-Le-Frith	High Peak and Hope Valley	45,974	45,848	43,170	0.27%	6.20%
296	Croston	West Lancashire	45,228	47,814	46,306	-5.41%	3.26%
299	Roose	Furness Line	43,870	41,764	38,240	5.04%	9.22%
300	Barton-On-Humber	Barton Line	43,766	42,950	45,114	1.90%	-4.80%
301	Dodworth	Penistone Line	43,698	36,390	35,332	20.08%	2.99%
302	Delamere	Mid Cheshire	43,374	41,952	39,400	3.39%	6.48%
303	Rose Grove	East Lancashire Line	43,176	40,710	42,078	6.06%	-3.25%
304	Goostrey	Crewe Line	43,012	38,264	36,762	12.41%	4.09%
305	Cherry Tree	East Lancashire Line	42,700	44,674	42,250	-4.42%	5.74%
306	Hyde North	South East Manchester	42,148	44,346	43,938	-4.96%	0.93%
307	Church & Oswaldtwistle	East Lancashire Line	41,812	43,524	40,460	-3.93%	7.57%
308	Kearsley	Clitheroe Line	41,752	43,724	37,778	-4.51%	15.74%
309	Lostock Hall	East Lancashire Line	41,442	41,190	38,600	0.61%	6.71%
310	Farnworth	Clitheroe Line	41,026	41,358	43,740	-0.80%	-5.45%
311	Corkickle	Cumbrian Coast	40,522	31,316	30,066	29.40%	4.16%
314	Silkstone Common	Penistone Line	39,466	30,402	31,624	29.81%	-3.86%
316	Burscough Junction	West Lancashire	39,226	37,814	36,464	3.73%	3.70%
317	Haydon Bridge	Tyne Valley	38,916	40,130	35,000	-3.03%	14.66%
319	Hutton Cranswick	Yorkshire Coast	37,468	41,110	39,410	-8.86%	4.31%
320	Ansdell & Fairhaven	South Fylde Line	36,794	41,812	59,344	-12.00%	-29.54%
321	Nafferton	Yorkshire Coast	36,676	38,984	34,624	-5.92%	12.59%
322	Lostock Gralam	Mid Cheshire	36,546	31,760	31,380	15.07%	1.21%
323	Seascale	Cumbrian Coast	36,410	33,702	32,840	8.04%	2.62%
325	Ravenglass	Cumbrian Coast	35,334	34,260	33,546	3.13%	2.13%
329	Chelford	Crewe Line	33,420	32,368	32,804	3.25%	-1.33%
330	Riding Mill	Tyne Valley	33,012	30,560	26,374	8.02%	15.87%
332	Nunthorpe	Esk Valley Line	32,510	24,210	22,600	34.28%	7.12%
333	Habrough	Barton Line	31,882	30,710	32,222	3.82%	-4.69%
334	Brierfield	East Lancashire Line	31,548	35,010	35,366	-9.89%	-1.01%

Northern Rank	Station Name	CRP Line	1415 Entries & Exits	1314 Entries & Exits	1213 Entries & Exits	Differs 14/15	Differs 13/14
335	North Road	Bishop Line	31,178	35,806	32,896	-12.93%	8.85%
336	Berry Brow	Penistone Line	31,056	25,360	25,978	22.46%	-2.38%
338	Mouldsworth	Mid Cheshire	29,940	31,646	31,870	-5.39%	-0.70%
339	Ryder Brow	South East Manchester	29,840	34,574	30,414	-13.69%	13.68%
340	Kirkby Stephen	Settle & Carlisle	29,768	30,138	31,262	-1.23%	-3.60%
341	Hellfield	Bentham Line	29,490	26,054	24,880	13.19%	4.72%
342	Gargrave	Bentham Line	29,176	23,738	21,478	22.91%	10.52%
343	Bamford	High Peak and Hope Valley	28,628	27,774	27,044	3.07%	2.70%
345	Aspatia	Cumbrian Coast	27,682	26,176	29,472	5.75%	-11.18%
348	Foxfield	Cumbrian Coast	26,698	27,088	27,064	-1.44%	0.09%
349	Plumley	Mid Cheshire	26,516	27,246	25,420	-2.68%	7.18%
350	Gypsy Lane	Esk Valley Line	26,398	23,716	21,900	11.31%	8.29%
351	Kents Bank	Furness Line	26,180	23,546	21,186	11.19%	11.14%
352	Middlewood	High Peak and Hope Valley	25,990	18,340	27,572	41.71%	-33.48%
353	Burnley Barracks	East Lancashire Line	25,834	24,772	18,580	4.29%	33.33%
354	Harrington	Cumbrian Coast	25,514	22,870	24,740	11.56%	-7.56%
355	Strines	High Peak and Hope Valley	24,930	21,728	21,112	14.74%	2.92%
356	Fairfield	South East Manchester	23,992	22,498	23,690	6.64%	-5.03%
357	Stocksmoor	Penistone Line	23,376	23,648	21,232	-1.15%	11.38%
358	Hunmanby	Yorkshire Coast	23,304	21,796	22,690	6.92%	-3.94%
359	Dalston	Cumbrian Coast	23,206	24,014	24,836	-3.36%	-3.31%
360	James Cook Hospital	Esk Valley Line	23,176	No Data	No Data	No Data	No Data
362	Huncoat	East Lancashire Line	23,058	20,838	17,886	10.65%	16.50%
364	Bentham	Bentham Line	22,832	24,094	24,602	-5.24%	-2.06%
365	Langwathby	Settle & Carlisle	22,832	24,350	24,752	-6.23%	-1.62%
366	Moses Gate	Clitheroe Line	22,742	26,336	25,978	-13.65%	1.38%
367	Squires Gate	South Fylde Line	21,524	23,312	20,394	-7.67%	14.31%
368	Ribblehead	Settle & Carlisle	19,820	18,448	18,636	7.44%	-1.01%

Northern Rank	Station Name	CRP Line	1415 Entries & Exits	1314 Entries & Exits	1213 Entries & Exits	Differs 14/15	Differs 13/14
369	Heighington	Bishop Line	19,750	15,606	12,938	26.55%	20.62%
371	New Holland	Barton Line	19,608	16,766	20,672	16.95%	-18.90%
372	Brampton (Cumbria)	Tyne Valley	19,174	17,838	14,722	7.49%	21.17%
373	Wetheral	Tyne Valley	19,008	17,284	18,204	9.97%	-5.05%
374	Hapton	East Lancashire Line	18,228	19,144	19,800	-4.78%	-3.31%
375	Rufford	West Lancashire	17,470	19,150	19,978	-8.77%	-4.14%
376	Furness Vale	High Peak and Hope Valley	17,360	19,288	20,736	-10.00%	-6.98%
377	Goxhill	Barton Line	17,268	17,936	19,976	-3.72%	-10.21%
378	Mobberley	Mid Cheshire	16,822	19,218	18,820	-12.47%	2.11%
379	Grosmont	Esk Valley Line	16,144	17,912	16,376	-9.87%	9.38%
380	Leaeholm	Esk Valley Line	15,888	17,662	11,422	-10.04%	54.63%
381	Lazonby & Kirkoswald	Settle & Carlisle	15,802	16,144	17,198	-2.12%	-6.13%
382	Horton In Ribblesdale	Settle & Carlisle	15,656	15,912	16,176	-1.61%	-1.63%
383	Garsdale	Settle & Carlisle	15,614	16,234	15,136	-3.82%	7.25%
385	Glaisdale	Esk Valley Line	15,046	15,216	11,194	-1.12%	35.93%
386	Entwistle	Clitheroe Line	15,036	14,762	15,498	1.86%	-4.75%
387	Kirkby-In-Furness	Cumbrian Coast	14,340	15,194	16,620	-5.62%	-8.58%
388	Long Preston	Bentham Line	14,328	13,446	13,644	6.56%	-1.45%
389	Bootle (Cumbria)	Cumbrian Coast	13,862	11,496	13,312	20.58%	-13.64%
390	Stallingborough	Barton Line	13,048	12,434	11,358	4.94%	9.47%
391	Healing	Barton Line	13,036	12,260	11,604	6.33%	5.65%
392	Flimby	Cumbrian Coast	13,028	13,566	14,238	-3.97%	-4.72%
394	Giggleswick	Bentham Line	12,944	12,082	12,158	7.13%	-0.63%
395	Blaydon	Tyne Valley	11,880	5,014	2,770	136.94%	81.01%
396	Great Coates	Barton Line	11,540	10,652	9,370	8.34%	13.68%
397	Bempton	Yorkshire Coast	11,472	10,318	10,080	11.18%	2.36%
398	Egton	Esk Valley Line	10,812	11,568	7,388	-6.54%	56.58%
399	Marton	Esk Valley Line	10,568	10,576	9,862	-0.08%	7.24%
400	Drigg	Cumbrian Coast	10,466	10,970	12,592	-4.59%	-12.88%

Northern Rank	Station Name	CRP Line	1415 Entries & Exits	1314 Entries & Exits	1213 Entries & Exits	Differs 14/15	Differs 13/14
401	Silecroft	Cumbrian Coast	10,372	11,496	9,944	-9.78%	15.61%
402	Pleasington	East Lancashire Line	10,102	10,022	9,490	0.80%	5.61%
404	Heysham Harbour	Bentham Line	9,608	9,064	8,310	6.00%	9.07%
405	Belle Vue	South East Manchester	9,480	10,122	18,350	-6.34%	-44.84%
406	Bardon Mill	Tyne Valley	9,328	8,150	9,050	14.45%	-9.94%
407	Dent	Settle & Carlisle	9,054	9,742	10,440	-7.06%	-6.69%
408	Danby	Esk Valley Line	8,440	10,836	9,902	-22.11%	9.43%
409	Ulceby	Barton Line	7,812	9,114	9,410	-14.29%	-3.15%
410	Parton	Cumbrian Coast	7,810	5,954	6,366	31.17%	-6.47%
411	Armathwaite	Settle & Carlisle	7,786	8,130	9,194	-4.23%	-11.57%
412	Great Ayton	Esk Valley Line	7,776	6,826	5,738	13.92%	18.96%
413	Green Road	Cumbrian Coast	7,200	7,042	7,340	2.24%	-4.06%
415	New Lane	West Lancashire	6,660	3,030	3,312	119.80%	-8.51%
416	Clapham (North Yorkshire)	Bentham Line	6,618	7,768	7,624	-14.80%	1.89%
418	Ashley	Mid Cheshire	6,362	5,856	7,174	8.64%	-18.37%
421	Sleights	Esk Valley Line	5,040	4,426	4,378	13.87%	1.10%
422	Grimsby Docks	Barton Line	4,932	4,662	3,994	5.79%	16.73%
423	Dove Holes	High Peak and Hope Valley	4,910	4,382	5,874	12.05%	-25.40%
424	Dunston	Tyne Valley	4,904	2,336	2,164	109.93%	7.95%
425	Castleton Moor	Esk Valley Line	4,858	4,892	4,850	-0.70%	0.87%
426	Commondale	Esk Valley Line	4,602	5,026	4,852	-8.44%	3.59%
428	Wennington	Bentham Line	3,492	3,378	2,948	3.37%	14.59%
429	Ruswarp	Esk Valley Line	3,228	3,032	2,946	6.46%	2.92%
430	Bescar Lane	West Lancashire	2,934	3,146	3,982	-6.74%	-20.99%
431	Moss Side	South Fylde Line	2,838	2,328	2,458	21.91%	-5.29%
435	Arram	Yorkshire Coast	1,976	1,900	2,496	4.00%	-23.88%
436	Kildale	Esk Valley Line	1,824	1,960	1,822	-6.94%	7.57%
437	Barrow Haven	Barton Line	1,638	2,128	1,744	-23.03%	22.02%
440	Ince & Elton	North Cheshire	1,554	944	460	64.62%	105.22%
442	Battersby	Esk Valley Line	1,488	1,592	1,574	-6.53%	1.14%

Northern Rank	Station Name	CRP Line	1415 Entries & Exits	1314 Entries & Exits	1213 Entries & Exits	Differs 14/15	Differs 13/14
445	Thornton Abbey	Barton Line	1,164	1,298	954	-10.32%	36.06%
448	Hoscar	West Lancashire	1,060	1,436	1,600	-26.18%	-10.25%
450	Braystones	Cumbrian Coast	892	620	1,046	43.87%	-40.73%
453	Nethertown	Cumbrian Coast	600	1,160	1,028	-48.28%	12.84%
454	Ardwick	South East Manchester	542	568	616	-4.58%	-7.79%
455	New Clee	Barton Line	524	348	290	50.57%	20.00%
459	Stanlow & Thornton	North Cheshire	158	314	260	-49.68%	20.77%
460	Clifton	Clitheroe Line	152	298	334	-48.99%	-10.78%
	Barrow-in-Furness	Furness Line	649,824	631,062	604,356	2.97%	4.42%
	Windermere	Lakes Line	418,456	400,630	374,686	4.45%	6.92%
	Ulverston	Furness Line	267,570	266,922	273,042	0.24%	-2.24%
	Kendal	Lakes Line	224,580	230,522	224,590	-2.58%	2.64%
	Carnforth	Furness Line	204,196	206,590	196,470	-1.16%	5.15%
	Runcorn East	North Cheshire	186,864	163,536	154,968	14.26%	5.53%
	Frodsham	North Cheshire	166,716	150,502	134,738	10.77%	11.70%
	Grange-Over-Sands	Furness Line	153,576	152,346	148,196	0.81%	2.80%
	Arnside	Furness Line	114,090	115,464	110,032	-1.19%	4.94%
	Helsby	North Cheshire	80,436	80,696	83,952	-0.32%	-3.88%
	Staveley (Cumbria)	Lakes Line	47,492	49,656	47,894	-4.36%	3.68%
	Burneside	Lakes Line	14,258	15,996	17,434	-10.87%	-8.25%
	Grand Total		117,916,377	116,548,559			

Overall average changes all Northern stations 2014 – 2015 **1.14%**

Overall average changes all Northern CRP stations 2014 – 2015 **3.25%**