

Stakeholder Consultation: Trans Pennine Express and Northern Rail Franchise

Response on behalf of the Hope Valley Railway Users Group (HVRUG)

August 2014

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STAKEHOLDER CONSULTATION: TRANS PENNINE EXPRESS AND NORTHERN RAIL FRANCHISE RESPONSE ON BEHALF OF THE HOPE VALLEY RAILWAY USERS GROUP (HVRUG)

INTRODUCTION

HVRUG was first formed in 1990 to promote improvements to train services along the Hope Valley Line between Sheffield and Manchester. In June 2014 it had a membership of 105 and an elected organising committee of nine. In 2011, HVRUG, supported by the Community Rail Partnership (CRP) and Derbyshire County Council (DCC) undertook a survey of Hope Valley Line passenger usage. Details of both the findings of the survey and the HVRUG campaign objectives are to be found in *Improving the Rail Service in the Hope Valley* (HVRUG 2012).

The HVRUG response to the Stakeholder Consultation Document (hereafter, SCD 2014) is set out below in two parts. Part 1 covers the HVRUG recommendations for the new franchise and gives the justification (evidence) for these. Part 2 addresses the specific questions raised in Annex A of the SCD (2014). The References and Appendices apply to both parts 1 and 2.

PART 1 THE RECOMMENDATIONS OF HVRUG WITH JUSTIFICATION (EVIDENCE)

A Recommendations

The HVRUG is aware that the Hope Valley Line is currently very congested through being used by regional express trains, local stopping services and freight trains. Along with the restricted line capacity the possibility of any substantial service improvements have been severely limited. However the Northern Hub investment programme is designed to rectify this situation by December 2018. In order to capitalise on the opportunities this capacity expansion will create, the HVRUG makes five recommendations for the new franchise, with the first being regarded as the principal overarching one and the remaining four following in rank order of priority. Accordingly the HVRUG recommends that a minimum requirement for any future Train Operator should be to provide:

- i One train each hour stopping at all stations, all day, every day, including Saturdays and Sundays
- ii Earlier and later weekday arrivals in, and departures from Sheffield and Manchester i.e. before 06.30 and after 23.00 respectively
- iii at least one weekday Trans Pennine Express (TPE) from/to Manchester Piccadilly stopping at Chinley and Hope (Derbyshire) and Dore & Totley
- iv a robust ticket issuing and revenue protection system

v replacement of the Class 142 Pacers *but not at the expense of service frequency*

B Justification (evidence) for recommendations

i One train each hour stopping at all stations, all day, every day, including Saturdays and Sundays

The HVRUG has five reasons for this recommendation: a) numbers of passengers using the line, b) increase of passenger numbers relative to the national increase, c) increase of commuting to work on the line, d) the results of the CRP and DCC supported HVRUG passenger survey and e) the underdeveloped tourist potential of the Hope Valley Line. Each is considered in turn below.

a. Numbers of passengers using the Hope Valley Line

Using data on Station Usage estimates (ticket sales - see Appendix 1, Table 1A) as recorded by the Office of Rail Regulation (ORR), in 2012/13, the latest year of data at the time of writing, six out of seven Hope Valley Stations have greater than 50,000 passengers per annum and none has less than 25,000. Transport for Greater Manchester Rail Policy (TfGM 2012, p32) notes that a passenger usage of 25,000 – 50,000 per annum justifies one train per hour and 50,000 – 500,000, two trains per hour. The SCD (section 5.3, p 52) notes that for much of the day the Hope Valley Line only has *one* train every *two* hours. On this reckoning therefore, the Hope Valley Line is substantially under-provided for.

HVRUG also believe that the ORR data for ticket sales substantially under represent the number of passengers using the Hope Valley Line due to the extent of ticketless travel. Passengers are often unable (not necessarily unwilling) to buy tickets due to lack of ticket purchasing facilities and difficulties of fare collection on crowded services. The absence of ticket checking at Sheffield station compounds the revenue loss.

b. Passenger growth relative to national growth

Figure 1 illustrates the passenger growth (in millions) since the start of data recording in 1997/98 for all the Hope Valley Stations [Dore & Totley, Grindleford, Hathersage, Bamford, Hope (Derbyshire), Edale and Chinley] taken together up to 2012/13. The trend for all Network Rail stations (in billions) is also shown for comparative purposes and the data for figure 1, are again based on the ORR Station Usage estimates.

Figure 1 shows Hope Valley station usage has been steadily increasing since 2001/02 roughly in line with the national trend. Table 1 shows, for the entire period of the data, the annual percentage growth for: a) each station, b) all Hope Valley stations in aggregate and c) all stations in Great Britain in aggregate (see Appendix 2 for calculation methodology).

Figure 1: Station usage (ticket sales) 1997/98 - 2012/13: Hope Valley Stations (millions) compared to all Britain (billions)

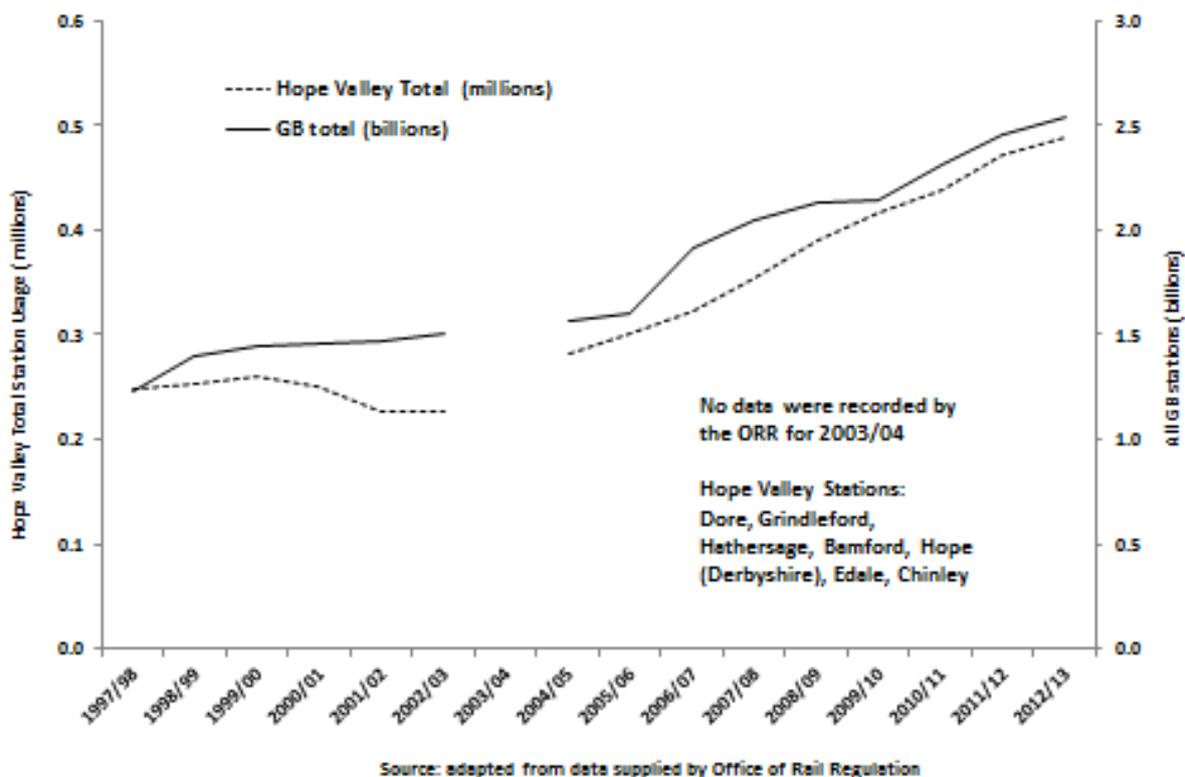


Table 1: Annual percentage growth rates 1997/98 - 2012/13 for Hope Valley Stations and all stations in Britain

Dore & Totley	6.75
Grindleford	5.21
Hathersage	4.04
Bamford	4.02
Hope (Derbyshire)	4.19
Edale	3.29
Chinley	6.60
All Hope Valley stations	5.14
All stations in Britain	4.62
Data source: calculated from data supplied by the ORR in table 1A Appendix 1	

As table 1 shows none of the Hope Valley stations has had an annual growth rate of less than 3.29 per cent while for all the Hope Valley stations in aggregate it is 5.14 per cent which is considerably above the national trend of 4.62 per cent.

c. *increase of commuting to work on the line*

Methods of travel to work (commuting) data are given in the 2001 and 2011 national censuses. While recognising that most people in the Hope Valley travel to work by car as in most of the rest of the country, the rise in rail commuting between 2001 and 2011 is nonetheless noteworthy. Although 'Methods of travel to work' data do not identify the particular route a commuter may take, the Hope Valley line is the only railway within the Valley so it is inconceivable that any rail commuter residing in the Valley could avoid using this line. Consequently it may be argued the census data for Hope Valley Parishes realistically reflects line usage. Table 2 shows the change in rail commuters per 1000 Hope Valley population aged 16-74 in comparison with all England while table 3 shows the change in car commuters (see Appendix 2 for details of calculation methodology).

Table 2: Commuting to work by rail per 1000 Hope Valley residents aged 16-74 on the Hope Valley Line 2001-2002

	2001	2011	Annual Percentage Change 2001 - 2011
Hope Valley	19.23	37.06	7.57
England	26.74	34.56	2.89

Data source: calculated from Census 2001 Table UV39 and Census 2011, Table QS701EW, Neighbourhood Statistics, Office of National Statistics

Table 3: Commuting to work by car (driver or passenger) per 1000 Hope Valley residents aged 16-74 in the Hope Valley 2001-2002

	2001	2011	Annual Percentage Change 2001 - 2011
Hope Valley	465.28	479.89	0.34
England	385.42	401.49	0.45

Data source: calculated from Census 2001 Table UV39 and Census 2011, Table QS701EW, Neighbourhood Statistics, Office of National Statistics (ONS)

Table 2 shows an annual increase in rail commuting of 7.57 per cent relative to the national annual increase of 2.89 per cent while table 3 shows only minimal growth in car commuting. Although rail commuting starts from a much lower base than car commuting, this does nevertheless indicate considerable potential for further rail commuting on the Hope Valley Line. It should further be noted that:

- i) with the trend to more part-time and flexible working hours in the national economy, as evidenced by the Government's recent Flexible Working Time Directive (FWR 2014), there is likely to be increased demand for commuter rail travel outside the traditional peak hours and just when the Hope Valley service is only two hourly.

- ii) increasing service frequency outside peak hours will also increase the opportunity for use of rail over road for shopping trips, hospital appointments, evening entertainments and visiting friends and relatives.
- iii) an hourly service with same clock face departure times, every day at each station would make the service much more attractive to passengers as the timetable is then much more easily memorised and therefore the railway is focused in passengers' minds.
- iv) large populations exist at either end of the Hope Valley Line - Greater Manchester (2.68 million, 2011 census) and South Yorkshire (1.34 million, 2011 census) - each providing huge potential markets to exploit further both for commuting to work and leisure purposes. With just one change at Sheffield (population 552,698, census 2011), the South Yorkshire urban settlements of Barnsley, Doncaster and Rotherham, with populations 231,221, 302,402 and 257,280 respectively (2011 census) are all accessible within 30 minutes of Sheffield. With similar accessibility to Sheffield, there is Chesterfield, Derby, Nottingham and Wakefield with respective 2011 census populations of 103,788, 248,752, 305,680 and 325,837.
- v) the greater use of rail instead of road will have the added benefit of helping to decongest the urban centres mentioned in (iv), improve the natural environment, residents' health and the regional economy.
- vi) starting around the millennium, the tendency across nearly all OECD countries has been for private car usage to stabilise if not actually decline (see OECD 2012). Moreover the evidence indicates it being highly unlikely that earlier 20th century road traffic growth trends will reappear in the 21st century (see Metz 2012). By contrast however rail travel over this time has been increasing exponentially as the above data show. With future predicted demographic (ONS 2014) and economic growth, there is likely to be a huge opportunity for the expansion of rail travel in Britain and elsewhere. It is critically important therefore, economically, environmentally and socially, that rail capitalises on the opportunities presented by such growth and the Hope Valley Line should fully contribute to the on-going increase in rail travel.

d. the results of the CRP and DCC supported HVRUG passenger survey

Assisted by 11 Parish Councils, HVRUG distributed a questionnaire to 3,500 households in the Hope Valley in Spring 2011 asking why they used the train service and what would encourage them to use it more. The importance of the line to local residents was demonstrated in the 1,305 returned questionnaires giving a response rate of 37% overall with more than 40% in some parishes. A more frequent hourly service was the highest priority of the respondents to the HVRUG survey. Out of the 1,305 households sampled, 804 (~62 per cent) responded to the effect that a more frequent service would encourage them to use the train more (Appendix 4 - HVRUG 2012, p16).

e. the underdeveloped tourist potential for the Hope Valley Line

HVRUG notes that in summer, the Saturday time-table is hourly for much of the day. However it should be comprehensively hourly on both Saturdays and Sundays throughout the year if only because the tourist potential of the area exists year round particularly for walkers and cyclists. All the Hope Valley Line between Grindleford and Chinley lies within the Peak District National Park which sees substantial tourist trade particularly at weekends. According to the Peak District Visitor Survey in 2005, more people (78 per cent) visit on Sunday than on Saturday (68 per cent) or indeed week days (25 per cent)(PDVS 2005, p43). A survey on the Hope Valley Line conducted by Derbyshire County Council in 2011 recorded that 483 passengers boarded or alighted at Edale on Saturdays as opposed to only 127 on Sundays when the service is distinctly inferior to that provided on Saturdays (DCC 2011, p3).

Most tourists come by car and the current infrequency particularly of Sunday service on the Hope Valley Line, makes it unattractive both to tourists and residents. Increasing it to an hourly service throughout the day and the year would make it much more convenient for travellers wishing to visit the many tourist attractions within walking or cycling distance of Hope Valley stations. Bringing in tourists *but not their cars* will again benefit the environment, people's health and the regional economy.

ii earlier and later weekday arrivals in, and departures from Sheffield and Manchester i.e. before 06.30 and after 23.00 respectively

Currently the first Hope Valley Line week day arrival in Sheffield is 06.57 and the first London train available is then at 07.29 (Master Cutler) which does not arrive in London until 09.33. A 06.30 arrival could connect with the 06.49 departure from Sheffield giving an earlier 09.10 arrival in London. Similarly at Manchester and Stockport earlier arrivals from the Hope Valley would give more flexibility for London bound passengers. It should be noted that the first Northern arrival in Manchester is at 08.35. While there is an earlier 07.34 arrival with EMTs (via Stockport, not Marple), transferring the requirement for early arrivals in Manchester from EMT to Northern would appear to enhance operational efficiency.

A later last train departure out of Sheffield and Manchester would make the service more attractive for Hope Valley residents wishing to visit these cities for evening entertainments as well as providing later connections from Birmingham and London originating trains. Arguably the current final week day departures of 22.47 (22.24 on Saturday) from Sheffield and 22.28 from Manchester Piccadilly are rather too early. A final departure sometime after 23.00 at both Manchester and Sheffield would allow connections from the 20.40 and 20.55 departures from London Euston and St Pancras respectively thereby giving passengers greater scope for return journeys from these cities.

iii at least one Trans Pennine Express (TPE) stopping at Chinley, Hope (Derbyshire) and Dore & Totley

The justification for this rests on the business case that a faster service from Hope (Derbyshire), which also serves nearby Bradwell and Castleton, into both Sheffield and Manchester will promote rail travel between the Hope Valley and these two major centres of employment. Arguably current journey times from Hope Valley stations into Manchester on all stations stopping trains are not particularly attractive. By having a TPE limited stop service call at Hope (Derbyshire), which is fairly centrally located within the Hope Valley and has the potential for substantially more car parking space, a more attractive service would be available with consequent local and regional economic benefits.

iv a robust ticket issuing and revenue protection system

SCD (2014, p25) clearly recognises a problem here which the HVRUG is only too well aware of. Of the Hope Valley stations none has barriers and only Dore & Totley has a ticket machine. On board ticket checks often do not occur. The first-hand experience of HVRUG members travelling on the line suggests that the revenue loss from ticketless travel is substantial and likely depresses station usage figures, referred to above. The HVRUG fully concurs with SCD (2014, sec 2.34, p25) that, *'it is important for current and future operators to reduce [if not eliminate - HVRUG] the rate of ticketless travel'*.

v replacement of the Class 142 Pacers but not at the expense of service frequency

The HVRUG notes also in SCD (2014, sec 2.30, p24) that these units along with the Class 144 need either replacing or adapting by 2020 to comply with European standards. In order to maximise the attractiveness of the rail service, and hence the usage and revenue, HVRUG recommends replacement rather than adaptation of what may reasonably be termed out dated rolling stock (see MR 2014). An important caveat however is that any replacement should not be at the expense of service frequency using the principle that an inferior train is better than no train. It should further be noted that the existing service is heavily used by hikers, cyclists and airport passengers (the last when a TPE is delayed or cancelled) all of whom have substantial amounts luggage. Any replacement of the Class 142s must have at least similar if not more luggage and cycle storage space.

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PART 2 ANSWERS TO QUESTIONS IN ANNEX A OF SCD (2014, P 76)

HVRUG answers these questions by giving initially a view related to railway operations in general followed by a view related to the Hope Valley Line in particular. In order to provide a suitable context for these answers, HVRUG first reiterates its key recommendations that a minimum requirement for any future Train Operator should be to provide:

- i One train each hour stopping at all stations, all day, every day, including Saturdays and Sundays
- ii Earlier and later weekday arrivals in, and departures from Sheffield and Manchester i.e. before 06.30 and after 23.00 respectively
- iii at least one weekday Trans Pennine Express (TPE) from/to Manchester Piccadilly stopping at Chinley and Hope (Derbyshire) and Dore & Totley
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The justifications (evidence) for HVRUG making these recommendations are in Part 1 above. However in order to avoid excessive cross referencing to them, the justifications have also been embedded in answering the below questions. This has resulted in some unavoidable repetition of evidence.

TO1: What are your views on increasing below-average fares over time to levels typical on the rest of the network in order to improve the frequency, capacity and quality of local services? Do you have any evidence to support your views?

Reduced (i.e. lower than average) fares in areas of social deprivation might be justified on equity grounds if only to attract passengers who might not otherwise be able to afford to travel by rail. In general however, the HVRUG advocates that fares, as far as possible, should be equitable across all areas. Moreover, if more robust ticket issuing and revenue protection was implemented the extra revenue so gained might reduce the apparent need for any such fare increases.

SCD (2014, p25) clearly recognises a problem with revenue loss through ticketless travel and the HVRUG is only too well aware of this. Of the Hope Valley stations none has barriers and only Dore & Totley has a ticket machine. On board ticket checks often do not occur. The first-hand experience of HVRUG members travelling on the line suggests that the revenue loss from ticketless travel is substantial and likely depresses station usage estimates given by the ORR. The HVRUG fully concurs with SCD (2014, sec 2.34, p25) that *'it is important for*

current and future operators to reduce [if not eliminate - HVRUG] the rate of ticketless travel'.

TO2: What are your views on giving priority to improving the quality of the Northern rolling stock at the expense of some reduction in lightly used services (e.g. fewer calls at low-use stations)? Do you have any evidence to support your views?

In general there should be no reduction in service frequency and the HVRUG would argue that a train of inferior quality is superior to no train at all. Once services are reduced a spiral of decline can set in – of which there are numerous examples in both rural and urban areas – and ultimately there ends up being no service at all. Rather if a service is improved, then the usage of that service will also likely improve.

The Hope Valley Line provides a classic example of an all stations stopping service in need of improvement by increasing it to *hourly throughout the day* if only to generate further increases in usage. The HVRUG has five reasons for this recommendation: a) numbers of passengers using the line, b) increase of passenger numbers relative to the national increase, c) increase of commuting to work on the line, d) the results of the CRP and DCC supported HVRUG passenger survey and e) the underdeveloped tourist potential of the Hope Valley Line. Each is considered in turn below.

a Numbers of passengers using the Hope Valley Line

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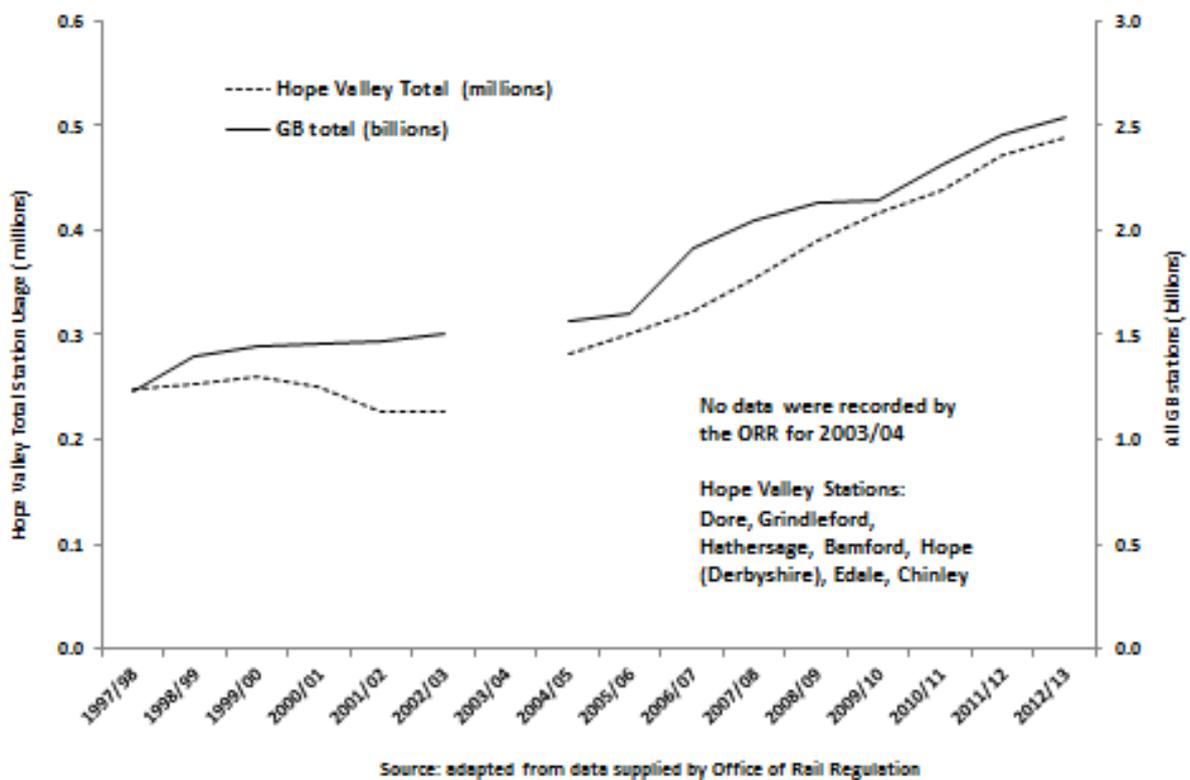
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- v) The greater use of rail instead of road will have the added benefit of helping to decongest the urban centres mentioned in (iv), improve the natural environment, residents' health and the regional economy.

d the results of the CRP and DCC supported HVRUG passenger survey

Assisted by 11 Parish Councils, HVRUG distributed a questionnaire to 3,500 households in the Hope Valley in Spring 2011 asking why they used the train service and what would encourage them to use it more. The importance of the line to local residents was demonstrated in the 1,305 returned questionnaires giving a response rate of 37% overall with more than 40% in some parishes. A more frequent hourly service was the highest priority of the respondents to the HVRUG survey. Out of the 1,305 households sampled, 804 (~62 per cent) responded to the effect that a more frequent service would encourage them to use the train more (Appendix 4 - HVRUG 2012, p16).

e the underdeveloped tourist potential for the Hope Valley Line

See answer to question NTSR1 below

TO3: What are your views on allowing some reduction in the hours ticket offices are open and staffed if this is accompanied by the ability for passengers to have widespread access to ticket buying opportunities (e.g. through new and improved approaches such as smart

ticketing, increased advance purchase ticketing or via mobile phones), adequate measures to ensure vulnerable passengers are not disadvantaged and more effective customer service by both station and on-train staff? Do you have any evidence to support your views?

Basically HVRUG has no objection to ticket office hours reduction subject to the caveats mentioned in TO3 but would emphasise the need for rigorous on board ticket issuing and examination for revenue protection - something at which the Hope Valley Line is rather deficient. The introduction of so-called smart ticketing would also be welcomed by the HVRUG.

COM1: How can local communities, local businesses and other organisations be further stimulated to play an active part in the running of Northern and TPE rail services, including at stations?

Giving such organisations access to, and some influence over, decision making processes regarding rail services will make them feel more part of the railway operation.

More specifically local communities and business could be allowed to develop multi-functional usage of station facilities (eg shops, eateries, parcel collection, cycle hire and repair etc) as is increasingly being done to large city stations. The practice could be extended to many smaller rural ones.

COM2: What opportunities are there for Community Rail Partnerships to expand their role and range of activities?

If Community Rail Partnerships were to have a closer relationship with PTEs this would be useful so that the latter would be more aware of the issues facing local train services.

TPF1: Are you aware of any proposals for third-party funded changes not already indicated? Please provide details.

No, none at all

FID1: What factors may impact on demand for travel on the new Northern and TPE franchises? Please provide evidence.

Starting around the millennium, the tendency across nearly all OECD countries has been for private car usage to stabilise if not actually decline (see OECD 2012). Moreover the evidence indicates it being highly unlikely that earlier 20th century road traffic growth trends will reappear in the 21st century (see Metz 2012). By contrast however rail travel over this time has been increasing exponentially as the above data show. With future predicted

demographic (ONS 2014) and economic growth, there is likely to be a huge opportunity for the expansion of rail travel in Britain and elsewhere. It is critically important therefore, economically, environmentally and socially, that rail capitalises on the opportunities presented by such growth.

With specific reference to the Hope Valley Line it may be anticipated that increased rail commuting and tourism in the Peak National Park represent substantial opportunities for increased demand for travel and the new Northern and TPE franchises must be able to capitalise on these opportunities.

DTD1: What are your proposals for providing passengers better and safer access to different modes of transport at stations (including bus, tram, cycling and walking?)

As far as possible, there should be better co-ordination between bus/tram and trains so that the modes complement and co-operate with each other to optimise the use of scarce resources.

DTD2: How do you suggest your proposals to improve the door-to-door journey experience might be funded?

An improved service will lead to increased patronage and therefore increased revenue. This effect would be reinforced by improved revenue protection methods.

TPE1: What are your views on the degree of flexibility proposed for the train service specification for the new TPE franchise? Do you have any evidence to support your views?

The HVRUG has no problem with flexibility providing it does not compromise the operation of local stopping and limited-stop services

TPE2: Where, if anywhere, would you like to see any changes to first and last trains on the TPE network and why? Do you have any evidence to support this?

Not applicable to HVRUG but see response under NTSR1 below regarding Northern services

TPE3: Where, if anywhere, would you like to see any changes to weekend trains on the TPE network and why? Do you have any evidence to support this?

Not applicable to HVRUG but, again, see response under NTSR1 below regarding Northern services

NTP1: What factors do you consider should be taken into account in the assessment of the North Trans Pennine route options, in particular in the balance of crowding, frequency, journey time and connectivity benefits? What evidence do you have in relation to any of these options?

Not applicable to HVRUG

NTP2: Are there other options for any additional North Trans Pennine services that you would put forward for consideration? What evidence do you have in relation to any of these options?

Not applicable to HVRUG

NTP3: Do you consider that the ITT should specify which services should terminate at Liverpool or Manchester Airport on the North Trans Pennine route, or should the choice of destination be left to bidders' commercial decisions, and what are your reasons? What evidence do you have in relation to any of these options?

Not applicable to HVRUG

NTP4: What factors do you consider should be taken into account in the assessment of the options for Hull, Middlesbrough and Scarborough services? What evidence do you have in relation to any of these options?

Not applicable to HVRUG

NTP5: Are there other options for Hull, Middlesbrough or Scarborough services that you would put forward for consideration? What evidence do you have in relation to any of these options?

Not applicable to HVRUG

NTP6: What factors do you consider should be taken into account in the assessment of whether or not to reduce calls at Stalybridge and Garforth? What evidence do you have in relation to this?

Not applicable to HVRUG

STP1: What factors do you consider should be taken into account in the assessment of the option to specify one additional train per hour on the South Trans Pennine route, in particular in the balance of crowding, frequency, journey time and connectivity benefits? Please provide any evidence you may have.

The HVRUG maintains that one of the hourly fast services should be a limited-stop service from Manchester Piccadilly, calling at Chinley, Hope (Derbyshire) and Dore & Totley. This would vastly improve frequency, journey times and connectivity. Given the great demand for passenger and freight trains on the Hope Valley Line, to ease overcrowding, consideration should be given to specifying 6-car train operation for fast services rather than the present 3 or 4-car sets.

STP2: What factors do you consider should be taken into account in the assessment of the remapping and South Humberside connectivity options? Please provide any evidence you may have.

Not applicable to HVRUG

STP3: In particular, what factors do you think should be taken into account in considering the case for replacing TPE services between Doncaster and Cleethorpes with a service operated by Northern? Please provide any evidence you may have.

Not applicable to HVRUG

STP4: Are there other options that you would put forward for consideration? Please provide any evidence you may have.

Not applicable to HVRUG

STP5: If the ITT were to specify a third South Trans Pennine service via Stockport, or remapping of the EMT service to TPE, do you consider that it should specify which of these services should terminate at Manchester Airport or Liverpool or should this be left to bidders' commercial decisions, and what are your reasons? Please provide any evidence you may have.

Not applicable to HVRUG

NW1: What factors do you consider should be taken into account in the assessment of the North West remapping options for Blackpool North, Windermere and Barrow-in-Furness services? What evidence do you have in relation to any of these options?

Not applicable to HVRUG

NW2: What factors do you consider should be taken into account in the assessment of the Barrow and Windermere connectivity options? What evidence do you have in relation to any of these options?

Not applicable to HVRUG

NW3: What factors do you consider should be taken into account in the assessment of the options for Anglo-Scottish services? What evidence do you have in relation to any of these options?

Not applicable to HVRUG

NTSR1: Please indicate, with evidence where available, where passengers would be better served, and revenue increased, by:

Reducing the number of calls at low-use stations?

Increasing frequencies on busier sections of routes or at busier times?

Speeding-up the service for longer-distance passengers?

Improving connections with other services where there is evident demand?

Adjusting train services to meet seasonal changes in demand?

Adjusting the time of the first/last train?

Each of these questions is answered in turn below:

Reducing the number of calls at low-use stations?

Essentially, no reductions to service frequency are recommended by the HVRUG and this question as it pertains to the Hope Valley Line has been addressed under TO2 above.

Increasing frequencies on busier sections of routes or at busier times?

The HVRUG has no inherent objection to this providing local stopping and limited stop services are not compromised.

Speeding-up the service for longer-distance passengers?

Again, this is only supported to the extent that local stopping and limited stop services are not compromised.

For the Hope Valley Line in particular, HVRUG recommends at least one Trans Pennine Express (TPE) stops at Chinley, Hope (Derbyshire) and Dore & Totley. The justification rests on the business case that a faster service from Hope (Derbyshire), which also serves nearby Bradwell and Castleton, into both Sheffield and Manchester will promote rail travel between the Hope Valley and these two major centres of employment. Arguably current journey times from Hope Valley stations into Manchester on all stations stopping trains are not particularly attractive. By having a TPE limited stop service call at Hope (Derbyshire), which is fairly centrally located within the Hope Valley and has the potential for substantially more car parking space, a more attractive service would be available with consequent local and regional economic benefits.

Improving connections with other services where there is evident demand?

In general better connectivity is always to be encouraged. As pointed out in the response to TO2, the large urban concentrations of population in South and West Yorkshire and northern Derbyshire generate an essential requirement for optimal connectivity with Hope Valley Line services in order to fully exploit both commuter and leisure rail travel.

Adjusting train services to meet seasonal changes in demand?

Providing that other services do not deteriorate as a consequence then adjustment of train services to meet seasonal demand changes cannot be objected to.

Regarding the Hope Valley Line in particular, HVRUG notes that in summer, the Saturday time-table is hourly for much of the day. However it should be comprehensively hourly on both Saturdays and Sundays throughout the year if only because the tourist potential of the area exists year round particularly for walkers and cyclists. All the Hope Valley Line between Grindleford and Chinley lies within the Peak District National Park which sees substantial tourist trade particularly at weekends. According to the Peak District Visitor Survey in 2005, more people (78 per cent) visit on Sunday than on Saturday (68 per cent) or indeed week days (25 per cent)(PDVS 2005, p43). A survey on the Hope Valley Line conducted by Derbyshire County Council in 2011 recorded that 483 passengers boarded or alighted at Edale on Saturdays as opposed to only 127 on Sundays when the service is distinctly inferior to that provided on Saturdays (DCC 2011, p3).

Most tourists come by car and the current infrequency particularly of Sunday service on the Hope Valley Line, makes it unattractive both to tourists and residents. Increasing it to an hourly service throughout the day and the year would make it much more convenient for travellers wishing to visit the many tourist attractions within walking or cycling distance of Hope Valley stations. Bringing in tourists *but not their cars* will again benefit the environment, people's health and the regional economy.

Adjusting the time of the first/last train?

In general the HVRUG would nearly always support making the first and last trains arrive/depart, earlier/later.

With direct reference to the Hope Valley Line, HVRUG recommends weekday arrivals in, departures from, Sheffield and Manchester before 06.30 and after 23.00 respectively. Currently the first Hope Valley Line week day arrival in Sheffield is 06.57 and the first London train available is then at 07.29 (Master Cutler) which does not arrive in London until 09.33. An 06.30 arrival could connect with the 06.49 Sheffield departure giving an earlier 09.10 London arrival. Similarly at Manchester and Stockport earlier arrivals from the Hope Valley would give more flexibility for London bound passengers. It should be noted that the first Northern arrival in Manchester is at 08.35. While there is an earlier 07.34 arrival with EMTs (via Stockport, not Marple), transferring the requirement for early arrivals in Manchester from EMT to Northern would appear to enhance operational efficiency.

A later last train departure out of Sheffield and Manchester would make the service more attractive for Hope Valley residents wishing to visit these cities for evening entertainments as well as providing later connections from Birmingham and London originating trains. Arguably the current final week day departures of 22.47 (22.24 on Saturday) from Sheffield

and 22.28 from Manchester Piccadilly are rather too early. A final departure sometime after 23.00 at both Manchester and Sheffield would allow connections from the 20.40 and 20.55 departures from London Euston and St Pancras respectively thereby giving passengers greater scope for return journeys from these cities.

NTR2: Please set out, with evidence where available, any other approaches that might improve route utilisation and make better use of existing resources on the Northern franchise.

Although perhaps not applicable to the forthcoming franchise, it should be borne in mind that if HS2 comes to Meadowhall near Sheffield as is currently proposed then Hope Valley services should extend to there to maximise connectivity opportunities.

NTSR3: Please indicate, with evidence where available, where services should be improved on weekends, resources permitting.

See answer to NTSR1 above

NTSR4: Please indicate, with evidence where available, where weekend services provide poor value for the subsidy required to operate them.

Not applicable to HVRUG

NTSR5: What are your views on retaining the route from Cleethorpes and Grimsby to Barton-on-Humber within the Northern franchise? What evidence do you have to support your views?

Not applicable to HVRUG

OTH1: Do you have any other views on the future of the Northern and TPE franchises that you would like to set out?

As indicated under NTR2, forthcoming franchises must not allow developments that may compromise railway operations with the advent of HS2 and, given recent Government statements on the matter, possibly even a high speed line between Liverpool and Leeds (HS3).

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APPENDICES

Appendix 1 Table 1A: Station Usage estimates for Hope Valley Stations and all GB stations 1997/98- 2012/13

	1997/98	1998/99	1999/00	2000/01	2001/02	2002/03	2003/04	2004/05
Dore	41438	45358	48855	49203	46442	45484		55176
Grindleford	29346	30957	31258	29873	26753	24404	No	10
Hathersage	39068	36084	32748	31289	28562	26074	data	35850
Bemford	14811	15796	16352	18038	16888	15510	given	16618
Hope (Derbyshire)	29718	30987	34374	30737	25934	26549		33823
Edele	48291	48412	49740	43796	35725	40422		44109
Chinley	44466	46211	46668	48286	46366	47317		66169
Total (millions)	0.206	0.208	0.211	0.202	0.180	0.180		0.227
GB total (billions)	1.234	1.400	1.448	1.460	1.469	1.503		1.562
	2005/06	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	2012/13
Dore	60217	61600	70024	82802	85626	92828	106220	122764
Grindleford	32789	37191	43180	47730	53768	53162	55350	55324
Hathersage	38902	39814	43536	45960	48778	51202	56446	60650
Bemford	18621	19547	22836	23836	24442	25656	25050	27044
Hope (Derbyshire)	37861	38814	39692	44416	48210	45990	52440	51306
Edele	46396	50228	58531	58430	63754	68042	72760	66842
Chinley	67213	75127	75885	86002	91434	100458	103154	104764
Total (millions)	0.242	0.261	0.284	0.306	0.330	0.345	0.365	0.366
GB total (billions)	1.601	1.915	2.050	2.131	2.148	2.314	2.456	2.538

Data source: Office of Rail Regulation: <http://orr.gov.uk/statistics/published-data/station-usage-estimates>

It is from these data that figure 1 is constructed.

Appendix 2 Determination of annual percentage growth rates

To determine the annual percentage growth in passengers at each of the stations in table 1A, the method of exponential least squares regression analysis was used. This is preferable to calculating the increase based on any two years since then the result always depends upon the two years chosen. By plotting an exponential 'best fit' curve to the data for each station, parameters are found to the general equation:

$$P_n = P_o e^{rn}$$

where P_n represents the passengers after n years, P_o is the initial number of passengers i.e. when $n = 0$ and r is the annual growth rate. Table 2A gives the regression results for each station.

Table 2A: Regression analysis results and annual percentage growth rates on Hope Valley Line Stations

	Regression Equation	Goodness of Fit R^2	Annual percentage growth
Dore &Totley	35683e^{0.068n}	0.919	6.75
Grindleford	23838e^{0.052n}	0.783	5.21
Hathersage	28160e^{0.040n}	0.657	4.04
Bamford	13909e^{0.040n}	0.884	4.02
Hope (Derbys)	25884e^{0.042n}	0.791	4.19
Edale	39152e^{0.033n}	0.606	3.29
Chinley	37707e^{0.066n}	0.955	6.60
All Hope Valley Stations	0.204e^{0.0514n}	0.869	5.14
All stations in Britain	1.190e^{0.046n}	0.949	4.62
Data source: calculated from data in table 1A			

The annual percentage growth is found from the regression equation.

Appendix 3 Rail Commuting in the Hope Valley

Each station on the Hope Valley Line, with the exception of Dore, is situated within its respective Civil Parish whose population may be regarded as its catchment area. Hope (Derbyshire) may also be considered as serving the adjoining parishes of Bradwell and Castleton while Bamford also serves adjoining Thornhill. The data in table 3A show that over the ten year period from 2001 to 2011, the number of rail commuters increased from 134 to 267 – almost 100 per cent as shown in table 3A.

While these numbers may appear small, when taken as a proportion of the working age population (16-74 years) they become more significant – 19.23 per 1000 and 37.06 per 1000 in 2001 and 2011 respectively - as the data in table 3B show. Dore is excluded from the analysis as it lies within Sheffield Metropolitan area, not the Hope Valley.

Table 3A: Travel to work by train and car in the Hope Valley: 2001 and 2011

	Census 2001			Census 2011		
	Population	Travelling by:		Population	Travelling by:	
	aged 16-74	Train	Car	aged 16-74	Train	Car
Grindleford	668	15	331	651	24	317
Hathersage	860	9	413	986	41	463
Bamford + Thornhill	967	21	453	1039	26	499
Hope + Castleton + Bradwell	2144	12	908	2135	35	971
Edale	239	7	100	272	21	105
Chinley	2092	70	1038	2121	120	1102
Total	6970	134	3243	7204	267	3457
England	35532091	950023	13694851	38881372	1343684	15610435

Data source: Method of Travel to Work, Census 2001 Table UV39 and Census 2011 Table QS701EW, Neighbourhood Statistics, ONS

Table 3B: Travel to work by train and car per 1000 population aged 16-74

	Census 2001			Census 2011		
	Population	Travelling by:		Population	Travelling by:	
	aged 16-74	Train	Car	aged 16-74	Train	Car
Hope Valley Commuters per 1000 population aged 16-74	6970	19.23	465.28	7204	37.06	479.87
England Commuters per 1000 population aged 16-74	35532091	26.74	385.42	38881372	34.56	401.49

Data source: Method of Travel to Work, Census 2001 Table UV39 and Census 2011 Table QS701EW, Neighbourhood Statistics, ONS

Appendix 4

What would encourage more train use?

Reasons	No.
More Frequent Service	804
More Evening Services	542
Timetable Easy to Remember	421
Improved Coordination with Buses	343
Better Information When Train is Late	341
Improved Reliability	324
More Weekend Services	311
9 Other Reasons	Below 300

(HVRUG 2012 p.16)