

# Community Rail Designation: Glossop Line local service

## Route Prospectus

### For the Service Designation for the Glossop/Hadfield to Manchester route.

#### Introduction

Glossop is an important centre and a key jumping off point for access to the Peak District National Park. The steep hills and valleys at the eastern end of the line favour rail for local journeys.

#### The High Peak and Hope Valley Community Rail Partnership.

The Glossop Line is part of the High Peak and Hope Valley Community Rail Partnership (HP&HVCRP). The CRP was reconstituted in 2008 from a Rural Transport Partnership that had been in existence for over 10 years.

The Friends of Glossop station have been successful in improving the passenger experience at the station. The Partnership has been working with the Friends of Glossop station, Derbyshire County Council, Network Rail and Northern to restore the station building at Glossop, improving the facilities by restoring part of the historic station building, with a new ticket office, waiting rooms and toilet. This restoration has recently been completed, and won first place at the ACoRP Awards 2012 in the Station Development category.

The core funding partners are:

- Derbyshire County Council
- Transport for Greater Manchester
- Northern Rail
- Peak District National Park Authority
- High Peak Borough Council.

Other partners include:

- Derbyshire Dales District Council
- "Friends" of stations groups
- High Peak Access Group
- High Peak Borough Council
- Network Rail
- Parish and Town councils in the High Peak.

#### Prospectus

This prospectus aims to set out ideas for the development of the line using service designation to facilitate improved outputs for both the railway and particularly the communities and industries served by the railway. Service designation excludes the track and signalling and is used if there are other services such as freight sharing the line or if the line is part of a 'Trans European Network' (TEN) route.

The Derbyshire LTP 2011-26 sets out the Derbyshire Commitment to improving lines, stations and services in Derbyshire. Service designation of the service will assist the HPHVCRP in playing a vital role in meeting these challenges. The LTP will also help shape the way that the Partnership works:

- Working with business, Local Enterprise Partnerships and local authorities to raise the profile of the line and increase passenger numbers.
- Developing a funded business case for increased services and infrastructure improvements.
- Working with the community at all levels to improve the railway through local investment and voluntary effort.
- Establishing the line as a tourist destination in its own right.
- Working with community groups, particularly in deprived areas, to enhance life experience and improve community cohesion.
- Working with major employers to facilitate and further develop rail commuting.

#### **Key Aspirations of Service Designation:**

We are seeking the following;

- **Improved station environments through increased community involvement.** To continually encourage community involvement with the local railway through station partnerships and attracting local funding. There has already been investment at Glossop and Hadfield stations and further investment at Glossop has just been completed.
- **Increased rolling stock allocation** to establish a business case for greater investment in rolling stock to eliminate overcrowding and improve service resilience.

#### **Longer Term Aspirations**

- **Increased capacity east of Broadbottom.** To investigate the feasibility of increasing capacity east of Broadbottom to enable a higher frequency service to meet the forecasted extra demand for rail services in the area.
- **An Improved train service.** Despite the existing service being half hourly we believe that an improved level of service (say to 3 trains per hour or even 4) would make a significant improvement to the green travel agenda in the A57 corridor. An increase in service levels of this magnitude would be dependent on increasing the capacity east of Broadbottom.
- **Station at Gamesley.** To investigate the feasibility of a new station at Gamesley to serve the local communities.

#### **Key Measures of Success**

- Increased Community involvement
- Increased ridership and revenue
- Improved train service

**Stations included in the designation:**

The following stations would be included in the designation; Ashburys, Gorton, Fairfield, Guide Bridge, Flowery Field, Newton for Hyde, Godley, Hattersley, Broadbottom, Dinting, Hadfield, Glossop.

**Freight**

This route is unlikely to carry any significant freight traffic.

Service designation of the route would not preclude investment in the future to support economic development, nor would it hinder the use of the railway as a freight line, express or diversionary route if the Woodhead line to Sheffield were to be reinstated.

Designation is intended to be a permanent arrangement, but it can be reviewed periodically to assess whether designation is still appropriate.

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July 2013