

Sevenside Community Rail
Partnership  c.i.c

Progress Report

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Working with communities to improve local
stations and train services

Sevenside Community Rail Partnership c.i.c

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for Severn Beach line information

company registration number 5270340

The national award winning

Sevenside Community Rail Partnership

has worked with local communities and schools to deliver

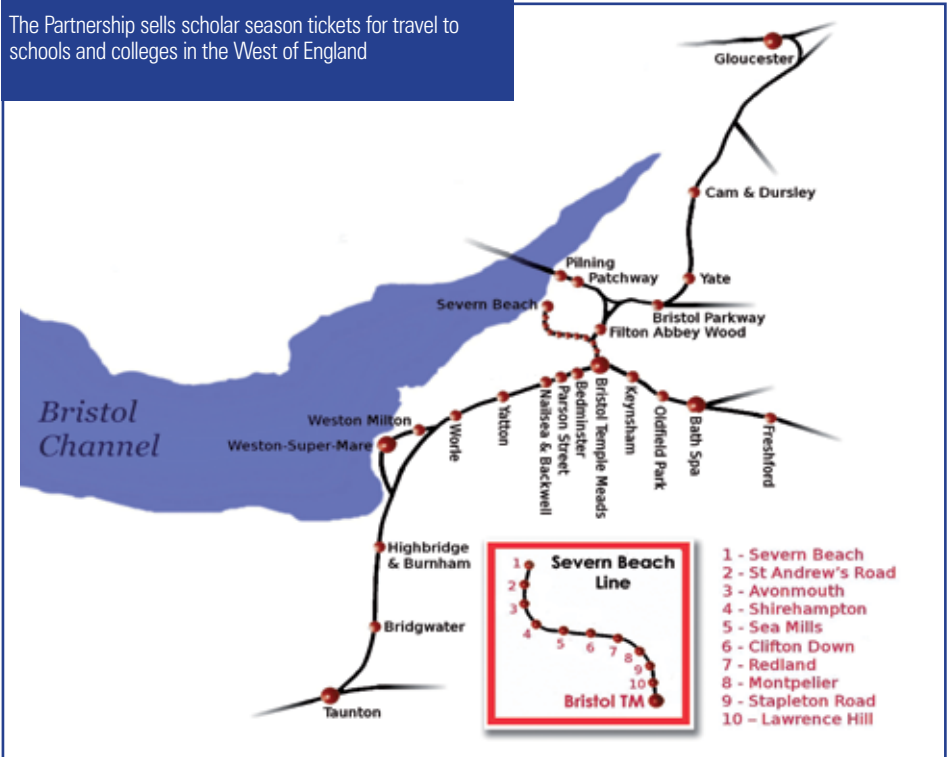
- cost-effective community based improvements at most local stations
- more friendly, welcoming and safer stations
- reduced station crime, vandalism and anti-social behaviour
- better passenger information at local stations and about local train services

Better stations, locally supported, help encourage more passengers to use local rail services, which means less cars on the road and less pollution.

cover photograph

School children await the afternoon train home at Redland

The Partnership sells scholar season tickets for travel to schools and colleges in the West of England



Sevenside Community Rail Partnership c.i.c

Progress Report

Community Rail Partnerships are a means by which stakeholders play an active role in the development of their local rail service. They bring together train operators, local authorities, employers, local organisations and community groups.

The Sevenside Community Rail Partnership was formed in summer 2004. Its main aim is to identify and implement measures to encourage the use of local trains on routes radiating from Bristol; to ensure that access to local stations is easy and that stations provide a safe and welcoming environment. The emphasis is on working with partners and local communities to deliver quick wins and small-scale initiatives that make local rail services more attractive and bring passenger benefits.

The Partnership covers the network of routes radiating from Bristol, bounded by Gloucester, Bath/Freshford, Weston-super-Mare, Taunton, and the Severn Estuary; this includes the branch line to Severn Beach.



Partnership Chairman Keith Walton receives the National Community Rail Award for the Filton Abbey Wood leaflet and the Annual Report

The Partnership's principal sponsors are Bath and North East Somerset, Bristol City, North Somerset, Somerset, and South Gloucestershire Councils, Business West, First Great Western, and the West of England Partnership, who together form the Management Board for the Partnership. We have also welcomed support from CrossCountry Trains, Network Rail and the British Transport Police. The Principal Sponsors also have the option of being nominated as Directors of the

Partnership, who are legally responsible for the conduct of the Partnership, in accordance with the Companies Acts. The Principal Sponsors fund the running costs, including the post of Partnership Officer, our one employee. Projects are funded largely through specific grants, assisted by local and community voluntary work. The Partnership was re-constituted in June 2008 as a Community Interest Company.

A significant part of our work is encouraging schools and communities to take an interest in looking after their local station. The hard work by our Partnership Officer, Heather Cullimore, was recognised by the Partnership again receiving a number of national awards during 2011. We were particularly pleased that our work with the Probation Service on station improvement was nominated under the Community Programme Awards sponsored by the Howard League for Penal Reform – the first time that our work has been recognised for an award outside the rail industry; we were runner up. In the national Community Rail awards, we came first in the Best Marketing Publication with our Progress Report and Filton Abbey Wood leaflet. The Partnership came third in the Community Arts category for our work with the local community at Bedminster station.

The Rt Hon Theresa Villiers, Minister for Rail at the Department for Transport visited the Partnership in March and saw our work at stations on the Severn Beach line. In a debate in the House of Commons in July on local rail services Norman Baker, Minister for Regional and Local Transport commented "Let me take the opportunity to congratulate the Sevenside Community Rail Partnership. It has done tremendous work in improving stations, promoting the network around Bristol, and, importantly, involving local people in its schemes. That has produced a tremendous sense of pride and ownership in the local rail network. My Rt Hon Friend the Minister of State for Transport recently visited the line and was impressed by the achievements of the community rail partnership. She was keen for me to refer to those achievements in my remarks today".

We were particularly pleased that in October First Great Western named one of their local trains "Sevenside Community Rail Partnership" in recognition of our work and achievements.

We welcome suggestions from local communities, organisations and individuals for new areas of work which would be appropriate for the Partnership.

Improving local stations

During 2011 we continued to focus on working with communities to improve local unstaffed stations to provide a safer and friendlier waiting environment. Most of the local stations in our area have now benefited from improvement schemes. We have been greatly supported in this work by the Probation Service – much of the heavier work has been done by offenders as part of the Community Payback scheme. This is then followed up by encouraging local schools to look after station gardens and to brighten up the stations with artwork displays – under the banner of the Severnside Schools Community Stations Programme. Some local stations are now being formally “adopted” by local schools. Experience has shown that involving the local community, and particularly local schools, encourages more pride and less vandalism at stations: and better stations attract new passengers to the trains. British Transport Police statistics show 53% reduction in reported crime since 2007 at local stations in the Bristol area. We are grateful to Bristol Clean and Green, North Somerset’s Community Safety and Drug Action Team, all the local authorities, First Great Western and Network Rail - for their support, funding and encouragement for the station improvement programme. Thanks also go to the British Transport Police who have provided additional support through their Neighbourhood Policing Team.

In 2011 we have delivered

In Bath and North East Somerset

- new poster cases at Keynsham, with art displays provided by the Time Out Youth Group
- poster cases and artwork provided by the Disabled Artist Group
- support for the On Board Group at Oldfield Park, led by Cllr June Player who received a “It’s Your Neighbourhood” award for her work at the station

In Bristol

- completion of the major renovation project at Bedminster, including new artwork by Ashton Park Secondary and St Mary Redcliffe Primary Schools and local youth groups, community display panels, an improved platform and new subway lighting. New customer help points and screens complete the transformation
- further improvements at Stapleton Road, in conjunction with Eastside Roots Community Garden Centre
- improvement of the station garden at Montpelier by Colston’s Girls School
- continuing station maintenance work at Avonmouth
- maintenance of the station planters at Shirehampton by the Shirehampton Community Action Forum
- designated community notice boards for all stations

Poster cases are now provided to display renewable community artwork: this gives an opportunity to schools and community groups to take ownership of a poster case and pictures are changed regularly. During 2011, 75 artists had their work displayed at their local station.



Photographic artwork by a youth group at Keynsham



School artwork at Nailsea



Disabled artists exhibit at Oldfield Park

Tending the station gardens



Students at Weston Milton



Community payback team at Taunton



Community group at Stapleton Road

In North Somerset

- new poster cases at Nailsea and Backwell with artwork display co-ordinated by Backwell school
- further improvements at Weston Milton, including new artwork and restoration of the station gardens: the station has been adopted by Worle Community School
- clearance of overgrown foliage in the car parks at Worle, and Weston Milton and Nailsea and Backwell, under the Community Payback scheme
- poster case art at Worle and Weston Milton by Worle Community School
- Worle station has been adopted by Westhaven Special School
- hanging baskets at Yatton supported by the station garden group and Cleve Nurseries
- hanging baskets at Weston-super-Mare supported by Cleve Nurseries
- environmental improvements at Weston-super-Mare through the Community Payback scheme

In Somerset

- new poster cases at Highbridge and Burnham with artwork from the Highbridge and Burnham Dream Scheme. Clearance work was undertaken with help from the Community Payback scheme, new planters by the Highbridge in Bloom group. The station was awarded the Wheatley Trophy under the South West in Bloom Scheme in the outstanding industrial site category
- improvements at Bridgwater included completion of the station art project undertaken by East Bridgwater Community School, and work by the station garden group volunteers
- at Taunton regular work under the Community Payback Scheme has delivered a number of environmental improvements

In South Gloucestershire

- support for the Yate in Bloom group, and new planters have been installed
- at Patchway a further community mosaic has been installed, work continues on the community garden; and the Partnership, through Community Payback, delivered a comprehensive clearance of the disused Network Rail land adjacent to the station
- thorough litter picks, under Community Payback, of the car park area at Bristol Parkway.

We are very pleased that the Department for Transport announced, in December 2011, that funding for ramps would be made available for Keynsham and Nailsea and Backwell stations, under the Access for All award scheme. We look forward to the speedy implementation of these improvements.

Better local train services

The Partnership welcomed the Department for Transport's announcement approving electrification of the Bristol – London main line, but we still await information on how this will affect the pattern and frequency of local train services.

The continual growth in the use of the local rail network around Bristol means that many of the local services are now unacceptably overcrowded, so we welcomed the Department's approval of additional carriages to increase the capacity of peak services into Bristol. However the overcrowding is not just at the weekday commuter periods. A sudden increase in passenger numbers, for instance families travelling to Weston-super-Mare on a sunny day, to Bath on a Saturday for sport or shopping, or even extra mid-week shoppers because of school closures on in-service teacher training days, can put a real strain on the local services. Passengers are left behind and those on very overcrowded trains are likely to be put off travelling by train in future. So we think it is important that the extra carriages are also used to supplement capacity on appropriate weekday off-peak and weekend services.

The Partnership will be responding to the Department for Transport's consultation on the retendering of the Greater Western franchise from April 2013; in particular we will be looking at the opportunities the new franchise may present for enhancement of services and facilities.

Attracting more passengers to use local trains

One of the aims of the Partnership is to attract more passengers to use those trains where there is space. During 2011 we have

- continued to develop the dedicated Severn Beach line web-site – severnbeachline.org. As well as details of times, fares and general information, this gives direct access to First Great Western's live train running system. There are over 13,000 visits to the site each month
- produced jointly with South Gloucestershire Council and First Great Western a leaflet promoting commuting by rail to Filton Abbey Wood, aimed particularly at staff of the large employers located near the station, including Ministry of Defence and the University of the West of England; the leaflet has proved particularly useful for staff re-locating to the Filton area
- encouraged scholars to use the train, where there is capacity, by promoting, and issuing on behalf of First Great Western, scholar season tickets for the Severn Beach line, and to schools and colleges throughout our area
- worked with the Friends of Suburban Bristol Railways on a summer weekday count of passengers using the Severn Beach line; on a count of passengers using the summer Sunday services; and on other promotional activities

Filton Abbey Wood is a key commuting station with a 20% increase in passengers in 2011



Additional carriages have been provided on main commuter trains calling at Filton Abbey Wood



Award winning leaflet promoting rail travel for employees working in the Filton Abbey Wood area

Floral displays welcome passengers



Planters at Yate



Planters at Highbridge



Team work installing hanging baskets at Yatton

- worked with Bristol and South Gloucestershire Councils and First Great Western on publicity for the enhanced summer Sunday services on the Severn Beach line; the improved service, including through trains to and from Weston-super-Mare, proved very popular.
- arranged with First Great Western for additional trains to call at Parson Street on Saturdays to serve Bristol City Football Club matches

Other Partnership activities

The Severn Beach Line has been formally designated by the Department for Transport as a Community Rail Route. This gives the Partnership an enhanced role and real involvement in the development of the line, and helps encourage innovation. The number of passengers using the line has increased by over 90% during the last 4 years. In 2011 the Partnership has facilitated a number of small scale improvements. The route is unique in having a zonal fare structure. We sponsored the trial of basic ticket machines - developed from car park machines - at three stations; the most successful location being Clifton Down. CCTV coverage of most Severn Beach line stations (plus Bedminster and Parson Street) is being funded by Bristol City Council and will be installed in 2012 and linked to their control centre. The Partnership is also investigating the scope for a rail platform at the Portway Park and Ride. In autumn 2011, to allow engineering improvements, the Sunday Severn Beach line rail service was replaced by buses: the Partnership monitored the bus service and made constructive suggestions for improvements to replacement bus timetables and routes which would both benefit passengers and be more cost-effective. During the early part of 2012 we will be undertaking research into the views of passengers using the line and their priorities for further improvements.

Other work undertaken by the Partnership during 2011 has included

- co-ordination of responses from Members to proposed timetable changes
- participation in various PACT (Police and Communities Together) meetings arranged by the British Transport Police
- continuing to develop links with major employers using Filton Abbey Wood station, in particular the Ministry of Defence and the University of the West of England
- encouraging integration between rail and bus at Weston-super-Mare station, in particular by provision of up-to-date timetables, maps and signing
- launching a new look website, as well as social media pages on Facebook and Twitter
- working with First Great Western to reduce ticketless travel in the Partnership's area

Passenger Statistics

Passengers using local stations on weekdays

Station	2009	2010	2011
Yate	931	896	974
Patchway	234	273	295
Filton Abbey Wood	3102	2823	3461
Bedminster	322	368	359
Parson Street	269	294	283
Nailsea and Backwell	1441	1449	1565
Yatton	1394	1349	1447
Worle	1137	1269	1375
Weston Milton	221	247	318
Weston-s-Mare	2579	2421	2303
Keynsham	1034	1026	1204
Oldfield Park	974	1114	1247
Freshford	109	102	118
Highbridge	436	457	505
Bridgwater	574	711	717
Severn Beach	135	143	201
St Andrews Road	18	24	29
Avonmouth	243	323	348
Shirehampton	214	179	230
Sea Mills	191	187	277
Clifton Down	981	1115	1152
Redland	635	626	561
Montpelier	623	620	813
Stapleton Road sb	540	611	753
Lawrence Hill sb	366	384	393
Temple Meads sb	1379	1426	1593
Severn Beach line trains total	<u>5325</u>	<u>5638</u>	<u>6350</u>
Stapleton Road nsb	318	336	463
Lawrence Hill nsb	308	355	326
Stations - Temple Meads - Severn Beach - all trains	<u>5951</u>	<u>6329</u>	<u>7139</u>
Grand total Greater Bristol local stations (excl Somerset)	19698	19960	22098

Passengers using local and regional trains in the West of England 2011

Route	2011
Cardiff - Bristol - Westbury - Portsmouth/Weymouth	7,760,000
Bristol - Severn Beach	858,000
Bristol - Weston-super-Mare - Taunton - Exeter	1,862,000
Bristol - Gloucester - Great Malvern	1,292,000
Total West of England local/regional journeys	11,772,000

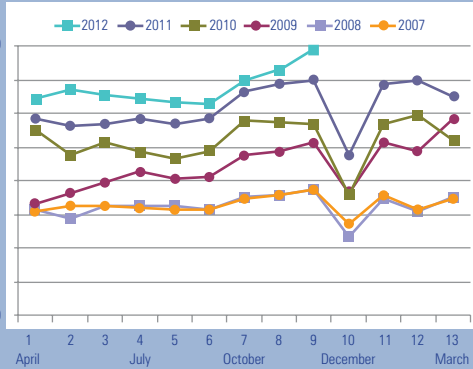
Notes: The above figures are from First Great Western ticket sales allocated Lennon data and include only FGW journeys. Some journeys made for example on rover tickets or employee passes, or on substitute buses, may not have been recorded. So the figures may underscore the total journeys, but this is unlikely to be significant.

Notes: The station figures are from the November weekday count which is undertaken annually by the local authorities. They show the total number of passengers arriving and departing on the day of the count. The 2011 figures are provisional.

(Somerset stations at Highbridge and Bridgwater are November daytime only)

nsb = Passengers on trains other than the Severn Beach line
sb = Severn Beach line passengers

Bristol Temple Meads - Severn Beach



The number of passengers using the Severn Beach line has more than doubled in the last five years.

The graph shows total passengers in each 4 weekly railway reporting period for the year ending in March.

Brightening the stations



Welcome to Bedminster



Admiring the subway artwork

First Great Western named a train after the Partnership



From left: Keith Walton, Chairman; Heather Cullimore, Partnership Officer; Steve Tyler, FGW; Antonia Parker-Jones, Company Secretary.



Mosaics at Patchway

Accounts and financial statement

Severnside Community Rail Partnership

Year ended 31 March 2011

Balance Sheet

	£ 2010-11	£ 2009-10
Fixed Assets	-	-
Current Assets		
Debtors	-	-
Cash at bank and in hand	21,234	14,661
	<u>21,234</u>	<u>14,661</u>
Creditors : Amounts falling due within one year	(664)	(531)
Net Assets	20,570	14,130
Total Assets less Current Liabilities	<u>20,570</u>	<u>14,130</u>
Represented by:		
Restricted funds	11,029	9,313
Unrestricted funds	9,541	4,817
	<u>20,570</u>	<u>14,130</u>

The Directors are satisfied that the company is entitled to exemption from the provisions of the Companies Act 2006 (the Act) relating to the audit of the accounts for the year by virtue of section 477, and that no member or members have requested an audit pursuant to section 477 of the Act. The Directors acknowledge their responsibilities for:

(i) ensuring that the company keeps proper accounting records which comply with section 386 of the Act, and

(ii) preparing financial statements which give a true and fair view of the state of affairs of the company as at the end of the financial year and of its profit or loss for the financial year in accordance with the requirements of section 396, and which otherwise comply with the requirements of the Act relating to financial statements, so far as applicable to the company.

Year ended 31 March 2011

Profit and Loss Account

	£ 2010-11	£ 2009-10
Income	136,692	96,831
Administrative Expenses	(130,253)	(96,802)
Operating Profit/Loss	6,439	29
Interest Receivable	1	2
Profit/(Loss) on Ordinary Activities before taxation	6,440	31
Corporation Tax	-	-
Retained profit brought forward	<u>14,130</u>	<u>14,099</u>
Balance carried forward	<u>20,570</u>	<u>14,130</u>

The Company has no recognised gains or losses other than the profit/loss for the above financial period.

None of the Company's activities were acquired or discontinued during the above financial period.

Severnside Community Rail Partnership

Year ended 31 March 2011 Income and expenditure information

	£ 2010 -11 Restricted	£ 2010 -11 Unrestricted	£ 2010 -11 Total	£ 2009 -10 Total
Income				
Contributions from partners	-	47,500	47,500	45,000
Bank Interest	-	1	1	2
Miscellaneous	-	1,360	1,360	1,181
Station Improvement Projects	37,848	-	37,848	14,162
Leaflets	-	-	-	545
Scholar tickets project	49,984	-	49,984	35,943
	87,832	48,861	136,693	96,833
Expenditure				
Travel & Subsistence	-	2,499	2,499	3,274
Salary costs	-	29,330	29,330	36,052
Miscellaneous	-	2,740	2,740	2,274
Depreciation	-	-	-	900
Telephone/IT	-	2,844	2,844	1,894
Postage/stationery	-	268	268	222
Meetings/Conferences/Seminars	-	337	337	668
Accommodation	-	5,000	5,000	5,000
Accountancy/Audit/Insurance	-	1,119	1,119	981
Station improvement projects	34,893	-	34,893	16,278
Scholar tickets project	51,223	-	51,223	29,259
	86,116	44,137	130,253	96,802
Surplus/deficit for the year	1,716	4,724	6,440	31
Transfer between funds	-	-	-	-
Balance brought forward	9,313	4,817	14,130	14,099
Balance at 31/3/10	<u>11,029</u>	<u>9,541</u>	<u>20,570</u>	<u>14,130</u>

Contributions in kind: we are grateful for travel passes provided by First Great Western and Cross Country Trains, which are not included above

Local authorities gain considerable benefits from their funding towards the running costs of the Partnership.

Active help in delivering Local Transport Plans and other Targets, including the Localism Agenda

Local authority targets to attract increased use of local rail services will not be achieved without considerable work; the Partnership's active role in this is

- working with train operators to achieve more frequent off-peak local train services – already largely delivered
- working with train operators to resolve problems of lack of peak capacity - additional carriages in service December 2011
- delivering small scale improvements to make local stations more welcoming, safer and environmentally friendly - on-going programme
- making rail travel easier for local passengers
 - simplified timetable posters - displayed at many unstaffed stations
 - better, and better targeted, local publicity through leaflets and special promotions
 - reducing barriers to travel through
 - improving station safety and security - CCTV already installed at many stations, with most others being covered during 2012
 - better station access - the Partnership is able to sponsor and attract match funding for small schemes
 - promoting integration - eg combined bus-rail tickets

The Partnership's work also helps local authorities deliver a sustainable transport system, as well as achieving the wider objectives set out in Local Area Agreements, assisting with local regeneration schemes and promoting economic growth. Much of our work is in socially deprived areas which helps meet local authority social inclusivity targets. We have developed a range of measures to encourage localism, including local volunteering.

Augmenting Councils' influence on the rail industry

The Partnership provides an opportunity for local authorities to have regular and easy access to senior rail management; and for local authorities to come together with other Partnership members and the train operators to make representations, for instance to the Department for Transport. The Partnership "club membership" provides a mechanism for consultation, input and influence on rail issues varying from significant policy development to more practical issues such as local timetables, which would not otherwise be so readily available.

Information for local authority members and transport officers

The Partnership provides a source of independent expertise and briefing for local authorities on rail issues, such as timetable changes, rolling stock, performance and infrastructure development issues. The briefings help local authority members and officers, and reduce the need for each local authority separately to devote time and effort to researching rail issues

Support for the local economy by encouraging rail tourism

The Partnership works closely with tourism agencies, and produces leaflets promoting days out by train in the West of England.

Access to funding, which is not available to local authorities

As a Community Interest Company, the Partnership is able to attract grants and match funding not available to public sector bodies. This has already been used to help deliver local station improvements

A mechanism for involving local communities constructively in supporting public transport

The Partnership provides a mechanism for involving local communities constructively in supporting public transport – for example not only do art displays and gardens help to make the stations more friendly places, but local "ownership" helps reduce vandalism and anti-social behaviour.