

# Friends of Dore and Totley Station – FoDaTS

July 2016 Newsletter, with links to even more information



## After the Inquiry, what next? A new platform, footbridge – HS2?

[The Hope Valley Capacity Scheme inquiry](#) went into a third week, dominated by concerns centring around Hathersage and Bamford. Needs at Dore & Totley were well presented by our team including representatives from Dore Village Society and Bradway Action Group. You can find all the evidence submitted from the page linked above, and the sub-pages. There's lots! At the time of writing we're awaiting the outcome.

To summarise, we're happy to see the lines redoubled through the station by December 2018 with a new platform and footbridge. We aren't happy with the standard of buildings proposed, their size, the cover provided and their aesthetic design. There may also be safety issues if large numbers of passengers are near fast running trains. Car parking is outside the scope of the scheme, so we're taking that up elsewhere, see below.

### Northern Rail

In the meantime we've been engaging with the new Northern franchise team. They took over on 1<sup>st</sup> April, [giving themselves 44 months to make major improvements](#). So far so good, but first they're making major changes to the management structures and personnel. In the short term many interim managers are seeing through the transition. Deputy Chair Ken Wheat and I recently met representatives from Northern and servicing contractors Carillion and were assured that by September all should be in place. We're hoping the people we've been getting to know will continue in broadly similar positions.

Pacer trains are certain to go by the end of 2019. There was concern they might be replaced by 1980s converted tube trains. They're not, they're too slow for any of Northern's routes. We'll get good refurbished trains, maybe still 30 years old, but stripped down to basics and with new interiors indistinguishable from brand new trains. Two or three trial units are near completion. Once they've been evaluated they'll decide on internal layouts for the rest of the fleet, including power points for mobile devices, free wi-fi and improved customer service information.



Artists impression of new Northern electric unit to be introduced by end 2019 – we will get refurbished diesels

Ticketing improvements are coming, encouraging us to buy and print tickets at home, reducing queues at station machines and pressure on conductors. For those who dare try, smartphone tickets will do away with the paper. Many passengers avoid season tickets because they travel on a limited number of days. There'll be a new carnet ticket for a fixed number of journeys, rather than a fixed period of weeks/months.

The way the railway system works is that Network Rail are awaiting the Department for Transport's approval before proceeding further. Northern will have to maintain and manage whatever is built, but at the time of writing had not been consulted on what's to be provided. Their estates team is aware of what's going on from what they've gleaned, including what FoDaTS has told them. They share our concern that the cover proposed is totally inadequate. We hope they may be able to influence what gets built before the work commences. They've set aside £38 million for station improvements over the franchise period and we believe some of that should be spent at Dore & Totley. Many of the other 450 Northern stations will feel they should get a share, so we need support to press our case.

We're trying to establish exactly what Northern's sub-contractors, Carillion, are doing to maintain the surroundings and vegetation around the car park and station. It's supposed to be a twice weekly litter collection and general check up, with more thorough maintenance 2 or 3 times a year. Their summer 3 day session is taking place as I write, with hay still to be removed, and brambles to be tackled.



Men from Carillion before and during July maintenance blitz on station surrounds

Members and local residents haven't been happy with the unkempt border beside Abbeydale Road South. It's a large area, but if we could agree a plan there is a possibility that a FoDaTS gardening group could be allowed to maintain part of that area to a higher standard. If that happens we'll have to be very sure we're agreed on that plan, and have the capacity to put it into practice on an ongoing basis. Ideas and potential volunteers welcome.

It's encouraging that Northern's franchise agreement commits them to working with station groups like ours to provide more focussed facilities and services to the communities they serve. It's the first time such a commitment has been built into a franchise agreement and they're placing dedicated staff into supporting roles to help us. There may be extra cash available for smaller projects, maybe on a matched basis.

## Sheffield City Region and SYPTE

Since the inquiry we wrote to a wide range of people involved in transport locally and Ken and I have had a most cordial meeting with Dave Allatt, Sheffield City Region Strategy Manager, Ian Fothergill, Tram and Train Contract Officer, SYPTE and Praveena Mohanamurali, of SYPTE who project managed the Park & Ride facility. SYPTE has recently evolved into a mainly operational organisation. Dave's role is to develop transport strategy for the City Region and manage the emerging Infrastructure Fund which will be devolved to SCR following resolution of the necessary checks and balances required by Government.

We're particularly keen to develop together a strategy and project for Dore & Totley station to address existing issues and likely upcoming ones. Dave acknowledged and welcomed this and would include the matters within the current review of the SCR's Transport Strategy. Issues around the existing car park were recognised. There's a need to re-visit things like charging policies when the strategy is reviewed.

All agreed there are no easy answers, but an opportunity is available to provide better facilities and services at Dore. There'll be a very competitive 'bidding' process for any monies available and we need to make a strong case. Other funding sources are possible and Ian indicated that he'd examine how things like a canopy over the existing platform could be provided.

We raised improved services – hourly stopping trains, more stops by fast trains and more direct links to places like Meadowhall. We referred to growing congestion in the Sheaf Valley corridor, and suggested these be addressed with sustainable solutions including improved rail services and/or tram/train options. The Rotherham tram/train trial is behind schedule and it will be years before it can be evaluated and any decisions to extend made.

We raised parking - not least because a possible Park & Ride facility was shown at D&T in the recent Sheffield Development Plan Consultation! More trains mean more users, many wanting to come by car. Discussion took place around the potential for a number of sites near the station for further parking. It's a thorny issue. Local residents don't want cars on footpaths, or more traffic. Loss of green space is opposed by many. The council owns the railway triangle. There isn't much money.



We have 7 extra large bays for bigger cars. A Fiat 500 had just left! That space could take 10 cars

It was clear that we need to have more specific information about where passengers are coming from and going to, as well as numbers. That will require surveys over a number of days, probably in the autumn. At present we all know a significant number of journeys are taking place without payment, but we're only guessing at how many. It doesn't help our case for better facilities on the station, or more trains, as such things are decided by ticket sales data. (Our rough estimate is that up to 20% of fares are uncollected.)

We asked about the role of Rail for the North, their transport strategy and how we could assist. Jonathon Brown of SCR, who's involved in its development, should be our point of contact. If Network Rail's Hope Valley Scheme is approved, they'll have to be consulted about the provisions at Dore station. SYPTE would respond with their views about their adequacy etc.. It was agreed that FoDaTS' views would be taken into account.

## **Electrification and HS2**

[HS2 plans from Crewe to Leeds](#) won't be confirmed before the end of the year. The latest idea is to bypass Sheffield, allowing fast trains to leave the HS2 tracks south of Chesterfield, continuing at normal speeds into Sheffield. In the meantime tracks to Sheffield should have been electrified. The earliest date we're likely to see an HS2 service into Sheffield could be 2033!

It's taken 3 years of consultations for the much smaller Hope Valley Scheme, and it's still not agreed. We need to bear in mind there'll be many further changes to the HS2 plans. We'll be looking out to see Dore & Totley gets full consideration. Stopping services on the mainline aren't impossible, but may be hard to achieve – and they'd bring more demand for car parking space!

## **Concluding**

The next few years will see major changes at Dore & Totley. We intend to supply meaningful input, ensuring that the needs of users and local residents are as well satisfied as possible.

You can contact us by sending an email to; [Secretary, FoDaTS](#)

You can also find and message us on Facebook - just go to; [FoDaTS Facebook](#)

Look in from time to time to see the latest news - and make constructive comment, please!

**We now have an excellent website** set up by Derek Gillibrand, see; [FoDaTS website](#)

Chris Morgan, [Chairman FoDaTS](#)

Deputy Chairman; Ken Wheat, Secretary; Nick Barnes, Treasurer; John de Bartolome  
Committee; Dawn Biram, Ian Cox, David Crosby, Derek Gillibrand, Joe Otten, David Ward



Green Arrow passes the old station about 1980