SALFORD’S PRIORITIES FOR RAIL SERVICE AND STATION INVESTMENT

TO INFORM THE DEVELOPMENT OF A SALFORD RAIL STRATEGY

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1. **THE PURPOSE OF A Salford Rail Strategy**

1.1 The Salford Rail Strategy will present:

(i) A comprehensive overview of aspirations for improvement across the rail network in Salford within the context of national and regional planning strategies for rail;

(ii) An initial programme of realistic and achievable improvement projects for the rail network in Salford over the short, medium and long term to 2040 and beyond;

(iii) Prioritised investment in rail service enhancements and stations within the wider context of:

- Economic development and regeneration.
- A growing and more productive City economy.
- Environmental improvements.
- Integrated transport across Salford.
- Ensuring a better quality of life for all residents of Salford to support the best possible contribution of rail transport across Salford; and

(iv) Position Salford City Council to work in partnership with other organisations and stakeholders in taking railways across Greater Manchester and the North.

1.2 The Salford Rail Strategy is another step towards developing a cohesive and integrated public transport strategy that ensures that the Greater Manchester heavy rail network is developed in conjunction with the development of other public transport (Metrolink, Guided Bus and bus services) and underpins economic development and regeneration.

1.3 To achieve this, it is vital to take account of the wider railway, national and regional planning strategies. It is through these that strategies improvements to the rail network in Greater Manchester, and so Salford, can be achieved by the railway industry, Rail North and Transport for Greater Manchester (TfGM). It is hoped these partners can work in partnership with the City Council over the coming years up to 2040 to deliver locally focused improvements.
2. THE OBJECTIVES OF THE RAIL STRATEGY

2.1 There is a need for a rail strategy for Salford that reflects the current developments across the local rail network and which contributes to the achievement of the City Council’s wider objectives of:

- Bringing measurable benefits to rail passengers;
- Achieving wider economic and social objectives of regeneration, employment, inclusion, and accessibility in the Salford communities served by rail;
- Ensuring that rail contributes to sustainable development across Salford; and
- Ensure that were practicable; Salford City Council’s spatial and planning policies are integrated with developments on the rail network.

3. CONTEXT OF THE RAIL STRATEGY

3.1 The Local Context

3.1.1 The City Council believes that Salford should be better connected within the rail network. Over a number of years there has been insufficient investment in Salford stations, and the availability of services is not what it should be.

3.1.2 The issues impacting on the rail network across Salford fall into four main themes:

- Train services - Inter-Regional and Local;
- Stations - Facilities, staffing and access;
- Stakeholder Relations - Network Rail, train operators and the wider rail industry, Rail North, TfGM and local communities; and
- Longer term developments - Ensuring that rail serves the developing City of Salford in the most appropriate and sustainable way possible.

3.1.3 This review confirms many long held rail aspirations across those themes and the considerable backlog of rail investment proposals that have accumulated across the City over some years. They are however, linked closely to social and economic issues such as:

- Land use and spatial development.
- Sustainable Regeneration.
- Employment.

3.1.4 The Salford Rail Strategy will seek to ensure that the local rail network increasingly benefits all users by achieving specific objectives in the following ways:

(i) Train service provision tailored appropriately to existing and future demand;
(ii) Station facilities improved appropriately;
(iii) Safety and security at all stages of the rail journey, in the car park and at the station;
(iv) The accessibility of the rail network for all users, particularly those with disability and mobility problems;
(v) Provision of adequate information at rail stations;
(vi) Integration with the local areas served by stations through improved walking and cycling links along with other public transport modes;
(vii) In terms of the specific Salford stations;
   • Salford Central Station requires significant investment to provide improved train service connectivity with is vital to the growth of City Centre Salford.
   • Salford Crescent station requires further improvements;
   • Irlam has been transformed in recent years but still needs further improvement and improved disabled access;
   • Walkden requires investment to provide disabled access but other investment is also needed;
   • Swinton Station, as the station closest station to Salford City Council’s Civic Centre, justifies appropriate investment in improved facilities and disabled access. It also needs access to a suitably sized car park;
   • Eccles Station needs disabled access to platform level, but also better integration with the nearby Metrolink and bus station;
   • Patricroft is now benefiting from quite large scale housing growth. The station justifies improved facilities and in due course, disabled access.
(viii) In the case of rail freight operations, Salford City Council’s main focus is Port Salford.
(ix) Stakeholder relations can be developed further; and
(x) Longer-term developments, including Metrolink extensions, Tram-Train and Bus Rapid-Transit need to be reviewed.

3.1.5 All the above issues are dealt with in detail throughout the following pages

3.2 The Regional Context

3.2.1 The North’s rail network has experienced decades of under-investment that has at last now started to be addressed through a number of strategies for the North West and Greater Manchester which include:
   • The establishment of Rail North (within Transport for the North) and the Rail North Long Term Rail Strategy;
Greater Manchester, the North’s biggest rail bottleneck will be rectified as the core part of the Northern Hub programme, with investment by Network Rail in stations, infrastructure and signalling;

Electrification (both currently committed and possible future extensions) of key routes;

The re-franchising of TransPennine Express and Arriva Northern Railway from 1st April 2016 includes commitments to investment in rolling stock, train services, stations, community rail and other areas;

The future role of TfGM (including the TfGM 10 Year Rail Plan and 2040 Vision); and

The establishment of Transport for the North (which will fully integrate with Rail North in 2017) and the development of the Northern Transport Strategy (which in turn is underpinned by the first Independent Economic Review for the North).

Together these strategies and the investment that they propose combine to create the regional context of the Salford Rail Strategy. Sustainable economic development is at their core, and this will be the focus of the Salford Rail Strategy.

Salford City Council endorses and supports the rail network investment and improvements contained in the above strategies and programmes.

The Rail North Long Term Rail Strategy

The primary focus of Rail North Ltd is the management of the Arriva Northern and TransPennine Express franchises, though other franchises within the national rail network have roles within Rail North’s area of responsibility. In Greater Manchester these include East Midlands Trains, Arriva Cross Country, Arriva Train Wales and Intercity West Coast. This split is recognised within Rail North’s Long Term Rail Strategy which identifies implications for all the franchises which serve the North of England.

Arriva Northern and TransPennine Express both serve Salford. Arriva Train Wales services pass through Salford, whilst Intercity West Coast has the potential to provide services within the City.

High levels of annual growth in patronage have been experienced in recent years across the North (+70% between 2002 and 2015) and this will only continue if connectivity and capacity is improved so that rail is able to offer a wider solution to travel needs in the North.

The Long Term Strategy is made up of four key elements:

- Better connectivity with quicker door-to-door journeys delivered through faster, more frequent and punctual services, and the introduction of new services (driven by demand);
• Adequate **capacity** both on-train (so as to minimise overcrowding) and on-track (so as to accommodate additional demand for economically worthwhile passenger and freight movements);

• Improved quality through the creation of a user-friendly network. The visible marketing **coherence** of the London Underground sets an example that should be delivered over the North’s wide geography. This needs to be applied to a sophisticated network mix that has defined categories of train services as well as many routes that will be planned to operate together as a single whole as an explicit alternative to car use across the North; and

• A more efficient and **cost-effective** railway. As use of the North’s rail services grows, costs per passengers carried need to fall. The key to achieving this is investment.

3.3.5 As with the rest of the North, rail use across Salford is growing: Salford City Council wants to see rail extend its reach and relevance for the City, increasing use and revenue, and strengthening the business case for investment in services rolling stock and stations.

3.3.6 Salford City Council notes the on-going railway planning processes of Rail North and how they support the activities of the local planning authority. The City Council supports the aspirations of the Long Term Rail Strategy which are consistent with its policies on spatial development, regeneration, job creation and town planning.

3.4 **Transport for the North ‘Northern Transport Strategy’ and the first Independent Economic Review for the North**

3.4.1 Transport for the North and Rail North will integrate once the former obtains statutory status in 2017, and so both organisations are currently implementing a process of integration.

3.4.2 The Northern Transport Strategy (published 2016) aligns transport investment with the building of a sustainable future economy – the Northern Powerhouse.

3.4.3 The Northern Transport Strategy identifies that:

• There are three key enabling capabilities – financial and professional services, higher education, and logistics.

• Transport connectivity will allow agglomeration effects to be more fully realised across the network of the largest towns and cities in the North – creating a single economy.

• The report identifies the important role of transport connectivity in closing the productivity gap.

3.4.4 The Northern Transport Strategy is underpinned by the first Independent Economic Review for the North, identifying the region’s key prime and enabling capabilities and economic assets which will allow better prioritisation of our investment programmes.
3.4.5 Outline feasibility work on rail elements of the Northern Powerhouse is almost complete and an assessment of the options is currently underway. The aim is to complete these assessments by the end of the 2016. Development of the Salford Rail Strategy is in step with this process.

3.5 The Northern Hub

3.5.1 With an increasing number of jobs located in the Regional Centre and a propensity for people to commute increasingly long distances, the number of passengers travelling on all services to and through Manchester (north–south and east–west) has increased. This has resulted in more trains and increased congestion levels.

3.5.2 Published in February 2010, Northern Hub is the physical means by which the long overdue improvements to the Greater Manchester rail network will be achieved. The Hub interventions proposed by Network Rail will bring:

- Up to 700 more trains per day with space for 44 million more people to travel by train each year, improving connectivity between many towns and cities across the region;
- Faster trains from Manchester to Chester, Liverpool, Preston, Leeds, Bradford, Newcastle, Hull, Sheffield and Nottingham, cutting journey times on some routes by up to a third;
- An increase in the number of destinations reachable without the need to interchange between trains;
- Improvements in punctuality; and
- Significant extra capacity for freight trains – this will particularly benefit Port Salford once planned connections to the rail network are in place.

3.5.3 Northern Hub will create:

- Between 20,000 - 30,000 new jobs;
- A boost of over £4 billion to the Northern economy (£4 boost for every £1 spent); and
- An additional £2.1 billion per annum in Gross Value Added by 2021 for the North of England.

3.5.4 The Hub scheme has been significantly refined and revised since 2010. In particular the decision to electrify the lines linking Liverpool, Manchester, Preston and Blackpool (announced July 2009), and the Manchester – Leeds line (announced November 2011) will deliver many of the journey time reductions proposed in the original scheme, making some elements of the original Hub proposal unnecessary.

3.5.5 Salford City Council endorses the Northern Hub and will work with rail partners to ensure, as much as possible, that Salford’s rail network is developed in ways which will maximise the benefits to the City.
3.6 The Re-Franchising of the Northern Railway and TransPennine Express

3.6.1 Rail Industry Committed Changes

3.6.2 Considerable growth of railway patronage across the north of England has now been recognised within the two new franchises which commenced operation on 1st April 2016. Arriva Rail North Ltd is the new operator of the Northern franchise (which will run for 9 years to 2025), while First Trans Pennine Express Ltd operates the TransPennine Express franchise (which will run for 7 years to 2023). Both franchises have the option of an extension for one and two years respectively.

3.6.3 The £1.2bn investment promised in the franchises will deliver the following changes:

The Northern franchise

- 500 brand new carriages, including at least 120 new-build carriages for use on non-electrified routes, and the modernisation of all remaining Northern trains.
- The Pacer units currently in use on the Northern network will be completely phased out by 2020.
- The economy will be boosted by the operation of an additional 2,000 services per week and space for an extra 40,000 passengers at peak times.
- Northern will introduce new, faster, higher quality ‘Northern Connect’ regional services on 12 routes between major centres.
- There will be more services to more places on Sundays.

TransPennine

- A capacity uplift of nearly 70% at peak times.
- New 125mph links including a new service to Edinburgh via Newcastle.
- Northern stations will be improved with at least £30 million of investment across the franchise.
- Free wi-fi will be introduced on all trains by 2020 at the latest.
- Improved customer service and challenging targets for customer satisfaction.
- Increased support and funding for Community Rail.

3.6.4 In addition Rail North, working with Transport for the North, will become a joint client with the Department for Transport (DfT) for Network Rail’s North of England enhancement programme which includes electrification and Transpennine upgrades. This means that Northern partners will be able to influence projects, in
effect forming the first phases of the Northern Powerhouse Rail programme improving recent and committed schemes.

3.6.5 Salford City Council welcomes the wider commitments of both the Arriva Northern Railway and TransPennine Express franchises and the closer involvement of Rail North. The latter will particularly ensure focused improvements across the North’s rail network. The specific improvements the City Council wishes to see are described in greater detail from Section 4. In terms of the general franchise commitments, the City Council wishes to see:

- A increase in capacity, particularly in the peak periods, on all four routes serving Salford from the west;
- A raising of the status, general quality and capacity of the Salford Crescent to Wigan route via Walkden and Atherton;
- The early replacement of the unpopular Class 142 ‘Pacer’ units on all routes serving the Salford area;
- A general improvement in the quality of passenger services on all routes serving;
- Northern Express services calling at Salford Central and Salford Crescent (including trains to and from Manchester Airport);
- Investment in all the key stations across Salford to embrace improved facilities, security and ticket vending machines (TVMs).

3.7 Future Franchises

3.7.1 Over the next few years the following rail franchises which serve Greater Manchester will be re-launched:

(i) Arriva Trains Wales

- The Invitation to Tender for the next franchise will be issued in August 2017 with the contract being awarded in June 2018 and the new franchise starting in October 2018. Arriva Trains Wales operates services from South Wales via Shrewsbury to Manchester Piccadilly and from North Wales via Chester, Warrington Bank Quay to Manchester Oxford Road, Piccadilly and Manchester Airport.
- The latter services operate past Eccles station but do not call there.

(ii) Inter-City West Coast

- This franchise is due to end in April 2018. The Inter-City West Coast rail franchise is currently operated by Virgin Trains (a joint venture between Stagecoach Group PLC and Virgin Group). They operate long-distance high-speed services primarily on the West Coast Main Line between London, Birmingham, Manchester,
Liverpool, North Wales, Glasgow and Edinburgh. The DfT held a consultation on the future of the franchise between 10th May 2016 and 2nd August 2016.

- Salford City Council reflected the elements of the Rail North Long Term Rail Strategy in its individual consultation response to the Inter-City West Coast Franchise. There is a clear role for Rail North to work alongside and support the DfT in specifying and managing the West Coast franchise to ensure that there is a seamless integration between it and the Northern and TransPennine franchises.

3.8 TfGM Ten Year Rail Plan

3.8.1 The Greater Manchester rail network has seen a number of developments in recent years including:

- The establishment of Rail North (and its imminent integration into Transport for the North);
- The commencement of the new Northern and TransPennine Express franchises; and
- Significant infrastructure investment such as the Northern Hub and electrification.

3.8.2 As a result of the above, the Greater Manchester Rail Policy produced by TfGM to cover the 2012 to 2024 period now requires substantial changes. Under the umbrella of the emerging 2040 Greater Manchester Transport Strategy, TfGM is developing a new Ten Year Rail Plan which will cover the period up to 2026. This period coincides with:

- The Rail Industry preparations for Control Periods 6 (2019 – 2024) and 7 (2024 – 2029);
- The full duration of the new Northern and TransPennine Express franchises which commenced in April 2016;
- The commencement in 2026 of HS2 classic compatible services to Manchester and up the West Coast Mainline to Scotland.

3.9 The Greater Manchester Transport Vision for 2040 and Strategy

3.9.1 On behalf of the Greater Manchester Combined Authority and the Greater Manchester Local Enterprise Partnership, TfGM is leading the development of the 2040 Greater Manchester Transport Strategy.

3.9.2 In 2015 TfGM launched its consultation on the Transport Vision for 2040, setting out its ambitions for a radical new approach to planning the transport system in support of long-term needs and aspirations. The Transport Strategy now builds on that Vision, highlighting the priority interventions needed to achieve it. The
Strategy is, in turn, supported by a 5-year Delivery Plan which sets out our short-term delivery priorities.

3.9.3 Salford City Council will continue to support the development of the TfGM 10-Year Rail Plan and the full 2040 Greater Manchester Transport Strategy.

4. RAIL INVESTMENT IN THE SHORT TERM

4.1 ELECTRIFICATION

4.1.1 Salford City Council believes that widespread electrification is the sustainable solution to the elimination of diesel operation. Electrification is vital to reducing long term costs as well as providing faster, more reliable and sustainable rail services.

4.2 Currently Committed Schemes

4.2.1 Electrification was not part of the original Northern Hub proposal but was promoted by the government as:

- A solution to the problem of overcrowding (as electric trains can have higher passenger capacity).
- A means of reducing the North’s over-reliance on ageing diesel rolling stock.
- Electric vehicles accelerate and decelerate much faster than diesel units, resulting in significant journey time reductions and greater line capacity.

4.2.2 Salford’s rail network has already benefited from electrification. Passengers are now enjoying the benefits of new electric services from Manchester Airport to Scotland via Wigan (from December 2013) and on local trains between Liverpool and Manchester (from early 2015). The latter has directly benefited Eccles and Patricroft. Figure 1 demonstrates the current proposal for electrification of lines in the North.
4.2.3 Other currently committed routes that will benefit Salford include:

- **Manchester to Preston** - By December 2017 the routes between Preston to Manchester and Manchester Victoria to Stalybridge will be completed.
- **Preston to Blackpool** - A fully electrified route between Preston and Blackpool will connect the area to the West Coast Main Line. The work should be completed by early 2018.
- **Manchester to Leeds and York** - A fully electrified route will be provided between Manchester, Leeds and York (via Huddersfield) by 2019, this will reduce journey times from circa 1hr to 45 minutes. By then the Ordsall Chord will also be complete and so the services will divert via Manchester Victoria.

4.2.4 The above routes will benefit Salford directly and indirectly. For example, the current diesel services between Manchester Airport and Victoria to Preston and Blackpool will be replaced by electric, benefiting Salford Central and Crescent, reducing journey times and increasing capacity on this busy route.

4.3 Proposals for Future Electrification

4.3.1 In December 2013 it was announced that the Bolton to Wigan line will be electrified as part of the wider NW Electrification Programme. Additionally, Network Rail identified the electrification of Wigan to Southport, together with the Ormskirk to Preston line and the Burscough Curve (if built) as possible sources of new services.
Also in December 2013 the Government established the North of England Electrification Task Force (ETF) with a central brief to prioritise the North of England’s rail lines for electrification. To undertake the detailed assessment work, an Electrification Stakeholder Working Group comprising representatives from northern local authorities, Merseytravel, TfGM, West Yorkshire PTE and the rail industry was established. The thirty-two rail routes of the Northern Rail and TransPennine Express franchise areas were considered.

On 5 March 2015, the North of England ETF published its report, ‘Northern Sparks’, stating that:

“Across the world a modern urban or indeed intercity railway is an electric railway because there are a number of significant benefits from electric traction”.

Salford City Council fully agrees with this view.

The Electrification Task Force recommended that 12 routes (Tier 1) be progressed immediately through outline design and costing to feed into the initial industry plan / High Level Output Statement for Network Rail’s Control Period 6 (CP6) which runs for the 5 years from 2019 to 2024. The routes which will particularly impact on Salford are:

- Calder Valley (Full - Manchester - Rochdale - Bradford – Leeds)
- Liverpool to Manchester via Warrington Central
- Southport/Kirkby to Salford Crescent
- Bolton to Clitheroe
- Warrington to Chester

**Salford Priority No.1** - Salford City Council wishes to see electrification extended to the following routes as soon as possible after the completion of the TransPennine route in 2019:

- The Atherton line (Salford Crescent to Wigan Wallgate)
- The Cheshire lines route (Manchester – Irlam - Warrington – Liverpool);
- The Calder Valley route
- Bolton to Clitheroe

The above routes will directly benefit Salford for the following reasons:

- The Atherton line (Salford Crescent to Wigan Wallgate) is a priority for electrification given its increasingly intensive service and expected significant growth in passenger numbers. Salford City Council wishes to see electrification extended to the Atherton Line as soon as possible and ideally at the same time as that between Bolton and Wigan.
Beyond that the Wigan to Southport line should follow as soon as practicable to enable future electric services to destinations not only in the Regional Centre, but also to open up faster, sustainable journey opportunities to destinations within and beyond the region.

- Electrification of the Cheshire lines route (Manchester – Irlam - Warrington – Liverpool) will dramatically address overcrowding and poor quality rolling stock.

- The Calder Valley route is important in its own right with its high catchment population, and the potential to serve as a diversionary route for the Manchester – Huddersfield – Leeds line. Under Northern Hub, services from the Bradford interchange on this route will operate via the Ordsall Chord to Manchester Airport. Salford City Council wishes to see these services call at Salford Central Station once the necessary station infrastructure is in place. Services from this route will also operate to Chester, and again offer the potential of calling at Salford Central and possibly Eccles Stations.

- Bolton to Clitheroe services call at Salford Central and Salford Crescent Stations. Therefore electrification offers the opportunity to improve the quality and capacity of these important services.

4.4 TRAIN SERVICE DEVELOPMENT

4.4.1 Introduction

4.4.2 Changes in travel patterns and economic activity have impacted on rail travel. These changes have arisen from:

- Changes in rail travel patterns as a result of housing development (particularly on the northern lines); and

- The development of Quality Bus Corridors, which in some areas close to the city centre have meant that buses now provide a faster and more frequent door-to-door service than rail and car.

4.4.3 It will be impossible to deliver higher patronage targets and maximise the benefits of capital investment without major improvements in punctuality, reliability, quality and reductions in overcrowding. These factors, if of poor quality, can be strong deterrents to rail travel and patronage growth.

4.4.4 The 2016 franchising process required improvements across many routes and the bidders were encouraged to specify those improvements. Since contract award some of the proposed improvements now form part of the minimum franchise requirements.

4.4.5 Delivery of these service improvements has been staggered across three timetable change dates in order to allow time for the necessary rolling stock and
infrastructure upgrades to be delivered. The first major set of service changes across both franchises will take place in December 2017. TransPennine Express will introduce new services in December 2018 and the rest of the changes for both franchises will occur in December 2019.

4.4.6 At this stage the detailed timetable changes are not known, although it is possible to determine some of the service improvements through reference to the Train Service Requirements set out in the franchise agreements; the franchise award announcement by the DfT which included a description of some of the new and changed services; and subsequent announcements by the operators on their proposed service patterns.

4.4.7 For Salford the following timetable commitments are welcomed:

- The diversion of a number of TPE inter-regional services via Manchester Victoria.
- Additional services including a commitment to four trains per hour between Wigan and Manchester Victoria via Walkden and Swinton
- Two trains per hour at Eccles.

4.4.8 Before the timetables are available, both operators will need to submit their timetable requests through the standard industry process. As the December 2017, 2018 and 2019 timetable changes will be significant, Salford City Council wishes to work closely with the operators (Arriva and First), Rail North and TfGM during timetable development.

4.5 Summary of Key Service Changes – TransPennine

4.5.1 TransPennine Express will operate the majority of services between Manchester and Leeds via Stalybridge and Huddersfield, replacing existing Northern services (apart from some peak time additional services) with a standard pattern featuring six trains per hour. From December 2019 the projected hourly service pattern for cross Pennine trains will be:

- Liverpool to Edinburgh;
- Manchester Airport to Newcastle;
- Manchester Airport to Middlesbrough;
- Manchester Piccadilly to Hull;
- Manchester Piccadilly to Leeds; and
- Liverpool to Scarborough.

4.5.2 TransPennine Express will also increase the number of trains between Manchester Airport and Scotland via Preston to provide an hourly service.
4.5.3 Underpinning the above changes, there will be 9,000 extra seats on TPE services into Manchester, Leeds, Sheffield, Liverpool and Newcastle – an overall capacity boost of nearly 70% across the region during the morning peak.

4.6 Summary of Key Service Changes – Arriva Northern Railway

4.6.1 One of the key enhancements for Arriva Northern will be the introduction of a network of ‘Northern Connect’ regional services comprising new or refurbished trains on longer-distance services over 12 routes, serving the 5 major commuter cities of Liverpool, Manchester, Leeds, Sheffield and Newcastle. All of the ‘Northern Connect’ services in Greater Manchester will be operated by new trains and the projected service will be:

- Manchester Airport to Lancaster (with some trains extending to Windermere or Barrow);
- Manchester Airport to Blackpool North (via Bolton);
- Manchester Airport to Liverpool Lime Street (via Warrington Central);
- Manchester Airport to Bradford Interchange (via Manchester Victoria and Rochdale);
- Liverpool to Bradford (via Manchester Victoria and Rochdale); and
- Chester to Leeds (via Warrington Bank Quay, Manchester Victoria and Rochdale).

4.6.2 Other significant improvements to Northern services, indirectly impacting Salford, will see train service frequency improvements on the following corridors:

- Manchester to Rochdale (from 4 to at least 5 trains per hour);
- Manchester to Bradford via Rochdale (from 2 to 3 trains per hour);
- Manchester to Wigan via Atherton (from 2 to 4 trains per hour); and
- Manchester to Blackburn via Bolton (from 1 to 2 trains per hour).

4.6.3 Northern will introduce other improvements across the network including earlier first trains and later last trains, additional peak time trains and improvements to Sunday services.

4.6.4 Within the new franchise requirements key train services which have the potential to directly benefit Salford were retained. These include:

- Retention of Bolton to Manchester Airport connectivity;
- Retention of Wigan to Manchester Airport connectivity;
- Genuine Inter-City offering from TransPennine Express with suitable rolling stock for routes to Scotland and Newcastle;
- Faster Manchester to Scotland journey times; and
- Improved integration with Metrolink and bus services.
4.6.5 Underpinning the above changes Arriva Northern services will benefit from:

- 37% additional capacity on Arriva Northern services creating space for 31,000 extra passengers travelling into the 5 major commuter cities of the North during the morning rush-hour;
- £400 million investment by Arriva Northern in 281 brand new air-conditioned carriages; and
- Withdrawal of the unpopular and inferior Class 142 ‘Pacer’ units between November 2018 and October 2019.

4.6.6 Further requests for service improvements will be subject to discussions with the franchise operators. TfGM will use evidence gathered during the development of the TfGM 10 Year Rail Plan in this process, and Salford City Council would welcome the opportunity to provide input.

4.6.7 It is noted that Arriva Northern is to undertake a systematic review of line speed assumptions that have fed into planning of the railway timetable. This will be done using GPS based systems fitted to rolling stock units within the Train Fleet. Salford City Council believes that this offers the opportunity to also promote an increase in line speed on key routes across the North. In Salford such a route is the line between Wigan and Salford Crescent which currently has the low line speed of only 50mph.

4.6.8 The detail of the timetable changes for 2017, 2018 and 2019 are yet to emerge. Salford City council will monitor the detail as it emerges.
Salford Priority No.2 - Salford City Council wishes to see the following developments in train services:

(i) **Closer Stakeholder Engagement.**
Salford City Council wishes to work with the Rail North, Arriva Northern, TransPennine Express and TfGM to refine and develop services in a way which better supports the aspirations of this Strategy;

(ii) **Six trains per hour at Salford Central Station.**
Including inter-regional services and at least 1tph to/from Manchester Airport (after the provision of Liverpool Line platforms);

(iii) **The provision of through services to Manchester Piccadilly from all three Salford rail routes.**
Presently there are no through services to Piccadilly from the Wigan - Atherton – Salford Crescent Line. Salford proposes that this can be resolved by the introduction of a Southport to Buxton through service;

(iv) **Withdrawal of Class 142 units.**
As far as possible the inferior Class 142 ‘Pacer’ units should cease to be used on journeys of more than 30 minutes duration as the franchise commitment to replace and withdraw them is implemented;

(v) **A review of the line speed.**
For the Wigan – Atherton – Walkden – Salford Crescent route with a view to increasing the line speed to 75mph; and

(vi) **A review of service frequencies at Eccles and Patricroft Stations.**
The franchise commitment to improve services at Eccles and Patricroft are welcomed; but the rail industry, Rail North and TfGM should jointly assess whether or not additional services are justified.

4.7 IMPROVEMENTS TO SALFORD RAILWAY STATIONS

4.7.1 Rail Delivery Group’s recent Vision for Stations Report (2015) recognised that railway stations are:

“An important element of the nation’s infrastructure and transport system. They represent an investment by taxpayers past and present and an important legacy to be nurtured and utilised. Railway stations offer the opportunity to contribute to the attractiveness of rail journeys and have the potential to support the development of ever more vibrant, growing and attractive local communities”.

“Our vision is for Britain’s stations to be places which are inclusive and welcoming, and which encourage everyone to travel by rail. This vision will be enabled by those working at the station, by the innovative use of technology, and by the involvement of the communities which stations serve”.

Salford City Council fully endorses this Vision and wishes to see it developed across all nine stations in the City. Railway stations are an essential part of the rail network and the communities that they serve, and should provide an attractive gateway to both train services and their local area. Investment to ensure that stations meet the expectations of passengers and the community has to be carefully prioritised in order to make sure the railway is accessible for all.

4.7.2 The following table demonstrates patronage across all nine of Salford’s stations between 2014/2015 and 2015/2016:

<table>
<thead>
<tr>
<th>Station</th>
<th>Office Rail Regulation Footfall 2014/15</th>
<th>Office Rail Regulation Footfall 2015/16</th>
<th>% Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Salford Crescent</td>
<td>1,037,718</td>
<td>955,878</td>
<td>-8.6</td>
</tr>
<tr>
<td>2. Salford Central</td>
<td>379,904</td>
<td>411,830</td>
<td>7.8</td>
</tr>
<tr>
<td>3. Walkden</td>
<td>306,080</td>
<td>339,942</td>
<td>10.0</td>
</tr>
<tr>
<td>4. Irlam</td>
<td>260,442</td>
<td>305,590</td>
<td>14.8</td>
</tr>
<tr>
<td>5. Eccles</td>
<td>137,544</td>
<td>161,298</td>
<td>14.7</td>
</tr>
<tr>
<td>6. Swinton</td>
<td>126,208</td>
<td>132,684</td>
<td>4.9</td>
</tr>
<tr>
<td>7. Patricroft</td>
<td>39,298</td>
<td>49,468</td>
<td>20.6</td>
</tr>
<tr>
<td>8. Moorside</td>
<td>38,170</td>
<td>40,854</td>
<td>6.1</td>
</tr>
<tr>
<td>9. Clifton</td>
<td>152</td>
<td>116</td>
<td>-31.0</td>
</tr>
</tbody>
</table>

Note: For Salford Crescent Station the fall in 2015-16 reflects the disruption of services during the Farnworth Tunnel works.

4.7.3 High levels of annual growth in patronage have been experienced in recent years across the North (+70% between 2002 and 2015). Salford is no exception and growth in patronage since 2014/15 has been particularly strong for Patricroft, Irlam, Eccles and Walkden Stations.

4.7.4 In 2012 – 2014 Salford City Council undertook a detailed assessment of all the stations in the City to identify what enhancements were required. Effectively this work mirrored that of the Rail Delivery Group in that it called for investment in specific improvements which can be grouped as follows:

- Customer focussed - Calling for significant investment in the City’s stations to meet the needs of passengers including those with a disability.
- Intelligent use of technology - Greater use of the latest information and ticketing technologies;
- Seamless journey experience - Ensuring stations are fully integrated with rail services and onward travel modes (including walk, cycle, bus, car, Metrolink);
- Reflecting local needs and opportunities - Tailoring stations to reflect local characteristics while still being part of a recognisable regional and national network;
• Ensure all stations and their localities are places where users can feel safe and secure;
• Entrepreneurial spirit - Viewing stations as potential catalysts for innovation and entrepreneurship, and thereby enhancing the railway and local economies;
• Flexible and long-term stewardship - Plan and operate stations for the long term with built in flexibility to adapt to change;
• Shared industry know-how - Sharing knowledge and experience of what works best at stations in meeting passengers’ diverse needs in the most efficient and effective manner; and
• Optimised network - Realising the full value of every station while minimising inefficiencies through investment and operation based on objective and informed decision making.

4.8 Existing commitments

4.8.1 Salford City Council welcomes the TransPennine Express and Arriva Northern franchises commitment to invest £55million in stations (including ticket vending machines) which it is hoped will benefit Salford’s stations.

4.8.2 All the stations within Salford are managed by Arriva Northern. The proposals under the Arriva Northern Railway franchise increases the urgency for Salford City Council to work with Network Rail, Arriva Northern Railway, Rail North and TfGM to maximise benefits by investigating a prioritised programme of improvements both on and in the immediate vicinity of its rail stations.

4.8.3 Specifically Salford City Council wishes to see the following improvements at Salford stations.

4.9 Accessibility initiatives

The Equality Act 2010 imposes a legal duty upon service providers to make stations accessible. However the rail industry must undertake extensive work to provide widespread fully accessible facilities. In June 2013 the TfGM ‘Rail Station Accessibility Programme’ report listed ten Greater Manchester stations which justified accessibility investments. These are presented in table 2.
<table>
<thead>
<tr>
<th>Station</th>
<th>ORR Footfall 2010/11</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Blackrod (completed - winter 2012)</td>
<td>437,642</td>
</tr>
<tr>
<td>2. Mills Hill</td>
<td>283,096</td>
</tr>
<tr>
<td>3. Appley Bridge</td>
<td>226,086</td>
</tr>
<tr>
<td>4. Walkden</td>
<td>266,060</td>
</tr>
<tr>
<td>5. Irlam</td>
<td>203,994</td>
</tr>
<tr>
<td>6. Hindley</td>
<td>276,182</td>
</tr>
<tr>
<td>7. Newton for Hyde</td>
<td>168,330</td>
</tr>
<tr>
<td>8. Daisy Hill</td>
<td>241,480</td>
</tr>
<tr>
<td>9. Broadbottom</td>
<td>126,480</td>
</tr>
<tr>
<td>10. Swinton</td>
<td>122,230</td>
</tr>
</tbody>
</table>

Table 2 – TfGM priority order for station accessibility works (2013)

4.9.1 Given accessibility investment at other stations, the ranking of the three Salford stations should now be:

- Walkden - 2\textsuperscript{nd}
- Irlam - 3\textsuperscript{rd}
- Swinton - 8\textsuperscript{th}

4.9.2 Note the large increase in patronage at Walkden and Irlam Stations between 2010/2011 and 2014/2015 (as shown in Table 1 - an increase of 35% and 28% respectively). TfGM have only developed a feasibility study and outline business case for accessibility improvements at Walkden station, however there is now a need to finalise the business case and identify funding. Salford City Council also wishes to see disabled access improvements at Irlam, Eccles and Swinton Stations as soon as possible.

**Salford Priority No.3** - Salford City Council wishes to work with Network Rail, Arriva Northern and TfGM to provide a fully compliant access at all Salford Stations as soon as possible.

Salford City Council wishes to work with TfGM to complete the development of the business case for funding to deliver disabled access at Walkden Station (as part of a wider development of the station and the area it serves).

4.10 Salford Central Station

4.10.1 Over the past five years Salford City Council has worked with TfGM and other rail partners to secure the extensive regeneration of Salford Central Station. The improvements Salford City Council wishes to see at Salford Central include:

- The reinstatement of three 6 car length (as the minimum operational length) platforms on the Liverpool line, thereby providing fit for purpose infrastructure that will be attractive to train operators as they continue to increase the length of their rolling stock;
- The upgrade modernisation of the two remaining platforms within Control Period 5 (2014-2019). This will principally address the excessive stepping distance at platforms. New platform canopies with improved passenger facilities should also be installed;
- A new western entrance to link with Trinity Way and Middlewood Locks;
- The regeneration of the arches under the station as commercial premises to link the station to the New Bailey development; and
- The provision of retail uses within the concourse area.

### Salford Priority No.4 - Salford City Council will continue to work with TfGM and other rail partners to secure the extensive regeneration of Salford Central Station. TfGM has made a commitment to deliver the preferred platform arrangement at Salford Central Station by 2019.

#### 4.11 Irlam Station

4.11.1 Irlam Station has an annual patronage of 260,442. It has recently benefited from regeneration of the whole site, mainly funded by the Hamilton Davies Trust with additional funding from TfGM and Salford City Council to provide car parking a cycle hub (via the Greater Manchester Cycle City Ambition Grant).

4.11.2 The Arriva Northern franchise includes a commitment to provide staffing at 43 stations. Research shows that stations with ticket offices, when allied to other provision such as a cafe, can raise the position of the station within the local economy and also lead to increased rail patronage.

4.11.3 At present the selection of which stations are to be staffed across Greater Manchester appears not to be related to patronage. This is despite the TfGM 2012 Rail Policy stating that stations with patronage exceeding 150,000 per annum should be staffed. Salford City Council believes that Irlam should be provided with a fully accessible ticket office.

### Salford Priority No.5 - Salford City Council will work with Network Rail, Arriva Northern to establish a fully accessible ticket office at Irlam station within two years.

#### 4.12 Salford Crescent Station

4.12.1 The investment in Salford Crescent Station in recent years is welcomed. However, that work fell short of expectations and the Salford City Council wishes to see further progress on the provision of:

- A roof to the stairways and footbridge;
- A retail facility in the ticket office area; and
• A feasibility study, looking at the potential to introduce an additional platform at Salford Crescent Station.

**Salford Priority No.6** - Salford City Council will work with Network Rail, Arriva Northern, Rail North and TfGM to implement the above improvements at Salford Crescent Station within the next 3 years, in the case of a roof to the stairways and footbridge and a retail facility in the ticket office area, and 10 years in the case of a feasibility study, looking at the potential to introduce an additional platform at the station.

### 4.13 Walkden Station

4.13.1 Salford City Council would welcome the progression of proposals to improve disabled access at Walkden station. At this time no assurances have been given by the rail industry, but the City Council looks forward to the eventual identification of funding and the commencement of the work.

Salford City Council wishes to see further coordinated and sustainable investment at Walkden including:

(i) The completion of a ‘park and ride’ facility at Walkden to incorporate both car parking and a cycle hub.

(ii) The provision of a retail and cafe outlet; and

(iii) Improvements to the immediate area of the station including improvements to bus stops, taxi bays and drop off facilities, walking and cycle routes, road crossings and way-marking/signage.

4.13.2 Some of this work will materialise sooner because of the availability of different funding sources. For example, Salford City Council is in a position to provide the land for a new park and ride though funding for this facility is still to be identified. TfGM’s SBNI programme will also provide a series of highway improvements in the vicinity of the station. It is important that all of the above are delivered in a coordinated way that maximises the benefits.

**Salford Priority No. 7** - Salford City Council will work with Network Rail, Arriva Northern and TfGM to implement the above improvements at Walkden Station within the next three years.

### 4.14 Eccles Station

4.14.1 Eccles Station has the potential to become an important access point for Salford Quays, Media City and Trafford Park. Given the on-going economic growth of these centres the number of passengers using Eccles Station can be expected to increase above the average for the conurbation in the coming years.

4.14.2 Eccles Station has a relatively new ticket office, but lacks other quality facilities. Improvements to Eccles Station should include:
• New waiting shelters on each platform;
• Step-free access to both platforms. The absence of step-free access is holding up progress in terms of the station’s integration into the bus-tram interchange. This will be additionally important when the stopping service is diverted to the airport from December 2017;
• Better signage at the bus-tram interchange indicating the route to the station along Church Street;
• Signs at the station to indicate, walking, cycling and public transport routes to the Salford Royal Hospital. Salford Royal Hospital is a major regional health facility and employer and consideration should also be given to diverting the No 68 bus route, which serves the hospital, to travel along Wellington Road to better serve the station; and
• Dedicated station car-parking (with a free parking voucher on purchase of a rail ticket) so creating a park and ride facility. St Mary’s Car Park would be the obvious choice to create a sole-use station car park.

4.14.3 Consideration should be given to diverting some local bus services to stop directly outside the station or on Wellington Road (e.g. services 61, 62, 66, 70, 79, and 484). Stops should also be created outside the station for bus and bus replacement services. Mersey Travel, the relevant Train Operator, has a policy of ensuring that all stations link to local bus services.

| Salford Priority No. 8 - Salford City Council will work with Network Rail, Arriva Northern and TIGM to implement the above improvements at Eccles Station. |

4.15 Patricroft Station

4.15.1 Now benefiting from substantial housing investment, Patricroft will experience additional growth in the next few years and further investment in the station is justified.

4.16.2 This investment should include:
• Improved station facilities such as real time passenger information and CCTV;
• Step-free access at the eastern entrance to the Liverpool platform; and
• Improvements in the walking and cycling routes to the station.

| Salford Priority No. 9 - Salford City Council will work with Network Rail, Arriva Northern and TIGM to implement the above improvements at Eccles Station. |
4.16 Swinton Station

4.16.1 Passengers on the station platform would benefit from a basic public address system. The waiting environment is not welcoming and could be improved by the installation of a waiting shelter and additional seating.

4.16.2 Personal security on the station platform is poor. Ticket office staff cannot see the platform and therefore the waiting area is unsupervised at all times. A more visible CCTV system would ease security fears at the station.

4.16.3 A lift system is required to allow access to wheelchair users; however only one lift would be needed given the station is served by an island platform. Swinton Station serves the administrative centre of Salford City Council and therefore the case for a fully accessible station is strong.

4.16.4 The improvements Salford City Council wishes to see at Swinton Station include:

- The provision of a new waiting shelter and additional seats at platform level with tactile paving;
- The provision of cycle storage facilities and an automatic door within the ticket office area;
- An improved CCTV system, ticket vending machine and a public address system; and
- Lift access to the island platform.

Salford Priority No. 10 - Salford City Council will work with Network Rail, Arriva Northern and TfGM to implement the above improvements at Swinton Station.
4.17 Moorside Station

4.17.1 One important issue to be recognised is the proximity of Moorside and Swinton Stations (as the 800 and 1,000 metre catchment areas of the two stations overlap).

4.17.2 Given this proximity and a greater availability of services from Swinton, it is likely that passengers have a preference for Swinton Station (though the likelihood of faster bus services from Moorside to Manchester City Centre with the recent opening of the Leigh Guided Busway could lead to some modal shift from rail to bus).

4.17.3 Salford City Council should:

- Advocate maintaining the existing level of service;
- Not prioritise funding to the improvement of facilities at Moorside Station beyond a basic provision; and
- Seek to de-staff the ticket office as ticket data suggests that the ticket office is unlikely to sell more than 25 tickets each day. The staffing resources released would be better deployed elsewhere on the network in Salford (for example at Irlam Station).

4.18 Clifton Station

4.18.1 The immediate development of Clifton Station presents several challenges:
The station is fairly isolated and situated at the bottom of a steep hill;

The electrification of the Bolton line and planned future increases in frequencies means it is highly unlikely that the service could be improved at Clifton Station. Additional stops at Clifton could cause problems; particularly at Salford Crescent and Ordsall Lane junctions (not least once the Ordsall Chord opens); and

Important destinations for Clifton residents are Swinton, Manchester, Bolton and Salford Royal Hospital. There is a good bus service along the A666 (Bolton – Manchester) and Clifton Station is irrelevant for journeys to Swinton town centre and Salford Royal Hospital (for which there is also a reasonable bus service).

4.18.2 Therefore immediate investment in this station is not recommended.

5. INTERCHANGE AND INTEGRATION

5.1 Interchanges should make it easier for passengers to transfer between rail, bus, Metrolink and cycle routes as part of a single integrated public transport network.

5.2 Salford City Council believes that interchange facilities can be improved at Salford Central, Salford Crescent, Walkden, Irlam, Eccles and Swinton Stations. These improvements should include standards relating to the spatial layout of interchanges, shelters, walking and cycling routes, signage and way-marking, safety and security, information provision and park and ride.

5.3 Those stations justify different levels of such investment and Salford City Council plans to undertake an inventory of the present availability and quality of such facilities at its stations.

5.3 The development of a Walkden interchange is particularly important as the Royal Horticultural Society (RHS) is to locate its fifth garden, RHS Bridgewater, in Worsley. RHS Bridgewater will attract some 600,000 visitors per annum providing an opportunity for Walkden Station to be a showcase gateway underlining sustainable rail travel. There is potential to develop an interchange around the proposed park and ride facility ahead of the RHS garden opening in 2019.

Salford Priority No.11 - Salford City Council will work with Network Rail, Arriva Northern and TfGM to implement interchange improvements at Salford Central, Salford Crescent, Walkden, Irlam, Eccles and Swinton stations within the next 5 to 8 years.

5.4 Regenerating communities through station development zones

5.4.1 It is vital to link station developments with land use planning. Stations cannot be separated from a consideration of the immediate area they serve. Research shows that the majority of a station’s catchment patronage comes from within 800 to 1000 metres of the station. A fully accessible, safe and secure station with good facilities
will not achieve its potential if the catchment area, especially close to the station, is inaccessible. This relationship has led to the development of a concept called ‘Station Development Zones’.

5.4.2 Salford City Council can support the creation of Station Development Zones by:

(i) Capturing aspirations and prioritising the works to be progressed;
(ii) Working with TfGM to improve areas outside the immediate operational station which could encompass environmental, access and integration improvements; and
(ii) Working with rail industry partners to improve areas within extent the station.

**Salford Priority No.12** - Salford City Council will work with Network Rail, Arriva Northern Railway, TransPennine Express, Rail North, TfGM and third party interests to develop coordinated proposals to link stations and, for example, land use, highway, walking routes, cycling, car parking, landscaping developments, CCTV systems, signage and way-marking at all Salford stations.

5.5 **Station Retail Shops** - An opportunity for innovation?

5.5.1 Railway stations can capitalised upon:

- Captive customers who need to purchase tickets and will purchase additional products;
- Central locations with relatively high footfall;
- Customers attracted by wider facilities can be encouraged onto public transport; and
- Underused buildings and space.

5.5.2 All the above elements are found at Irlam Station. Thanks to the impetus provided by the Hamilton Davies Trust in partnership with Salford City Council, the railway industry and TfGM, the derelict station building was rescued and rejuvenated and a car park and other improvements were provided.

5.5.3 The Station retail shop is also an option that delivers major benefits, when a staffed rail station is combined with a convenience store. Examples include

(i) In Germany, Deutsche Bahn AG has adapted some 300 small and medium-sized stations where customers can buy train tickets or book journeys, and purchase food, daily requirements, newspapers and magazines under one roof.

(ii) In Merseyside, the MtoGo shops offer a station ticket office combined with a convenience store, where passengers can buy any Merseyrail tickets as well as long distance rail tickets. Passengers can also pick up travel
5.5.4 Station retail shops bring improvements in safety, customer perceptions and loyalty, additional revenue, and most importantly an increase in core rail use. The City Council wishes to build on the success of Irlam Station and investigate the options for retail facilities at Salford Central, Salford Crescent and Walkden Stations.

**Salford Priority No.13** - Salford City Council work with Network Rail, Arriva Northern Railway, Rail North, TfGM and third party interests to develop proposals for retail facilities at Salford Central, Salford Crescent and Walkden.

6. **RAIL IN THE COMMUNITY**

6.1 **The National Context**

6.1.1 Rail must be part of the solution to achieving sustainability in the context of transport, commuting and the environment. Within the rail industry ‘Community Rail’ or what could be called ‘Rail in the Community’ has an important role to play.

6.1.2 Community Rail is now established as an important element of the rail network supporting the maintenance of station gardens, the refurbishment of small stations and other enhancements. Now a central part of Government rail strategy, Community Rail has brought better value for money across the rail network. It is now a part of all franchise specifications as direct increases in the economic value of local rail lines are evident when local communities to play a greater role in the delivery of rail services.

6.1.3 This positive view is shared by Network Rail, which believes that community rail is one of the tools that will help to provide a long-term future for the rail network. In recent years Network Rail has become more proactive in stakeholder relations and community rail to implement the strategy.

6.1.4 The DfT has designated a number of routes as ‘Community Railways’. ‘Service’ and ‘Line’ Designation changes the approach to franchise management with more freedom given to the train operator working with the local community rail partnership. Service designation would include relevant stations i.e. stations that are exclusive to the designated service and generally local in character. The DfT, Network Rail and the Association of Community Rail Partnerships (ACoRP) have established a fund to help to support initiatives on designated community rail routes. The fund is administered by ACoRP.

6.2 **The Regional Context**

6.2.1 Arriva Northern will improve community involvement in the new franchise through specific funding for community development.
6.2.2 This includes the support of regional Community Stakeholder Managers, £500k per annum to Community Rail Partnerships and £600k per annum to other community rail initiatives e.g. £80k per annum (£100k during year 1) to Station Adoption Fund. Arriva Northern aim for 95% of stations to be adopted within 5 years.

6.3 The Local Context - Station Adoption

6.3.1 Greater Manchester now has the largest number of ‘Station Friends’ groups of any conurbation with around 25 such groups.

6.3.2 Salford City Council fully endorses the station adoption concept. Within Salford a number of stations are already formally overseen by community groups under the Station Adoption scheme. This has brought those stations back into the heart of their communities. These groups are:

(i) The Friends of Eccles Stations (FRECCLES)

Working in partnership with ACoRP, TIGM, Salford City Council, Northern Rail and Network Rail, FRECCLES aims to improve the environment and passenger services at Eccles Station and the immediate surrounding area and to put the station back into the heart of the community.

Now in its eleventh year, FRECCLES has received a number of awards, most recently in September 2016 following a recent inspection of the Eccles Station gardens by ACoRP judges, when FRECCLES was placed in the Gold Band category by the Association of Community Rail Partnerships (ACoRP) in their It’s Your Station awards.

(ii) Friends of Patricroft Station (FrOPS)

FrOPS is the most recent of the Station Friends groups in Salford, focusing on increasing the use of the station by the development of future rail services and the improvement of the station.

FRECCLES and FrOPS work closely together and have drawn up a joint prioritised list of aspirations, which include:

- A train every 30 minutes throughout the day;
- An hourly Sunday service for Patricroft;
- An hourly weekday service from Eccles to Piccadilly & Manchester Airport;
- A direct hourly service to Chester & North Wales; and
- New platforms at Salford Central Station so Eccles to Victoria trains can stop there.

(iii) The Friends of Irlam Station (FIRST)
FIRST was established in 2006. Initial successes included improvements in lighting, waiting facilities and the general station environment. With the development of a partnership between the Hamilton Davies Trust (a regeneration focused charity) TfGM and Salford City Council, the station building was subsequently rescued and restored.

Irlam Station is now a station that presents a wonderful insight to what the future of ‘Rail in the Community’ could be. It is also a superb example of how a partnership involving local community interests and the rail industry can work together to rescue and restore a historic station building. Irlam Station is now a ‘flagship’ of regeneration and local railway stations nationally.

It is more than a railway station. As the gateway to the village, it was also the catalyst for other regeneration initiatives within the Irlam area. FIRST now works with the Hamilton Davies Trust to maintain this wonderful facility, including gardening, litter picking, promoting the station and much more.

(iv) Friends of Walkden Station (FOWS)

FOWS was founded in February 2007, again with the main aims of improving train services and facilities at the station. In September 2016 FOWS was honoured with the prestigious Queen’s Award for Voluntary Service in recognition of the efforts to improve the stations facilities and services.

The FOWS longer term strategy focuses on:

- Making practical, environmental improvements including:
  - improving the walking and cycling routes to the station
  - supporting the provision of a park and ride with cycling hub
  - the development of a small shop and cafe on the station;
- Lobbying for infrastructure improvements (for example in supporting an increase in line speed on the route and electrification);
- Lobbying for service changes and improvements including:
  - A Sunday service extended throughout the day
  - Supporting the franchise proposals for 4 trains per hour
  - Having a through service to Manchester Piccadilly and; the diversion of the Southport to Manchester Airport service to operate via the Atherton/Walkden route);
- Raising the status and profile of the station within the community; and
- Developing Walkden Station as an interchange, for both the local area and for the planned RHS Bridgewater.
6.4 Community Rail Partnerships in practice

6.4.1 Community Rail Partnerships can also improve the finances of local lines and stations by significantly increasing patronage as a consequence of service improvements and significantly improved levels of publicity and promotion.

6.4.2 In January 2015 the report ‘The Value of Community Rail Partnerships & the Value of Community Rail Volunteering’ was published by the National Community Rail Implementation Steering Committee (a partnership of central and local government, Network Rail, the Association of Train Operating Companies and the Association for Community Rail Partnerships).

6.4.3 The study re-assessed and updated evidence of the value of Community Rail Partnerships and volunteering finding that:

- Passenger use of lines served by Community Rail Partnerships has shown greater percentage growth than the national rail network or regional services (a 2.8% additional growth per annum on community rail routes);
- Community Rail Partnerships more than pay for themselves adding economic, social and environmental value;
- 3,200 community rail volunteers give 250,000 hours per year in support, giving an annual financial value of £3.4m; and
- Station adoption is an outstanding low-cost/high-benefit measure. This can be particularly so where security or other problems can be addressed without high capital expenditure.

6.4.4 Across the North, Community Rail Partnerships now involve local people and organisations working in partnership with the rail industry to improve their local railways.

6.4.5 These Community Rail Partnerships have achieved some notable successes on both rural and urban routes. In fact, the investment by the rail industry in community rail is small when set against the thousands of voluntary hours of labour the various groups provide. The value of that ‘relatively free’ labour amounts to £millions per annum across the North.

6.4.6 Community engagement (in a wider way) and support for community rail organisations and the Association of Community Rail Partnerships is now included as a key requirement of the new franchises. The availability of funding for small schemes at stations can also enable greater community involvement and a sense of pride in stations. This creates a virtuous circle of better awareness of the facilities on offer, a more attractive station environment, less vandalism and greater usage leading to increased revenues.
6.5 The Journey Forward

6.5.1 Salford City Council endorses the excellent work done by the Community Rail groups in Salford and wishes to see the concept extended. With the start of the new Arriva North franchise, with its specific community rail objectives, the Council wishes to build on those efforts and sees greater engagement of local communities as a vital element in ensuring that the rail network meets the needs of the City and the Region.

6.5.2 All the station friends groups in Salford are actively engaged with their local communities to raise awareness of the stations and train services, promoting the latter as key community assets. Increased success in these areas requires a mutually supportive relationship with Network Rail, the train operator, British Transport Police, TfGM, Salford City Council and others (such as developers and local charities). Those relationships vary in their success but can form the basis for the expansion of community rail across Salford.

6.5.3 Salford does not currently have a Community Rail Partnership. The lines which serve Salford are all intensively used urban networks which do not fit the narrow template of a Community Rail Partnership in a rural area (as defined by Network Rail). However there are three groups that together provide the basis for the possible establishment of a CRP for Salford:

(i) The South East Manchester Community Rail Partnership (established in 2011)

This covers the Manchester to New Mills Central, Manchester to Rose Hill via Hyde and Manchester to Hadfield (as far as Broadbottom) lines. The partnership brings together the train operating company with Manchester City Council, Stockport Borough Council, Tameside Borough Council, TfGM and New East Manchester Ltd.

The improvement and maintenance of stations along the above routes has been a key focus of the South East Manchester Community Rail Partnership. The Partnership has also worked with relevant bodies to promote integrated transport links. The City of Salford and adjacent communities share many of the characteristics of the South East Manchester CRP.

(ii) The North West Manchester Station Friends’ Alliance.

The alliance was established in January 2014 with a view to strengthening constructive engagement between four Station Friends groups located on the Manchester-Wigan and Bolton-Wigan corridors and other stakeholders such as Northern Rail, TfGM, Network Rail and local authorities. The Alliance of Station Friends’ groups Constituent members are:

- The Friends of Walkden station, located between Manchester and Wigan on the Atherton Line;
- The Friends of Hindley station, located on both the Atherton Line and Bolton-Wigan line;
- The Friends of Westhoughton station, located between Wigan and Bolton;
- The Friends of Daisy Hill station, also on the Atherton line.

The North West Manchester Station Friends’ Alliance

(iii) The Irlam and Cadishead Regeneration Group

Partnership working brought about the formation of the Irlam and Cadishead Regeneration Group in 2011 to drive forward the regeneration of the area. The group is made up of local Councillors and senior officers from Salford City Council, Urban Vision and Hamilton Davies Trust.

6.5.4 Collectively the achievements, similarity of objectives, and the experience of those groups in stakeholder relationships both with the railway industry and wider community groups provides an excellent foundation upon which to establish a Salford Area Community Rail Partnership.

6.5.5 Such partnership would bring both quantitative and qualitative benefits and patronage is a useful, though not the only, indicator of the potential benefit of a Community Rail Partnership. In the case of the three Salford rail routes, if the average increase in patronage arising from Community Rail Partnerships of 2.8% per annum is applied then the benefits in patronage could be as demonstrated in Table 3 with a resultant estimated increase of 411,492 over six years.
<table>
<thead>
<tr>
<th>Station</th>
<th>Footfall 2015/16</th>
<th>Footfall 2022/2023 (with CRP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Salford Crescent</td>
<td>955,878</td>
<td>1,128,135</td>
</tr>
<tr>
<td>2. Salford Central</td>
<td>411,830</td>
<td>486,045</td>
</tr>
<tr>
<td>3. Walkden</td>
<td>339,942</td>
<td>401,202</td>
</tr>
<tr>
<td>5. Irlam</td>
<td>305,590</td>
<td>360,660</td>
</tr>
<tr>
<td>6. Eccles</td>
<td>161,298</td>
<td>190,365</td>
</tr>
<tr>
<td>7. Swinton</td>
<td>132,684</td>
<td>156,595</td>
</tr>
<tr>
<td>8. Patricroft</td>
<td>49,468</td>
<td>58,383</td>
</tr>
<tr>
<td>8. Moorside</td>
<td>40,654</td>
<td>47,980</td>
</tr>
<tr>
<td>10. Clifton</td>
<td>116</td>
<td>137</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,397,460</strong></td>
<td><strong>2,829,502</strong></td>
</tr>
</tbody>
</table>

Table 3 – Salford Area CRP – Estimated increase in patronage

**Salford Priority No.15** – Salford City Council will work with Arriva Northern, Rail North, TfGM and others to explore the possibility of financial support to establish a new West Manchester and Salford Community Rail Partnership, embracing the following routes:

- Manchester Victoria – Eccles – Patricroft – Warrington/Wigan (the ‘Chat Moss Line CRP’);
- Manchester Victoria – Walkden – Atherton – Wigan (the Atherton Line CRP), to form a partnership with and extend the West of Lancashire CRP (which covers the lines between Preston and Ormskirk and Southport to Wigan);
- Manchester – Irlam – Warrington Central (the Cheshire Lines CRP, to be formed in partnership with Warrington Borough Council).

7. RAIL FREIGHT IN GREATER MANCHESTER

7.1 A viable rail freight business is vital to Greater Manchester as it supports economic activity and contributes to sustainability targets.

7.2 Trafford Park is a very successful rail freight terminal. The terminal is highly sustainable as 70% of the containers handled there have their origin or destination within the Trafford Park Industrial Estate. There are also successful rail freight terminals on Merseyside. This means that freight terminals properly exist in the main centres of production and consumption.

7.3 Salford City Council has major concerns about proposals for the Parkside freight terminal. This will increase heavy goods vehicle traffic to from Greater Manchester and on motorways and roads in Salford.
The City Council has worked with Peel Holdings to develop Port Salford. This £400 million facility has the potential to be a tri-modal freight interchange linking road, rail and water haulage.

The Western Gateway Infrastructure Scheme (WGIS) has already provided a new road link to Port Salford, and when complete include the redirection of the existing A57 to an alignment closer to the Salford City Stadium and a mile-long new dual carriageway link to Trafford Way. A new lift bridge is also being constructed over the Manchester Ship Canal.

WGIS involves significant highway works around the M60 motorway, both in Salford and in Trafford, as well as a new rail link from the Liverpool-Manchester railway line (Chat Moss corridor) into the Port Salford tri-modal freight interchange.

8. LONGER TERM INTERVENTIONS
8.1 Metrolink

Irlam and Cadishead will experience considerable investment and growth in housing over the next 10 to 20 years. Adjacent to these areas Partington (in Trafford) will also see major housing investment (of up to 5,000 homes). Improved public transport links are vital to the infrastructure serving these developments as an alternative to unsustainable car use. The three areas are traversed by the former Glazebrook East Junction–Skelton Junction Line (now disused). Salford City Council believes that the Glazebrook to Skelton route should be investigated as a new Metrolink route to serve the housing expansion of these areas.

In engineering terms such a re-opening would be relatively easy as all the infrastructure of the line is still in place (although the track and signalling has been removed). The major cost would be the repairs to the Cadishead Viaduct and other decaying bridges along the line. As it was built to carry 4 tracks, the Cadishead Viaduct could accommodate the Metrolink and a parallel cycleway.

At Cadishead the Metrolink could be diverted to serve Irlam and continue from there to link with a further Metrolink extension from the Trafford Centre to Port Salford.

The Trafford Centre Extension of Metrolink is progressing, with an expected opening date of 2020. Salford City Council is of the view that the extension to Port Salford must follow quickly after that. Parallel with these works, TfGM should work with Trafford MBC and Salford City Council to undertake a detailed feasibility study of the re-opening of the Timperley to Cadishead rail line as a Metrolink route.
8.6 Tram-Train

8.7 In Europe, in addition to light rail, the concept of tram train has been successfully developed. The tram train concept allows tram-like vehicles to share tracks with heavy rail trains, but then leave those rail routes to access city or town centres using light rail tracks.

8.8 Since 2010, TfGM has undertaken research into the possible conversion to tram-train of a number of existing rail routes. One of the routes investigated is that between Manchester - Salford – Walkden – Atherton and Wigan. However a strategy review in 2013 showed that that the Atherton line had a low benefit/cost ration of only 0.4 offering poor value for money.

8.9 If work progresses as the City Council hopes within a few years Walkden Station could have disabled access, car parking, better linkage to the local area and more frequent rail services with increased capacity. The RHS Bridgewater garden will open in 2009 and as a result, passenger numbers will increase significantly.

8.10 Salford City Council wishes to maximise the role of Walkden as a transport interchange. This will underpin economic development and improve access to employment, education, health care and the leisure.

8.11 Given the very low BCR of the route, the franchise proposal to improve rail services, and the potential for higher line speeds and electrification, Salford City
Council strongly disagrees with the concept of replacing heavy rail on the Walkden line “like for like” with tram-trains.

8.12 The former 4-track formation of the route offers the opportunity to develop a new and exciting concept in Greater Manchester, tram train operation alongside an improved and faster heavy rail service. Tram train could be developed as far as Walkden using the disused 4-track formation where the route can divert to serve Little Hulton, Bolton and Leigh using the formation of the disused Manchester to Bolton Greater Moor Street railway line which closed to passengers in 1954 and finally in the early 1960’s, or by running south of Walkden to join the closed rail route via Ellenbrook to Leigh (currently part of the Leigh Guided Busway).

Map of Walkden, showing current rail route and the disused Eccles – Kenyon Junction line, now used for part of the route of the Leigh Guided Busway (coloured purple) and the closed Bolton Line (coloured Green) as a possible future Tram Train route. The former Walkden Low Level station is marked by the arrow.

8.13 Bus Rapid Transit

8.14 An alternative to rail based systems, Bus Rapid Transit (BRT), is a bus-based mass transit system system that generally has specialised design, services and infrastructure to improve system quality and remove the typical causes of delay. In Greater Manchester a very similar system is now provide by the Leigh Guided Busway which is already proving very successful.
8.15 Salford City Council is of the view that BRT offers a high quality public transport alternative to Metrolink that can be integrated with other bus, tram and rail networks. BRT can also be a precursor to light or heavy rail; as such routes can be converted when patronage grows to levels which justify such investment.

8.16 BRT buses should operate for a significant part of their journey within a fully dedicated right of way (as found on the Leigh Guided Busway) to avoid traffic congestion. In addition a true BRT system has most of the following elements:

- Alignment in the centre of the road to avoid typical curb-side delays;
- Stations with off-board fare collection to reduce boarding and alighting delay related to paying the driver;
- Station platforms level with the bus floor and multiple bus doors for entry to reduce boarding and alighting delay caused by steps and queuing; and
- Bus priority at intersections to avoid intersection signal delay.

8.17 A possible route for such provision is that from Manchester via Salford University to Pendleton, either as a stand alone or as a link to from the Leigh Guided Busway corridor.

**Salford Priority No.17** - Salford City Council will work with the railway industry, DfT, Rail North (TfN) and TfGM to develop light rail, tram train and BRT options to serve:
- Partington, Cadishead and Irlam areas;
- The Walkden route then to Little Hulton, Bolton and Leigh.
- Salford University, the A6 (Crescent) corridor to Pendleton.