SALFORD RAIL STRATEGY

(For SCC Council Consideration on 19 July 2017)

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THE SALFORD RAIL STRATEGY

INTRODUCTION

The railways across the North of England are facing a time of huge change. Two new franchises started on 1\textsuperscript{st} April, 2016, and others are to follow, investment is promised, electrification is proceeding (albeit less extensively and quickly than many would wish), the first of new rolling stock to replace the unpopular ‘Pacers’ will arrive in 2018, the railway timetables between now and December 2019 are being extensively revised and (hopefully) improved as more services are promised. There is much more that could be referred to.

Thus after years of relative stagnation across the local railway network of much of the North, despite unprecedented patronage growth, the future is, in many respects much better.

Within that context Greater Manchester, and so the Salford City area, can look forward to an exciting future as it develops its position as a leading global city, but it must foresee and tackle many challenges to develop a transport system that will help fulfil its potential. This will require a bold vision, and the determination to make very substantial improvements to our public transport network.

The City of Salford has that determination and sees the rail network as being a vital part of the future, if it can be improved with targeted investment in infrastructure, stations and services. The Salford Rail Strategy aims to set out a wide-ranging overview of the scale and range of investment that is needed to improve that railway network.

The wide range of ideas within the Salford Rail Strategy are all about connectivity, modal shift, regeneration, economic development, and transforming the quality of life for the City’s residents, and the travel experience of visitors. Obviously, the ideas contained in the Salford Rail Strategy need to be further assessed and developed to varying degrees to take then forward to implementation. However, it is hoped that the content will provoke though, debate and encourage developments.

As such the document will also support the revised Greater Manchester Spatial Framework, the Transport for the North Strategic Transport Plan, the TiGM 2040 Transport Vision and other such work.

The Salford Rail Strategy has been mainly written by Roy Chapman, Managing Director of Lynwood Transtec Ltd., drawing on, amongst other things, his 40 years experience in the railway industry. In that process he has worked closely with Officers of Salford City Council, and particularly Lee Evans of the Infrastructure Team.

Lynwood Transtec Ltd
July 2017
1. THE PURPOSE OF THE Salford Rail Strategy

1.1 The purpose of the Salford Rail Strategy (SRS) is to 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.

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

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 the above, it is vital to take account of the wider railway, national and regional planning strategies. It is within these that improvements to the rail network in Greater Manchester, and so Salford, can be achieved by the railway industry, Rail North, Transport for the North and Transport for Greater Manchester (TfGM). It is hoped these partners can work in partnership with the 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:

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

2.2 The City of Salford has an exciting future. It is a vibrant, growing city with huge potential. As one of the key enablers of this growth, the successful development of our transport network is vital. In order to achieve this, the Council recognises the importance of identifying our key priorities as a city and then present a strong and united case to decision makers, regionally and nationally.

2.3 Constructive engagement and effective lobbying can really bring results, as we have seen through the Northern franchise specification and the benefits this will bring to rail services and stations. It is vital to present a strong voice going forward so that the priorities outlined in this Strategy have wide political support. This applies to short, medium and longer term interventions. This is why the Salford Rail Strategy is both timely and of great importance.

3. CONTEXT OF THE RAIL STRATEGY

3.1 The Local Context

3.1.1 Salford City Council has aspirations for a more green and pleasant city. However, if that is to be achieved, the City must also achieve a more favourable balance in transport provision in favour of sustainable public transport, cycling and walking. Overall, the aim must be the development of the least polluting modes of transport.

3.1.2 In developing ideas, bus, rail, light rail, park and ride, cycling and walking, coupled with policies and plans to control demand for road space in busy urban areas all need to be considered as part of a coordinated strategy for the City.

3.1.3 This Strategy considers the rail network which serves the City of Salford. 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.

3.1.4 The issues impacting on the rail network across Salford fall into four main elements:

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

3.1.5 The Salford Rail Strategy confirms many long held rail aspirations across those elements and this reflects 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; and
- Employment.

3.1.6 The Salford Rail Strategy seeks 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 to facilities and capacity;
   - Irlam has been transformed in recent years but still needs further improvement and improved disabled access;
• Walkden urgently 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.

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

3.2 Greater Manchester Spatial Framework

3.2.1 The railway network and the railway stations on them played a major part in the expansion of towns and cities from the 19th century onwards. Many streets and roads of grand Victorian houses still radiate from railway stations across Greater Manchester. That key role in what was concentrated development was overtaken, particularly after World War 2, by car based growth, resulting in what has been called ‘urban sprawl. Now in an era of environmental pressures such dependency on the motor car is not sustainable. Across the UK, and potentially in much of the Salford City area, railway stations are now driving a new wave of economic and social development in the 21st century.

3.2.2 The importance of stations has been recognised in the Governments Housing White Paper (‘Fixing our broken housing market’, Department of Communities and Local Government, February 2017). The White Paper identifies railway stations as key anchors for the next generation of urban housing developments. As the UK’s population grows and urbanisation continues at pace, the humble railway station has become much more than just a stop on the daily commute. Increasingly they are the epicentre of growth and regeneration in many UK cities and destinations in their own right for shopping, working and socialising. Salford City Council recognises that the railway stations across the City area have varying potential to play such a role, within the context of a future Greater Manchester Spatial Strategy.

3.2.3 In 2016 the Greater Manchester Combined Authority launched the draft Greater Manchester Spatial Framework (GMSF), with a formal consultation on
the first draft from 31 October 2016 to 16 January 2017. The purpose of the GMSF was to develop a comprehensive, environmentally sustainable, plan across the ten Greater Manchester Authorities to manage the supply of land for jobs and new homes across Greater Manchester. The overall objective was to ensure that the conurbation will have the right land in the right places to deliver the homes and jobs needed up to 2035, whilst also protecting wildlife habitats, etc. Underpinning that objective was the identification of the new infrastructure (such as utility networks, roads, Metrolink and rail) required to achieve this. The ten Authorities would continue to produce local plans to cover greater detail and to underpin the GMSF.

3.2.4 However, the draft GMSF led to strong opposition and a number of protests, centred, for example, on the impact on the Green Belt. The result was that following his election as Mayor of Greater Manchester, in May 2017, Andy Burnham announced a comprehensive review of the GMSF.

3.2.5 To aid that process, in June 2017, the Mayor announced that Paul Dennett, Salford City Mayor, had been chosen to become Portfolio Holder for housing, planning and homelessness. He will lead on refocusing Greater Manchester’s housing policy, tackling the housing crisis, drive forward plans to tackle homelessness and the radical rewrite of the Greater Manchester Spatial Framework.

3.2.6 A detailed consideration of the GMSF is outside the scope of this Strategy. However, public transport is the key to sustainable development of the transport network, across Greater Manchester. Improved access to that network by walking and cycling, as well as provision for car parking at stations, connectivity between modes and accessibility for users with reduced mobility will lead to sustainable growth in travel for work and leisure. Rail has the potential to move quite large numbers of people in a sustainable way (policy GM6). With proper investment that scope can be widened, in turn
reducing road congestion, lower emissions and pollution levels leading to improved health through better air quality, helping Greater Manchester to achieve its challenging targets for reductions in carbon emissions (policies GM15 and GM17). It is estimated that up to 2,000 people die prematurely in Greater Manchester each year due to air pollution. Both short and long-term exposure to air pollutants can affect people’s health, with poor air quality contributing to respiratory illness, heart disease and some cancers.

3.2.7 The rail network must be fully accessible to all residents including those with reduced mobility, and accessibility improvements to our station should be an urgent priority given its high level of usage and growth potential. We must also be very mindful that we have an ageing population, and the network needs to be fully accessible to them and easy to use and understand. Improving access to and through our regional core, to the airport and the south side of the conurbation, to a wider range of education, healthcare, employment and leisure opportunities, will be key to improving social inclusion across the Salford City area.

3.2.8 It is essential that all new developments are easily accessible by public transport. Good quality rail services, with adequate capacity (Policy GM6) can play a key role in serving centres of:

- Employment including industrial and logistics sites;
- New housing developments.
- Education;
- Health provision and;
- Leisure, Heritage and Tourism.

3.2.9 A key focus of the revision of the GMSF is the re-development of brown field sites allied to the protection of the Green Belt. Salford’s industrial history means that it has inherited a number of brown field sites. Examples within the Salford area, close to rail stations include:

- New housing developments Salford has the second highest total housing requirement in Greater Manchester (15%) and this is reflected in the scale of proposed residential development in the City area, including the former Nasmyth Wilson engineering works site at beside Patricroft station and sites close to Walkden station (with its legacy of coal mining);
- The RHS Garden Bridgewater development. This is expected to attract large numbers of visitors from all over the country, as well as boosting tourism and employment locally. Walkden station has the potential to be the local rail head for the RHS site, linked by a shuttle bus.
- The important Salford University, served by Salford Crescent Station.

3.2.10 Greater Manchester has huge potential and the scale of development expected to take place in the period up to 2035 underlines this. Salford City
Council shares the desire to maximise this potential and to contribute to making Greater Manchester a world class conurbation. To achieve this vision, we must be ambitious, and we must be prepared to make transformational improvements to our existing rail network.

3.3 The Regional Context

3.3.1 The Salford Rail Strategy cannot be successfully developed in isolation. Sustainable economic development is central to a number of the following strategies and to the Salford Rail Strategy. Account has been taken of other plans for the North West and Greater Manchester rail networks in developing the Salford Rail Strategy.

3.3.2 The North West is blessed with a quite good rail network. However, it has been a matter of the greatest concern that for some 40 years there has been a persistent pattern of gross under-investment in rail transport across the Region. That under-investment that has now started to be addressed through a number of strategies, 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 included 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).

3.3.3 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 has also been the focus of the Salford Rail Strategy.

3.3.4 Salford City Council endorses and supports the rail network investment and improvements contained in the above strategies and programmes. These have been taken into account in writing the Salford Rail Strategy.
3.4 The Rail North Long Term Rail Strategy

3.4.1 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.

3.4.2 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.

3.4.3 High levels of annual growth in patronage that have been experienced in recent years across the North (+70% between 2002 and 2015) and 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.

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

i) 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);

ii) 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);

iii) 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, and sophisticated network mix with its defined categories of train services and routes, and;

iv) 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.

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

3.4.6 As with the rest of the North, rail use across Salford is growing. The City Council wants to see rail extend its reach and rail use grow across Salford, so increasing revenue, and strengthening arguments for investment in services, rolling stock and stations. How the City Council wishes to see these develop is outlined in Section 4 of this strategy.
3.5 **Transport for the North ‘Northern Transport Strategy’ and the first Independent Economic Review for the North**

3.5.1 Transport for the North and Rail North will integrate relevance once the former obtains statutory status in 2017.

3.5.2 The Northern Transport Strategy (published 2015) aligns transport investment with the building of a sustainable future economy – the Northern Powerhouse.

3.5.3 The Northern Transport Strategy identifies that:

(i) There are three key enabling capabilities within the economy – financial and professional services, higher education, and logistics.

(ii) Transport connectivity is vital in allowing agglomeration effects to be more fully realised across the network of the largest towns and cities in the North – creating a single economy.

(iii) The report identifies the important role of transport connectivity in closing the productivity gap.

3.5.4 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.

3.5.5 Outline feasibility work on rail elements of the Northern Powerhouse was completed in 2016, to provide options for the future development of the rail network across the North of England.

3.6 **The Transport for the North’s ‘Strategic Transport Plan’**

3.6.1 Following on from the Northern Transport Strategy and the first Independent Economic Review, Transport for the North (TfN) is now developing England’s first pan-regional Strategic Transport Plan (STP). The plan, being created to boost economic growth in the North and improve road and rail links, create close to a million new jobs and add £97 billion to the Northern economy. The production of the Strategic Transport Plan and the accompanying long term Investment Programme will be main focus of TfN’s activity until early 2018.

3.6.2 The STP builds on the concept of devolution of powers and greater local decision making, especially in the area of infrastructure. When adopted in 2018, the STP will become the Plan of the statutory body, and will last until 2050 and beyond providing long-term visionary thinking that can transform the northern economy.

‘Regional strategic transport bodies, such as TfN and Midlands Connect, will help ensure that transport projects are more closely linked with economic priorities, and so really benefit people across communities.’

3.6.4 Central to TfN’s Plan is applying joined-up thinking to issues and challenges that, up until now, have only been tackled by individual local transport authorities. With one strategic transport authority identifying and prioritising opportunities across the North, using intelligence gathered from new research to identify where investment will perform best, the STP aims to deliver massive returns on investment.

3.6.5 Since March 2016, TfN has been commissioning research across a number of key areas to inform its Plan. Railways are a vital part of that, but the work also includes a report on international connectivity outlining how better transport links across the North could unleash significantly greater opportunities for international trade and travel and a major new freight and logistics report showing the potential for ports and airports to play a greater role. Both are supported by further evidence from the independent economic review that identifies key strengths and capabilities across the North.

3.6.6 All of the work to date serves to inform the development of TfN’s integrated road and rail strategies which, together with a number of other work programmes, will inform and shape the development of the STP. The Plan will have a wide ranging and ambitious scope, setting out a portfolio of connectivity priorities to transform economic performance up to 2050. It will be a multi-modal plan that sets out an evidence-led and compelling case for investment, focusing on investment in smart ticketing and integrated travel, major highways, pan-Northern rail, strategic access for freight and logistics, and interventions to support international connectivity.

3.6.7 TfN’s Investment Programme will represent the set of connectivity priorities that are required to deliver transformational economic growth across the North. In the case of rail, within the STP, TfN is developing proposals for the Northern Powerhouse Rail network which will link together six of the North’s major cities and Manchester International Airport with faster and more frequent rail connections. TfN is also working with Network Rail to identify improvements needed to the existing rail network in the North.

3.6.8 In order to develop an integrated rail Report, TfN has been working closely with Rail North, to identify improvements needed to rail infrastructure and services across the North. This includes delivering rail franchising commitments, development of fast, frequent east-west journeys through a Northern Powerhouse Rail, and identifying other improvements for rail to enhance passenger and freight services.
3.6.9 The rail network across the North needs improvements to capacity, connectivity, coherence and cost effectiveness. The Integrated Rail Report will identify connectivity priorities on the North’s rail network, and will include plans and proposals for Northern Powerhouse Rail, Rail North’s aspirations and franchise specifications, and the new Network Rail Northern Area Programme. Northern Powerhouse Rail is a proposed network that can meet the needs of people and business, transforming connectivity between the important economic centres of the North.

3.6.10 Mindful of the need to understand environmental and sustainability issues at the strategic level, TfN has also commissioned an Integrated Sustainability Appraisal of the Strategic Transport Plan, The Draft Strategic Transport Plan and TfN Investment Programme will be published for public consultation in autumn 2017, alongside the establishment of TfN as a Sub-National Transport Body.

3.7 The Northern Hub

3.7.1 With an increasing number of jobs located in the Regional Centre and more people commuting longer distances, the number of passengers on all services to and through Manchester (north–south and east–west) has increased. This has resulted in more trains and increased congestion levels.

3.7.2 First published by Network Rail in 2010, the, Northern Hub is the physical means by which the long overdue improvements to the Greater Manchester rail network will be achieved. The Hub interventions 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.

3.7.3 Northern Hub is expected to 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.

3.7.4 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.

3.7.5 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. Specific proposals as to how this can be achieved are detailed in Section 4.

3.8 Northern Railway and TransPennine Express Rail Industry Committed Changes

3.8.1 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.

3.8.2 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.
• Northern stations will be improved with at least £60 million of investment across the franchise.
• A number of currently unstaffed, stations will become staffed.
• Increased support and funding for Community Rail, which is a key part of the Northern franchise and comes with significantly higher investment than ever before.

TransPennine
• A capacity uplift of nearly 70% at peak times.
• New 125mph links including a new service to Edinburgh via Newcastle.
• Free wi-fi will be introduced on all trains by 2020 at the latest.
• Improved customer service and challenging targets for customer satisfaction.

3.6.3 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 trans Pennine 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.

3.8.4 Whilst the detail of the above investments as they will impact on specific rail routes and stations are yet to emerge, the improvements the City Council wishes to see are described in greater detail in 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).

3.8.5 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.

3.9 Future franchises

3.9.1 Over the next few years the following rail franchises which serve Greater Manchester will be re-launched:
The Invitation to Tender for the above 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 currently operate past Eccles station but do not call there.

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, which operates long-distance services primarily on the West Coast Main Line between London, Birmingham, Manchester, Liverpool, North Wales, Glasgow and Edinburgh. The ICWC services do not yet serve the Salford area, but have the potential to do so.

Consultations on the future of both the above were held. Salford City Council responded, basing its individual consultation response to both the Rail North Long Term Rail Strategy and the contents of the Salford Rail Strategy. In terms of both the Arriva Trains Wales and Inter-City West Coast future franchises, the improvements Salford City Council would wish to see are outlined in Section 4.

Transports for Greater Manchester Ten Year Rail Plan

The Greater Manchester rail network has seen a number of developments in recent years as detailed in Sections 3.1 to 3.8. 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.

The Greater Manchester Transport Vision for 2040 and strategy

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.
3.11.2 In 2015 TfGM undertook 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 builds on that Vision, highlighting the priority interventions needed to achieve it. In turn, the Strategy is supported by a 5-year Delivery Plan which sets out short-term delivery priorities. Salford City Council has contributed proposals for inclusion to the 2040 strategy and specifically the 10 year Rail Plan. The detailed improvements are outlined in Section 4.

4. RAIL INVESTMENT IN THE SHORT TO MEDIUM TERM

4.1 ELECTRIFICATION

4.1.1 Salford City Council believes that widespread electrification is the only sustainable solution to the elimination of diesel operation, significant increases in usage of local rail services, a consistent level of improvement to service quality, in reducing operating costs, as well as providing faster, more reliable and rail services

4.2 Currently Committed Schemes

4.2.1 Electrification was not part of the original Northern Hub proposal but was later 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
- A way of gaining significant journey time reductions and greater line capacity (as electric vehicles accelerate and decelerate faster than diesel units).

4.2.2 From December 2013, passengers on Salford’s rail network have been enjoying the benefits of new electric services from Manchester Airport to Scotland via Wigan and on local trains between Liverpool and Manchester (from early 2015). The latter has directly benefited Eccles and Patricroft.

4.2.3 Other currently committed routes that will benefit Salford include:

- **Manchester to Preston** – The routes between Preston to Manchester and Manchester Victoria to Stalybridge was originally planned to be completed by December 2016, but was re-programmed to December 2017. However, the line via Bolton to Preston may not see electric trains until May 2018. At Bolton Station, the work includes reinstating platform 5, which has been out of use for decades. The existing platforms and canopies need adjusting to accommodate a new track alignment through the station, as well as new overhead equipment. The work will allow more trains to run between Manchester and Preston, with a resultant beneficial impact
back to Salford Crescent. The electrification of the Manchester Victoria to Stalybridge line has also been plagued by setbacks. Network Rail states that they are working on a ‘resilient power supply’ to enable the project to proceed and so allow an enhanced timetable and service improvements to be introduced.

- **Preston to Blackpool** - A fully electrified route between Preston and Blackpool will connect the area to the West Coast Main Line. Under current plans the work should be completed by early 2018.

- **Manchester to Leeds and York** – This route was originally planned to be completed by December 2018, but because of delays outlined above and also rising costs, means that under current proposals, a fully electrified route will be provided between Manchester, Leeds and York (via Huddersfield) by 2022, four years late. Electrification 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 Partly as a response to the huge increases in electrification costs, bi-mode trains are being introduced. Such trains operate on electrified routes, but switch to supplementary diesel power to run on non-electrified lines. Northern Rail is currently developing a Class 319 flex, a bi-mode version of the units currently working between Manchester and Liverpool and other routes.

*Figure 1 - Current proposal for electrification of lines in the North (as of 2016)*
4.2.5 The Northern Hub was outlined in Section 3.7. The infrastructure works for the Hub are closely linked to electrification works. Two key plans within the Northern Hub have been delayed and are under review:

- The provision of new platforms 15 and 16 at Manchester Piccadilly;
- The extension of platforms and other modernisation works at Oxford Road station.

4.2.6 The Transport and Works Act application for the work, which would allow the construction of platforms 15 and 16 at Piccadilly, has been submitted and is awaiting the decision of the Secretary of State. Network Rail has stated that the 'cost-benefit ratio' of the above schemes is under review. The plans remain 'on the table', but there are fears increasing about further delays or even cancellation.

4.2.7 Rail industry experts say that the above works are vital to cope with extra trains on the Ordsall Chord - the £85m track connecting Piccadilly, Victoria and Oxford Road aimed at cutting congestion.

4.2.8 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. However, the City Council is concerned about the delays to the above schemes and the potential consequences on the expansion reliable operation of services on all the four routes which served the Salford area.

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.

4.3.2 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 on economic grounds. 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.

4.3.3 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”.

4.3.4 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

<table>
<thead>
<tr>
<th>Salford Priority No.1</th>
<th>Salford City Council wishes to see electrification extended to the following routes as soon as possible after the completion of the TransPennine route:</th>
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<tbody>
<tr>
<td></td>
<td>The Atherton line (Salford Crescent to Wigan Wallgate)</td>
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<tr>
<td></td>
<td>The Cheshire lines route (Manchester – Irlam - Warrington – Liverpool)</td>
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<td></td>
<td>The Calder Valley route</td>
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<tr>
<td></td>
<td>Bolton to Clitheroe</td>
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4.3.5 The above routes will directly benefit Salford for the following reasons:

(i) The electrification of the Atherton Line remains a very high priority for the City Council, given the proposal to operate a 4tph service. This will significantly grow 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. Recent technical innovations with hybrid rolling stock solutions (for example the Class 319 Flex) would make bi-mode operation of services to Kirkby and Southport beyond Wigan viable to open up faster, sustainable journey opportunities to destinations within and beyond the region. Also, if the Atherton line were to be electrified, it would provide a third potential permutation for diversion from the WCML and hence would strengthen the electrification business case.

In addition, the Wigan – Atherton – Walkden – Salford Crescent route was built as a fast main line in 1888, and continued to be used as such until the 1970’s. The current line speed varies, with a maximum line speed of 65mph, which does not apply throughout. The top speed is too low, and should be reviewed, with a view to increasing it to at least 75mph were practicable;
(ii) Electrification of the Cheshire lines route (Manchester – Irlam - Warrington – Liverpool) will dramatically address overcrowding, journey times and poor quality rolling stock.

(iii) The Calder Valley route is important given its high catchment population, and the potential to serve as a diversionary route for the Manchester – Huddersfield – Leeds line. Under Northern Hub, services from Bradford interchange will operate to Chester and via the Ordsall Chord to Manchester Airport. Salford City Council wishes to see these services call at Salford Central Station, and, if possible at Eccles. If the Calder Valley route were to be electrified, then future bi-mode could operate with electric traction to Warrington (Acton Grange Junction), then ‘off the wires’ to Chester.

(iv) Bolton to Clitheroe services link the East Lancashire area with Salford Central and Salford Crescent Stations. Electrification offers the opportunity to improve the quality and capacity of these important services, which traverse a steeply graded route.

4.3.6 Salford City Council wishes to see the main routes identified in the ‘Northern Sparks’ report to be progressed as soon as practicable after completion of the Trans-Pennine works. Bi-mode trains, as they develop and improve, do offer the scope to extend services to new locations, but electrification is, currently, the best long term solution for the future of busy main lines.

4.4. TRAIN SERVICE DEVELOPMENT – an overview

4.4.1 Changes in travel patterns and economic activity, such as housing developments and longer distance commuting, have impacted on rail travel. 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.

4.4.2 Salford City Council, like many other stakeholders, was greatly encouraged by the train service improvement commitments up to December 2019 made at the time the Northern and TransPennine Express franchise were confirmed. This came after years of, at worst, relative stagnation in the majority of local services, or at best a few minor improvements, despite years of continual growth in demand and worsening crowding. For too long poor quality rolling stock, inadequate service frequencies and excessive crowding have been the norm on all the lines serving the City of Salford.

4.4.3 At this stage the detailed timetable changes up to December 2019 are unknown, although it is possible to determine some of the service improvements through reference to the Train Service Requirements in the franchise agreements and the proposals for the May 2018 timetable change. Delivery of these service improvements is planned to be staggered across three major timetable change dates in 2017, 2018 and 2019 to allow time for
the completion of infrastructure and electrification works and delivery of the necessary rolling stock. The first major set of service changes across both franchises was originally planned for December 2017, but regretfully this date will now see only minor changes, with the rest throughout 2018. This is another reason why it is important to get the May 2018 changes right.

4.4.4 The postponement of service improvements from December 2017 have arisen because of delays in completing infrastructure works and in the release of cascaded rolling stock. Sadly, the long suffering rail passengers of Salford area local rail services will have to wait even longer for really worthwhile improvements.

4.4.5 Delivery of 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.

4.4.6 TransPennine Express will introduce new services across North TransPennine in May and Liverpool-Scotland direct services in December 2018. Changes for both franchises will occur in December 2019, but this is likely to be limited to additional rolling stock capacity in most instances, the establishment of the Northern Connect brand and timetable refinements. The only new service to be initiated in December 2019 will be the Liverpool-Manchester-Calder Valley-Leeds. Salford City Council is concerned about the risk of delays to the introduction of new and improved services and rolling stock to 2020 or even 2021. The need for service improvements date back some years, rail patronage continues to grow, and delays would impact on the economic performance of the City Region.

4.4.7 Salford City Council welcomes the following committed timetable changes:

- The diversion of a number of TPE (and in time Northern) inter-regional services via Manchester Victoria, and the Ordsall Curve, including Manchester Airport to Newcastle (MIA-NCL) and Manchester Airport to Middlesbrough (MIA-MBR), assuming train paths can be confirmed. However, (as referred to in Sections 4.2.5 to 4.2.8) the Council is also concerned that:
  - The delivery of the previously proposed infrastructure improvements at Manchester Piccadilly (Platforms 15 and 16) and Manchester Oxford Road is still ‘on the table’, but start dates are unknown. Salford City Council believe it would be unacceptable for these important works not to proceed, and so the Council also shares the concern of many stakeholders across the North that alternative, less than optimal ‘interim,’ solutions could be adopted. In turn this could adversely impact on reliability and restrict future service developments;
  - Consequential changes to the times of other services arising from the above will impact adversely on connectivity at
Salford Crescent to/from the Atherton line and Manchester Oxford Road and Piccadilly. It is therefore very important that any new or retimed services connect well with those to/from the Atherton line. This has been a major problem for many years, with long waits at Salford Crescent being the norm.

- Additional services including a commitment to four trains per hour between Wigan and Manchester Victoria via Walkden.

- Two trains per hour in the extended Peak Hours at Eccles. However, the case for 2 trains per hour (2tph) throughout the day at Eccles, as evenly spaced as possible, remains very strong (see Section 4.6).

- The City Council would certainly support the provision of Boxing Day services on all four lines which cross the City. The evidence of recent years is that services in the retail peak periods have been full to overcrowding, including on Sundays, and hence the Council would expect Boxing Day services to be very well used. Such services can be expected to be well used to and from Salford Central, given its relative closeness to leisure and retail facilities on Deansgate, Quay Street and around St. Anne’s Square.

4.4.8 Before the timetables are available, both operators will need to submit their timetable proposals 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, Transport for the North and TfGM during the timetable development and any subsequent analysis of the impacts.

4.4.9 The above should only be seen as a start. Growing rail patronage across the City area, justify further service improvements. In addition, changes external to the rail network, such as house building, demand that train service frequencies must be continually reviewed.

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) – calling at Salford Crescent;
- Manchester Airport to Blackpool North (via Bolton) – calling at Salford Crescent;
- Liverpool to Bradford (via Manchester Victoria and Rochdale) – potentially calling at Salford Central (when Liverpool line platforms are built);
- Manchester Airport to Bradford Interchange (via Manchester Victoria and Rochdale) - potentially calling at Salford Central (when Liverpool line platforms are built);
- Chester to Leeds (via Warrington Bank Quay, Manchester Victoria and Rochdale) - potentially calling at Salford Central (when Liverpool line platforms are built). These services also have the potential to serve Eccles if the business case can be made;
- Manchester Airport to Liverpool Lime Street (via Warrington Central) These services will reduce overcrowding on this busy route, and also have the potential to serve Irlam if the business case can be made;

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. This includes:

- 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:

(i) 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;

(ii) £400 million investment by Arriva Northern in 281 brand new air-conditioned carriages; and

(iii) Withdrawal of the unpopular and inferior Class 142 ‘Pacer’ units between November 2018 and October 2019.

4.6.6 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.

4.6.7 The detail of the timetable changes for 2017, 2018 and 2019 and which will embrace the improvements outlined in 4.6.1 to 4.6.5 are yet to emerge. TfGM will use evidence gathered during the development of the TfGM 10 Year Rail Plan in the process of influencing these timetables. The Council will monitor the detail as it emerges and will seek to influence changes so as to maximise the benefits to the Salford City area. In the meantime the Salford City Council train service priorities are outlined below.

4.7 DETAILED COMMENTS ON THE MAY 2018 TIMETABLE PROPOSALS

4.7.1 Normally, a response to a railway timetable change would not be included in a strategy document. However, the May 2018 railway timetable change will form the foundation of or influence other future changes on the rail network to 2022 and beyond, it justifies inclusion here. The May 2018 changes,
themselves delayed from December 2017, will influence the December 2018 and May and December 2019, timetable changes and possibly beyond, if certain elements of infrastructure, delivery of additional, refurbished or new rolling stock are delayed. For these reasons, it is vital that all May 2018 changes are planned carefully, especially with regard to future new and improved services and also with a view to maximising the number of potential destinations that can be served either by direct services or with convenient connections.

4.7.2 It is vital that the May 2018 timetable changes are planned carefully, especially with regard to future new and improved services and also with a view to maximising the number of potential destinations that can be served either by direct services or with convenient connections.

4.7.3 The May 2018 timetable changes are one of the largest overhauls of local rail services for many years. It is vital to ‘get it right’. The comments and suggestions in this submission are intended to help in the development of service patterns that can then be further developed over the coming years to better meet increasing demand. The provision of optimum rail services within the available infrastructure, along with improvements to stations, rolling stock and connectivity with other public transport modes, car parking, walking and cycling, will continue to stimulate modal shift, increase passenger satisfaction, social inclusion and, so, grow railway patronage and revenue.

4.7.4 In addition to independently reviewing the May 2018 timetable consultation document, the City Council has received comments on the proposals from the Station Friends Groups at Eccles, Patricroft and Walkden. In addition, the Council has been greatly helped by the Rail Services Development Officer at TfGM, who has shared and discussed issues, ideas and options. Finally, the City Council will shortly publish the Salford Rail Strategy and so the review of the May 2018 timetable must be viewed in the context of this important document.

4.7.5 The Council will continue to monitor the detail of the train service proposals as they emerge and will seek to influence changes so as to maximise the benefits to the Salford City area. Salford City Council wishes to work closely with the train operators, Rail North, Transport for the North, TfGM, rail user groups and other stakeholders during the train service development periods.

4.7.8 Again, Salford City Council very much welcomes the opportunity to respond to the consultation on the May 2018 timetable, and notes that around Greater Manchester several new through services are planned. These services and the Council’s detailed comments are as follows:

4.7.9 Central Salford (embracing Salford Central and Crescent stations).

(i) **Salford Central.** The City Council welcomes any increase in services to and from Victoria, as this will increase the number of trains calling at Salford Central. This station, which is vital in the regeneration of the
area north of the River Irwell between the Greengate development and Chapel Street, is also quite close to the shops and central business district of Manchester (around Deansgate, St. Anne’s Square, the Town Hall, Cross Street, King Street, Cross Street).

(ii) Whilst beyond May 2018, and referring to earlier comments in Section 3, with regard to Salford Central, the City Council wishes to see trains to Manchester Airport call there (once the Liverpool line platforms are built - hopefully by 2019). In practice this will probably be the 1tph from Manchester Airport to Leeds via the Ordsall Chord and Bradford.

(iii) Also it is the City Council’s aspiration that the 1tph from Chester to Leeds via Bradford and se trains will also eventually call at Salford Central, once platform are provided on the Chat Moss (Liverpool) line (hopefully by 2019).

(iv) It is noted that TPE does not wish to call its Liverpool services at Salford Central in the future. The City Council regrets and disagrees with this view, as the availability of fast services to/from Liverpool will boost regeneration of the Chapel Street area. The work by TfGM showed that the greatest return came from calling the fast Liverpool trains at Salford Central. However, the additional fast Liverpool – Manchester Victoria – Bradford – Leeds Northern Connect service due to be delivered from December 2019 timetable change will offer further opportunities at Salford Central.

(v) Salford Crescent. This station is very important, being at the western end of the Chapel Street regeneration corridor, and also serving Salford University. The City Council is very concerned about the worsening of connectional times at Salford Crescent, particularly Scotland for evening services. This is unacceptable, given the importance of the Atherton Line. The City Council accepts that this issue will be difficult to address, given the impact on trains paths through the ‘Castlefield Corridor (Manchester Piccadilly, Oxford Road and Deansgate) of

- The additional services from the Ordsall Chord;
- The changes to south Manchester to Preston and Blackpool services (see below);
- The return of TransPennine Express Manchester Airport and services.

(vi) However, Salford City Council notes that connectional times at Salford Crescent are variable. Connections are acceptable for some services but not all, and there are issues in the evenings. The Council asks that the connection times at Salford Crescent be reviewed and amended to ensure consistent and reasonable connection for all services.
4.7.10 The Cheshire Lines Route (Manchester to Warrington Central and Liverpool).

(i) The City Council is disappointed that the important ‘Cheshire Lines’ route is to lose the high quality TransPennine Express services and the through link Leeds, York, Scarborough etc. Hopefully, the future Northern Connect service to/from the Airport will offset this loss of longer distance, quality services with greater reliability, and robustness of operation, as the shorter distance will not import delays from elsewhere on the network.

(ii) 1 train per hour (1tph) between Liverpool – Warrington Central – Manchester Airport, to replace the current TransPennine Express service between Liverpool and Scarborough. Of these there is a 07.50 call at Irlam. The new service will become a Northern Connect from 2019. In addition, the future Northern Connect service will have more available capacity, as it will carry fewer through passengers. Warrington, plus the busy stations at Birchwood, Irlam and Urmston offer the potential of additional patronage. The Council believes that this new service should call at Irlam, and certainly once the new class 195 trains are delivered.

(iii) An alternative would be for the future East Midlands Trains service to call at Irlam. In a recent discussion with EMT regarding the future renewal of the franchise this option was offered as a Salford City Council aspiration.

(iv) The City Council also accepts that additional calls at Irlam (patronage 305,590) must be balanced against aspirations for similar at Urmston (patronage 324,402).

(v) The complete rebuilding of Irlam station building (at a total cost of some £1.8 million) was completed two years ago and has since grown to become a hub of community activity. In turn this has probably contributed to the 45,148 (17.6%) increase in patronage that the station experienced between 2015 and 2016. The 2015-16 patronage at Irlam was 305,590. Therefore, the City Council also believes that a call by the semi-fast service at Irlam is justified, and urges that it be included in the future timetable.

4.7.11 The Chat Moss Route (Manchester to Newton-le-Willows and Liverpool)

(i) In considering the proposed timetable for the Chat Moss Route from May 2018 (and beyond), Salford City Council has received detailed, and so useful, submissions from the Friends of Eccles Stations (FRECCLES) and the Friends of Patricroft Station (FroPS). The following comments reflect these submissions.

(ii) Salford City Council Places great importance on the Chat Moss Route for the following reasons:
The town of Eccles is in an enviable location. It is conveniently located adjacent to the M602 with direct access provided from local roads onto the national Motorway networks and is also the western terminus of Metrolink, which connects Eccles with other local towns across the conurbation including Bury, Rochdale, Oldham and Altrincham. However, the quality of transport links is undermined by the lack of adequate frequencies services at Eccles station. Currently, Eccles has only 1tpd outside the peak periods. Despite this poor service, passenger numbers at Eccles Station have risen 150% over the last 10 years meriting 2 trains per hour at all times. Eccles station has greater potential as an access point for Salford Quays / Media City and Trafford Park / Centre. Given the on-going growth in activity at these locations the number of passengers using Eccles station can be expected to increase in the coming years. Eccles is ideally situated to develop as a tram/bus/rail interchange for the West of the Manchester conurbation. This is now recognised in the Greater Manchester Transport Strategy 2040. Also In the case of Eccles, the City Council feels that DDA compliant access is needed. An enhanced train service would improve the business case for this. Finally, Salford City Council wishes to further develop its concept of the 'Western Gateway', and again an additional train service would help this (as would an Extension of Metrolink up Church Street to Eccles station).

Patricroft was once an important industrial centre. With the decline of railway infrastructure and the closure of local engineering works, this role has declined. However, the Patricroft area is now benefiting from regeneration, including dramatic increase in housing. It is essential to see some train service improvements in advance of house-building, to capture commuting business etc. If the service remains poor, the new residents will immediately resort to using their cars and attracting them to rail will be much more difficult.

(iii) FRECCLES AND FroPS have concerns about the switch of services from both stations from Manchester Victoria to Oxford Road and Piccadilly. Those concerns are stronger amongst members of FroPS. Whilst the City Council can understand these concerns, it is not opposed to the change. However, the issues around the switch needed to be investigated fully, which the City Council believes are:

- The benefits of connectivity to the south side of the Manchester and the Airport. This is likely to grow the market at both Eccles and Patricroft stations compared to present day.

- The benefits of a consistent timetable throughout the week. Presently, current services from Eccles go to/from Victoria,
Monday to Saturday, whilst on Sundays, they run to/from Manchester Airport

- If the peak services to/from Victoria can be retained, then the needs of commuters will be met;

- In addition, a switch to Oxford Road and Piccadilly of some peak trains could actually boost patronage, as the two stations will have direct links to the important Manchester University Quarter, and to employment areas around Oxford Road and St. Peter’s Square;

- The general switch to Piccadilly greatly increases the opportunities for interchange to other services, both local and inter-regional (including, for example the West Midlands, Sheffield and the East Midlands and, of course, London);

- Trains from Patricroft have been running to/from Victoria since 1969, and before that Manchester Exchange Station which was next door to Victoria. FroPS fear that the break of this traditional flow could deter some current passengers, offsetting some of the growth that will come from the link to Oxford Road and Piccadilly. In contrast, if this does occur its impact would probably be quite small;

- Manchester Victoria is much closer to the major shopping attractions around the Arndale Centre, and leisure facilities such as the Royal Exchange Theatre and Print Works. As much growth of rail travel has been leisure, this is a matter of concern;

- The reduction/lack of services to/from the Chat Moss line could undermine the business case for additional ‘Liverpool line’ platforms at Salford Central.

(iv) The ideal situation would be a balance of services to and from both Manchester Victoria (and eventually Salford Central) and oxford and Road/Piccadilly. However, the City Council appreciates the challenges of achieving this because of infrastructure, signaling, and timetable pathing issues. It is also noted that connectivity to North and South sides to/from Eccles is preserved during the extended peak hours.

(v) Dealing with the two stations in turn:


Salford City Council welcomes the proposed additional peak hour services at Eccles Station from May 2018. However:

- The 2 trains per hour that will operate at the peak periods should apply throughout the day, and as evenly spaced as possible. The aspiration of two trains an hour at Eccles is very long-standing, and
the current patronage of the station certainly justifies 2tph. The improvement to a twice hourly service will increase passenger numbers.

- It is noted that the two additional services from Liverpool (the 07.59 Liverpool to Manchester Victoria and the 17.03 Manchester Victoria – Liverpool) will call at all stations except Eccles and Patricroft. This is totally unacceptable to Salford City Council. These stops must be added to these services. Inserting stops at Eccles and Patricroft into these services would give Patricroft extremely useful access to and from Manchester Victoria at the peaks while the Eccles stop on the 07.59 service would help restore a more balanced half-hourly service for that period of the morning peak in particular.

- The City Council and local stakeholders (including the station friends groups at Eccles and Patricroft) have long wanted 2 trains per hour service at Eccles throughout the day, and an enhancement of services at Patricroft to support the regeneration of the area. The latter includes the building of a large number of houses, means that rail services should also be enhanced.

- As referred to earlier, there is a proposal suggestion for a Leeds and Bradford to Chester Service from May 2018. Salford City Council is of the view that this service should be semi-fast to Manchester Victoria, call at Salford Central (when additional platforms are provided there) and could then run all stations to Chester, so calling at Eccles and Patricroft throughout the day. This would give Eccles 1 tph to Manchester Piccadilly and 1 tph to Manchester Victoria. The problem with this option is that the Chester service runs very close to the Manchester Airport-Liverpool stopper service in both directions. Salford CC welcome the improved frequency, but would prefer an alternative service if it were to offer a better service interval. Also, when the justification for more trains at Eccles, and so patronage levels, one must ask why the station does not have a higher patronage? Eccles is a town 36,000 inhabitants, nearly twice that of Irlam and Cadishead combined. Yet Irlam station has patronage of 305,590, whereas Eccles only attracts 161,298. The reasons could be the attraction of an alternative in the form of Metrolink, the fact the M602 severs the catchment area in half and the lack of accessibility.

- A benefit of this is that the future Wales and Borders service could then run semi-fast, calling at only Runcorn East, Warrington, Newton-le-Willows, Salford Central and Victoria (then Rochdale or Stalybridge). This assumes diversion to Victoria from Piccadilly. However, there will be no changes to until the new W&B franchise starts and such changes would require DfT, Welsh Government and Rail North approval.
• The other considerations with regard to the Northern Leeds – Chester and future Wales and Borders services are:

• The Leeds to Chester service will restore that link but this requires an all day service as the leisure journeys are mainly off-peak.

• The fact that it is planned to stop peak hour Leeds to Chester services at Eccles suggests that there are no timetable or pathing issues preventing an all-day 2 trains per hour service being provided at Eccles Station.

• Stopping the Leeds to Chester service at Eccles will open up opportunities for residents in the Calder Valley and in Frodsham, Helsby and Chester to take advantage of the interchange facilities at Eccles.

• Changing services at Eccles could reduce pressure on the City Centre stations and reduces journey times.

• It is noted that there is only an 8 minute interval at Eccles between the Liverpool to Manchester Airport service and the Chester to Leeds service in the proposed peak-hour services (and an 18 minute interval from Manchester). Whilst the trains serve different main stations in Manchester, such close departures are less than optimal. The City Council wants the rail industry to review these timings in future timetable planning, to try to create a more evenly spaced interval. However, the constraints on train capacity on the Chat Moss Route and in the City Centre mean that this objective is difficult to achieve with currently proposed service patterns. Therefore, the City Council wishes the matter to be kept under review, to ascertain if a potentially better option would be the calling of another service. A possible choice is the Liverpool-Leeds service which will be initiated en it is initiated in 2019?

**Patricroft. (2015-2016 patronage 49,468)**

• The introduction of Sunday trains at Patricroft is welcome, but the reduction in peak services provides a worse timetable than is available today. This is unacceptable, to Salford City Council, given the regeneration of the area. A 2tph service in the peaks is essential and the link to Manchester Victoria must be retained.

• As stated above the Patricroft area is benefiting from extensive house building. The station has seen patronage grow by 150% over 10 years. The new housing is probably already boosting patronage, in addition to the boost from the Chat Moss electrification and Class 319 introduction. In 2014-15 Patricroft had a patronage of 39,298, and this has increased by 25% in one year to the current 49,468. Therefore, the reduction in peak frequency will have an adverse effect on commuter numbers and stifle further patronage growth.
In addition, as stated above, Salford City Council believes that it is essential to see train service improvements in advance of housebuilding, to capture commuting business etc. If the service remains poor, the new residents will immediately resort to using their cars and attracting them to rail will be much more difficult. Therefore, the City Council would ask that the potential of providing a 2tph service at Patricroft all day must be kept under continual review.

Eccles will retain three peak hour trains stopping in each direction, (with a service from Chester) still going into Victoria, but these will stop at Eccles but not Patricroft, and additionally are not ideally timed for Eccles commuters either in running into Victoria 8 minutes before the Piccadilly service, which does not allow even for a connection for passengers from Patricroft.

4.7.12 The Atherton Route (Manchester – Salford Crescent – Walkden – Atherton – Wigan and Southport

(i) In considering the proposed timetable from May 2018, and beyond, for the above route, Salford City Council has received detailed, and so useful, submissions from the Friends of Walkden Station (FoWS). In turn FoWS are members of the North West Manchester Stations Steering Group, which also comprises representatives from the station friends groups at Daisyhill, Hindley and Westhoughton. The Steering Group has submitted its own response. The following comments reflect these submissions.

(ii) We also recommend that late evening services are further developed to take account of the expanding night time economy of Manchester, and to give more opportunities for passengers to reach the stations after longer distance journeys. Facilities at Salford Crescent need to be significantly improved if it is to remain fit for purpose as a transfer hub, and the potential of Hindley should also be maximised to relieve the volume of changes closer to Manchester – for this to be realised all services should call at Hindley, not pass through.

(iii) The Council also welcomes the commitment to improve weekday evening services to 2tph up to approximately 22.00 and Sunday frequency increases and new Sunday evening trains. However, later services should be provided, particularly on Friday and Saturday evenings.

(iv) Whilst 4tph on the Walkden/Atherton line is long overdue and so very welcome, there is still an imbalance of trains between the Bolton corridor and the Atherton line. As was stated in Section 3, the Wigan – Atherton – Walkden – Salford Crescent route was built as a fast main line in 1888, and continued to be used as such until the late 1960’s (for expresses to Liverpool, Blackpool, Fleetwood and Southport). The current maximum line speed of 65mph is too low, despite the line having
been re-laid and re-signalled only a few years ago. The 65mph does not apply throughout. The maximum speed must be reviewed, with a view to increasing it to at least 75mph where practicable. The line is able to accommodate 4tph, but can, apparently accommodate 5tph when necessary, but not in a way which will be reliable for scheduled operation, without unacceptable consequential risks on reliability. Drawbacks of the current relatively low maximum line speed are longer journey times and the limit on line capacity described. In turn these shortcomings stifle potential patronage and revenue growth.

(v) With regard to specific services, the City Council has the following observations:

- Two trains per hour (2tph) Rochdale to Southport via Atherton, with one originating in Leeds (via Dewsbury) and the other Blackburn, via the Todmorden Curve, and both semi fast on the Atherton Line. The City Council welcomes these services, and the increased connectivity they will provide.

- Hourly Manchester Victoria to Wigan and Manchester Victoria to Kirkby stopping services. It is noted that the Kirby trains will not call at Moorside. These effectively mirror the present-day services and so the City Council accepts that the omission of a call at Moorside is justified, given the station’s lower patronage and relatively closeness to Swinton.

(vi) Salford City Council has major concerns about the worsening of connectional times at Salford Crescent at certain times of the day. It is vital to maintain good connections at Salford Crescent. The new service pattern means that Southport services will only operate from Victoria, and there are also no longer any through evening services to Westhoughton from Piccadilly. This means that connections from Piccadilly services to Victoria originating services at Salford Crescent need to be as seamless as possible, but in the draft timetable this is far from the case with waits of over 20 minutes, or in one case an unrealistic three minute connection. Salford City Council finds this unacceptable. The increased demands on the limited capacity of the Castlefield Corridor created by services from the Ordsall Chord and the two Blackpool North services via Bolton (see below) means that additional flows to other routes such as the Atherton Line are very difficult to accommodate.

(vii) However, the simplest way of resolving the late evening connectivity issue would be to rewrite the Atherton line service after 2100 so that connections at Salford Crescent are optimized. Better still would be to route some evening and Sunday services directly from Piccadilly via Atherton (paths should be less constrained at these times).

(viii) There is still an imbalance of trains between the Atherton/Wigan and Bolton routes. Notably, the Atherton line still does not have a through
train to Piccadilly. The service pattern remains imbalanced, with multiple hourly services via Bolton through to south Manchester and the Airport, and only Victoria services via Atherton. As this will not be resolved in May 2018, it is essential that connectivity is optimised until capacity can be identified to provide the through services that the Atherton line so badly needs. The Bolton corridor will, effectively, have 3 services (as the 4th service, that provided by TPE will be limited to pick-up only northbound and set-down only southbound). Salford City Council is of the view that two services between Bolton and Manchester Piccadilly is adequate, if the capacity challenges on this route can be solved by providing longer trains, for example 8-car class 319 services. Given the issues with some inadequate length platforms unable to accommodate 8 coaches, such trains could only operate with selective door opening and/or investment in platform lengthening. Unfortunately, the Class 319 is not fitted with selective door opening controls.

(ix) However, Salford City Council feels that a possible solution to the provision of a link from the Atherton route to Piccadilly is the diversion of the proposed hourly Alderley Edge to Wigan NW, via Bolton service. This service will be operated by 319 flexi units until the route via Westhoughton is electrified (if it ever is). The operation of bi-mode trains actually weakens the business case for electrification of this short link (although it also has the potential to be part of another diversionary route for the WCML). Also, it is proposed that this service will operate semi-fast north of Manchester. Bi-mode would strengthen the argument for direct trains from Atherton line to south side of the city – if only there were paths along the Castlefield corridor. The need to serve the Westhoughton area can be partly addressed by a stop at Daisylhill, as the two stations are quite close together. However, it is accepted that a service would have to be diverted to maintain the 2tph service at Westhoughton.

(x) Looking to the future, and particularly the increasing demands arising from the opening of the Ordsall Chord, the City Council believes that it is important that every possible effort is put into increasing capacity via the constrained Castlefield corridor, whether through increased platform capacity and/or improved signalling. We are very aware that stations on the Southport line greatly value connectivity to Piccadilly, while the Atherton line desperately needs this link. Salford City Council shares the views of a number of stakeholders that the provision of a service from Southport to operate via the Atherton line with stops at main stations only to Wigan, and then Hindley, Atherton and Walkden through to Piccadilly and beyond, to be introduced at the first practical opportunity. Connectivity between Southport and Bolton can be maintained with seamless connections at Hindley. It is acknowledged that there are passenger flows between the Southport line and Bolton. However, this demand is less than that from the combined demand of the main Atherton line stations for services to Oxford Road, Piccadilly and beyond. If an additional hourly path can be identified, this would
restore services to Southport and provide a service via Atherton without affecting services via Westhoughton and Bolton as planned from May 2018.

4.7.13 The Bolton Route (Manchester – Salford Crescent – Bolton or Wigan and Preston).

(i) It is noted that Salford Crescent station will be served by the following new services:

- An hourly Alderley Edge to Wigan NW, via Bolton service (comments were made about this in the Atherton Route section):

- An hourly Macclesfield to Blackpool North (via Bolton) service, semi-fast to Preston, then all stations to Blackpool

- Two trains per hour (2tph) Rochdale to Blackburn via Bolton, with one extending to Clitheroe.

- An hourly Stalybridge to Wigan, via Bolton stopping service.

- An hourly Manchester Victoria to Preston (operating all stops north of Bolton).

- May 2018 timetable plan has 2tph terminating at Rochdale, from Clitheroe/Blackburn via Bolton. There will be 1tph to Stalybridge from Wigan via Bolton

- 3tph from the west will terminate at Victoria, 2tph from Kirkby/Wigan via Atherton and 1tph (electric) from Preston.

(ii) Salford City Council notes the above and welcomes the improved connectivity they will provide.

4.7.14 Other Service Issues

Northern Barrow/Windermere service.

(i) Reference was made under the Atherton Route to the lack of a link to/from Piccadilly and a suggestion was made regarding the proposed Alderley Edge to Wigan NW (via Bolton) service. Salford City Council concludes this submission with a reference to the proposed Manchester Airport to Lancaster via Chat Moss and Wigan NW service (with 4 per day to Windermere and the rest to Barrow). Salford City Council notes that:

- The proposed times of this service are much slower than that which was provided by TransPennine Express (TPE).
• The Northern service is to be pathed directly ahead of and behind the TPE service both to and from Bolton.

(ii) However, whilst beyond the scope of May 2018, the Council is also concerned about whether the new 5 car trains which TPE has ordered will be able to provide the capacity which is needed on journeys between Manchester and Preston/Lancaster. These trains are currently operated by 8 car Class 350’s at peak times and whilst it is hoped that more passengers will switch to using Northern services there is concern regarding the slower timetabled service via Wigan North Western will still drive passengers towards the much faster TPE services. In turn this will adversely impact on capacity and could impact on crowding to/from and at Salford Crescent.

(iii) The following table shows the differences in times:

<table>
<thead>
<tr>
<th>Route Description</th>
<th>2017 (in minutes)</th>
<th>2018 (in minutes)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Northbound MCO-PRE (via WGN)</td>
<td>38</td>
<td>54</td>
</tr>
<tr>
<td>Northbound MCO-LAN (via WGN)</td>
<td>55</td>
<td>71</td>
</tr>
<tr>
<td>Southbound PRE-MCO (via WGN)</td>
<td>38</td>
<td>52</td>
</tr>
<tr>
<td>Southbound LAN-MCO (via WGN)</td>
<td>60</td>
<td>72</td>
</tr>
<tr>
<td>Southbound PRE-MCO (TP via BON)</td>
<td>-</td>
<td>33</td>
</tr>
<tr>
<td>Southbound LAN-MCO (TP via BON)</td>
<td>-</td>
<td>52</td>
</tr>
<tr>
<td>Southbound WGN-MCO (TP via BON)</td>
<td>26</td>
<td>35</td>
</tr>
</tbody>
</table>

Source – Transport for Greater Manchester.

(iv) Again, referring to the issue of a direct link between the Atherton Line and Piccadilly, the City Council asks that if the times are to be so different could these services not be diverted to operate via the Atherton Line, calling only at Atherton, Walkden and Salford Crescent. It is accepted that the very slow speed at Wigan Station Junction and the lower line speed of the Atherton route are deterrents to such a diversion. Also, some Barrow-Windermere services will be operated by Class 769 bi-mode units, which would run in electric mode south of Oxenholme/Lancaster. If these were to run down the Atherton line in diesel mode then there would be an implication for the business case for the units. Also, the Atherton Line can only support 4tph, so another service would have to be diverted away. However, it is felt that the viability of such a diversion should be investigated fully.
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 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) **A fast service to/from Liverpool and Salford Central.**
Given the importance of Salford Central to the regeneration of the Chapel Street Corridor, and also the stations close proximity to major parts of Manchester City Centre, a fast link to/from Liverpool, once per hour, is needed.

(iv) **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 City Council sees this gap as a major issue, which must be resolved as soon as possible, given the importance, patronage levels of the busiest stations on the line and its future potential;

(v) **A review of the Atherton line speed.**
The Wigan – Atherton – Walkden – Salford Crescent route was built as a fast main line in 1888, and continued to be used as such until the 1970’s. The current line speed varies, the top speed is too low, and should be reviewed, with a view to increasing it to at least 75mph;

(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 to rectify some of the anomalies in the proposals are corrected.
4.8 IMPROVEMENTS TO SALFORD RAILWAY STATIONS

4.8.1 Rail Delivery Group’s ‘Vision for Stations Report’ (2015) recognised that:

“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 appropriately across all ten stations in the City. Appropriate Investment to ensure that Salford’s stations meet the expectations of passengers and communities has to be carefully prioritised in order to maximise the potential benefits.

4.8.2 All the stations within Salford are managed by Arriva Northern. Salford City Council welcomes the Arriva Northern franchises commitment to improve stations with at least £60 million of investment across the franchise.

4.8.3 The proposals for investment 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 the benefits of

(vii) 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. We welcome the work being undertaken to complete the electrification programme through to Blackpool North. The Council acknowledges that the conversion of many services to EMU operation on the Bolton/Preston/Blackpool corridor will free up much additional stock, and we would particularly like to see all Pacer services converted to Class 156 operation, or similar, as soon as possible;

(viii) The electrification of the Atherton Line remains a very high priority for the City Council. However, we understand that this is in the Government’s remit and as such we are hoping to see this included in the next HLOS for implementation in CP6. Recent technical innovations with hybrid rolling stock solutions (for example the Class 319 Flex) would make bi-mode operation of services to Kirkby and Southport beyond Wigan viable, and hence would strengthen the business case for electrification through Walkden. While this is a project for the future, we feel that it is worth mentioning here.
any investment by developing a prioritised programme of improvements both on and in the immediate vicinity of its rail stations.

4.8.4 The ten stations within Salford and their patronage are shown in Table 1:

<table>
<thead>
<tr>
<th>Station</th>
<th>Footfall 2015/16</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Salford Crescent</td>
<td>955,878</td>
</tr>
<tr>
<td>2 Salford Central</td>
<td>411,830</td>
</tr>
<tr>
<td>3 Walkden</td>
<td>339,942</td>
</tr>
<tr>
<td>4 5. Irlam</td>
<td>305,590</td>
</tr>
<tr>
<td>6 Eccles</td>
<td>161,298</td>
</tr>
<tr>
<td>7 Swinton</td>
<td>132,684</td>
</tr>
<tr>
<td>8 Patricroft</td>
<td>49,468</td>
</tr>
<tr>
<td>9 Moorside</td>
<td>40,654</td>
</tr>
<tr>
<td>10 Clifton</td>
<td>116</td>
</tr>
</tbody>
</table>

Note: Salford Crescent had 1,037,718 passengers in 2014-15. The fall in 2015-16 reflects the disruption of services during the Farnworth Tunnel works.

4.8.5 The basis of planning for the appropriate investment in stations across Salford already exists. December 20913 the City Council completed a detailed assessment of all the Salford stations to identify what enhancements were required. Like the Rail Delivery Group, Salford Council’s work called for investment in specific improvements which included:

(i) **Customer focus** - Significant investment to meet the needs of all passengers, including those with a disability or mobility difficulties;

(ii) **Intelligent use of technology** - Greater use of the latest information and ticketing technologies;

(iii) **Seamless journey experience** - Ensuring stations are fully integrated with rail services and onward travel modes (walk, cycle, bus, car or Metrolink);

(iv) **Reflecting local needs and opportunities** - Tailoring stations to local characteristics (as part of a national and regional network);

(v) **Safety** - Ensuring all stations and their localities are places where users can feel safe and secure;

(vi) **Regeneration** - Viewing stations as potential catalysts for innovation and regeneration, thereby enhancing the railway and local economies;

(vii) **Flexible and long-term stewardship** - Plan and operate stations for the long term with built in flexibility to adapt to change;

(viii) **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.

4.8.6 The above reflects what was identified by Network Rail in its Action Stations document (2010), which stated that all railway stations should be:

- Be safe, secure and easy to use
- Provide the information needed for passengers to plan their journeys
- Allow quick and easy transfer to other forms of transport
- Attract people to use the rail network
- Have a positive impact on the environment

4.8.7 Stations should be at the centre of communities, but to achieve this, we must capitalise on station unique selling points. Specifically Salford City Council wishes to see improvements at Salford stations developed in ways which are environmentally sustainable and which embrace:

- Wider recognition of the role of stations allied to regenerating communities through station development zones;
- Interchange and Integration;
- Accessibility Initiatives;
- General improvements in facilities; and
- Developing the commercial investment potential of stations through appropriate developments such as Station Retail Shops, and/or other commercial or community developments.

The above are dealt with in the following Sections.

4.9 Regenerating communities through station development zones

4.9.1 We must view the future of Salford stations not only as railway stations but focal points for our communities. This includes improving facilities at our stations to provide better station environments, accessibility, improved access for cycling and active travel and, where possible, retail and catering facilities. It is vital to link station developments with land use planning. Stations cannot be separated from a consideration of the immediate area they serve. 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. Research shows that the majority of a station’s catchment patronage comes from within 800 to 1000 metres of the station. Therefore, cycling and walking are important. This relationship has led to the development of a concept called ‘Station Development Zones’.

4.9.2 The City Council can support the creation of Station Development Zones by:

(i) Capturing aspirations (especially those which originate with the local community) and prioritising the works to be progressed;
(ii) Working with TfGM, station friends groups, local businesses and other stakeholders to improve areas outside the immediate operational station which could encompass environmental, access (including way marking) and integration improvements (embracing walking, cycling and other public transport, dealt with further in Section 4.10); and

(ii) Working with rail industry partners to improve areas within extent the station. This aspect is dealt with further in section 4.11.

### Salford Priority No.3

Salford City Council wishes to work with Network Rail, Arriva Northern Railway, TransPennine Express, Rail North, TfGM and third party interests to explore options 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.

## 4.10 Interchange and Integration

4.10.1 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. Measures include the spatial layout of interchanges, shelters, walking and cycling routes, signage and way-marking, safety and security, information provision and park and ride.

4.10.2 Park and ride facilities are car parks with public transport connections that allow commuters and other travellers to leave their vehicles and transfer to a bus, tram or train. The vehicle is left in the car park during the public transport journey and retrieved when the owner returns.

4.10.3 There is a case for Park and Ride at all stations, although the size and operation of the Park and Ride will vary depending on the location, and the traveller demand. Park & Ride was provided at Irlam Station as part of the station development, and options for Walkden are being regressed by TfGM.

4.10.4 The access to stations, essential to underpin interchange, should include:

- Street direction signs.
- Station signs
- An appropriate level of car parking allied to improves access to the public transport network (see Section 4.10) the adequate capacity will be provided at stations where it, increases public transport patronage and reduces the number of car miles travelled with infrastructure meeting the standards required for Park Mark accreditation.
- Cycle Parking – a minimum level cycle storage facilities.
- Step Free Access – to be provided to each operational platform by whatever means is practical.
- Tactile paving to be provided on all platforms along with contrasting colours on all handrails and steps to assist the visually impaired.
- A Station Travel Plan should be in place at all stations.

4.10.5 Cycling and walking are the most sustainable modes of transport. By cycling or walking to work or the shops, you can benefit from:

- An increased level of fitness
- Better physical and mental health
- Reduced travel costs

4.10.6 Salford City Council actively supports cycling. Set up by Salford City Council, the Cycle Forum aims to promote cycling within the city. Regular meetings allow cyclists and anyone interested in cycling to raise and discuss any issues and to make suggestions. With the benefit of the Cycle City Ambition Grant, Greater Manchester is one of eight Cycle City Ambition cities to receive funding in order to invest in high quality cycling infrastructure to make cycling a convenient, attractive and safe travel choice. In the first phase of Cycle City Ambition Grant Salford was awarded approximately £2.5 million for phase 1. Salford has secured approximately £1.9 million to deliver the second phase of Cycle City improvements and these will be complete by the end of March 2018.

4.10.6 Railway stations are an obvious focus for cycle based travel schemes. Again, Irlam and Walkden have the potential to be the centre of improved and enlarged cycling networks:

i) Irlam has a large cycle hub, and is served by existing cycling routes. These have the potential to expands further, particularly if linked to developments in Cadishead, across Chat Moss, and to from the huge Parrington development (if the problem of crossing the Manchester Ship canal can be solved);

ii) 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.

Both the above are explored further under the entry for each station.

4.10.7 The Walkden Interchange will include cycling as an important element. Amongst the routes to be improved under Phase 2 of the Cycle City Ambition Grant is Walkden Station cycling improvements. Funding has also been allocated to improve cycling facilities at Walkden Station. This could include new cycle parking and cycle lanes to connect Walkden Station to the
wider network of cycle routes. The idea is considered in more detail in Section 5.

4.10.8 A scheme that has the potential to be a Salford wide cycling scheme has been launched. A six-month pilot of the ‘Mobike’ bike-sharing scheme started in Manchester and Salford on 20 June, 2017.

4.10.9 Under the scheme, over 1,000 bikes will be made available throughout the city. In a European first, the scheme runs by a cashless ‘smart phone app’ and in-built smart locking system that allows users to locate, pick up and drop off bikes at any convenient, and legal, parking location, rather than use docking stations, as happens with the UK’s existing urban cycle hire schemes. The Mobike app enables users to rent a bike nearby, locate it using inbuilt GPS mapping and unlock it automatically by scanning a QR code on the bike. Journeys are charged per 30-minute period, starting once the bike has been unlocked and ending once it has been locked again. Users are incentivised to use the bikes responsibly by an ongoing credit score.

4.10.10 Operator Mobike is the world’s largest bike-sharing business, running cycle hire schemes in 100 cities across Singapore and China. Unlike dock-based providers, Mobike and similar operators do not charge cities. Bikes will initially be available at sites such as railway stations and university campuses.

4.10.11 The scheme has been welcomed by Salford city mayor, Paul Dennett, who sees Mobikes as a sustainable, low-carbon and healthy way to travel.

**Salford Priority No.4** - Salford City Council wishes to work with Network Rail, Arriva Northern and TfGM to promote interchange improvements at Salford Central, Salford Crescent, Walkden, Irlam, Eccles and Swinton stations.
4.11 Accessibility initiatives

4.11.1 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>
<th>ORR Footfall 2015/16</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Blackrod (completed - 2012)</td>
<td>437,642</td>
<td>555,594</td>
</tr>
<tr>
<td>2. Mills Hill</td>
<td>283,096</td>
<td>310,302</td>
</tr>
<tr>
<td>3. Appley Bridge</td>
<td>226,086</td>
<td>247,246</td>
</tr>
<tr>
<td>4. Walkden</td>
<td>266,060</td>
<td>339,942</td>
</tr>
<tr>
<td>5. Irlam</td>
<td>203,994</td>
<td>305,590</td>
</tr>
<tr>
<td>6. Hindley</td>
<td>276,182</td>
<td>333,462</td>
</tr>
<tr>
<td>7. Newton for Hyde</td>
<td>168,330</td>
<td>176,812</td>
</tr>
<tr>
<td>8. Daisy Hill</td>
<td>241,480</td>
<td>336,540</td>
</tr>
<tr>
<td>9. Broadbottom</td>
<td>126,480</td>
<td>143,514</td>
</tr>
<tr>
<td>10. Swinton</td>
<td>122,230</td>
<td>132,684</td>
</tr>
</tbody>
</table>

Table 2 – TfGM priority order for station accessibility works (2013), compared to current (2015-16) patronage.

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

- Walkden - 2nd
- Irlam - 3rd
- Swinton - 8th

4.10.3 Note the large increase in patronage at Walkden and Irlam Stations between 2010/2011 and 2015/2016 (as shown in Table 1 - an increase of 73,882 (30%) and 101,596 (50%) respectively). TfGM have only developed a feasibility study and outline business case for accessibility improvements at Walkden station. There is now an urgent 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.5** - Salford City Council wishes to work with Network Rail, Arriva Northern and TfGM to promote 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).
4.11 Improving Facilities

4.11.1 In developing proposals to improve facilities at stations, it should be recognised that these differ in size (in terms of patronage) and serve different purposes. In Section 4.8.5, reference was made to the detailed review of stations undertaken by the City Council. This work, when updated, can form the basis of detailed work plans for the stations. Whatever the detail, the minimum appropriate level of facilities will also differ.

4.11.2 The core facilities at Salford’s stations should embrace the following:

*Information:*
- Real-time information screens which should display the following information:
  - Next train destinations
  - Indication of whether or not trains are on time
  - Calling patterns
  - Departure times
  - Clock
- Train service and other station specific information – posters displaying details of
  - Timetables (Line of Route and chronological)
  - Route Maps (Local and North of England)
  - Engineering work
  - Local bus timetables
  - Local area map (including locations of bus stops/stations)
  - Other useful information (including statutory information –
- Public Address – a real-time, automated Public Address System to be provided, with the functionality for long line, live/local announcements and manually recorded PA ((at staffed stations).
- Help Points on every platform, dependent upon station patronage.

*Passenger Facilities - Retail:*
- Ticket purchase facility – These can consist of Ticket Vending Machines or staffed ticket office, supplemented by additional revenue protection staff at busy times.

*Passenger Facilities - Waiting:*
- Shelter/Canopy – some form of protection from the elements should be provided on each operational platform.
- Seating –20% of seats provided should be DDA compliant.

*Environment - Safety and Security:*
- CCTV – each platform should be covered by at least one camera as a minimum at all stations. Further cameras should be installed covering ticket sales areas, car parks and any
waiting rooms if these areas feature within the station. Waiting rooms can be particularly vulnerable areas. Additional cameras may be needed at some stations to assist with crowd control.

- Passenger Help-point – one help point on each operational platform (island platforms count as one) although at larger, staffed stations this may not be necessary. Help points will be two way and include an induction loop, if required / appropriate, given the station patronage and level of risk. Help points could also either be equipped with CCTV or be located in an area covered by CCTV to allow the user to be monitored if necessary, again dependent upon station patronage and level of risk.

- Lighting – adequate lighting should be provided within all areas of the station footprint to ensure a safe and secure environment for station users. ‘Adequate’ lighting is defined as being to Railway Group Standard and needs to be sufficient to enable CCTV to function.

Environment – Cleaning and maintenance
- Cleaning – stations should be cleaned on a regular basis and free of all graffiti.
- Maintenance and appearance – stations should be maintained to a high standard. Future of disused buildings needs to be considered on an individual basis that reflects local circumstances. The first requirement is for more effort to find uses for buildings. In the latter case, it may be necessary to work with ACORP and Network Rail, given the successful examples of derelict station buildings being brought back into alternative uses.

4.12 Station Retail Shops

4.12.1 Railway stations can capitalised for commercial purposes:

(i) Captive customers who need to purchase tickets and will purchase additional products;

(ii) Central locations with relatively high footfall;

(iii) Customers attracted by wider facilities can be encouraged onto public transport; and

(iv) Underused buildings and space.

4.12.2 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.

4.12.3 The Station Retail Shop offers an opportunity for innovation that can also deliver 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 information; obtain travel advice and purchase food, drinks, newspapers etc.

4.12.4 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.6 - Salford City Council wishes to work with Network Rail, Arriva Northern Railway, Rail North, TfGM and third party interests to promote retail facilities at Salford Central, Salford Crescent and Walkden.

Given the foregoing the specific improvements for the stations across Salford are detailed in the following Sections.

4.13 Station Management and TfGM plans for devolved control of local stations

Introduction

4.13.1 For many visitors, the railway station is the first thing they see when they arrive in a district of Salford, and they act as key gateways to the City. In some instances they can present a poor impression to national and international visitors. The standard of stations is therefore not just an issue of passenger satisfaction; it can be an economic issue in itself. Therefore, as outlined in the proceeding sections, improving the standard of Salford’s stations should be considered a priority as part of wider regeneration and economic initiatives. However, investment in stations across Salford has been variable, often very limited and uncoordinated. The result is that the quality of Salford’s stations is generally below the standard expected.

The TfGM plans

4.13.2 In March, plans to devolve powers for station ownership to Transport for Greater Manchester (TfGM) from Network Rail (NR) and train operators were submitted to the DfT. The proposals, called ‘Case for Change’, aims to bring regional accountability to Manchester by securing investment for the region and putting rail stations under local control.
4.13.3 In the detailed plans, TfGM set out their ambition to enable local stations to act as community hubs that can offer better integration from rail services into the wider transport network, as well as act as a “catalyst” for regeneration and social enterprise in the region.

4.13.4 Following an ‘in-principle’ agreement being reached with the government, the plans could see the 94 local rail stations transferred to Greater Manchester custodianship over the next two to three years, with the city centre stations Piccadilly, Victoria and Oxford Road to follow suit soon after.

4.13.5 If approved, the region’s local stations and associated land assets will see investment upwards of £400m from the public sector in the coming years and it is the wealth of available data that should be informing how and where this money is spent.

The railway industry plans for stations.

4.13.6 Under the previous franchises there was limited investment by the operators in local stations. This mainly arose because the DfT franchise requirements did not foresee the huge growth in demand that would occur across the North of England. However, there was investment to varying levels, in stations by third parties, such as Local Authorities, Charitable Trusts and the Passenger Transport Executives.

4.13.7 As described in previous sections, Northern Rail now has a franchise commitment to invest £60 million in stations. The operator has reorganised its management structure in ‘Regions’, in order to improve focus on key areas of the business. Finally, Northern Rail strengthened its involvement in Community Rail, and is more actively seeking ways to bring redundant station buildings back into use. In the latter area, Northern is now working more closely with an enlarged Association of Community Rail Partnerships.

Alternatives in the management of and investment in stations.

4.13.7 In contrast, Transport for the West Midlands has rejected the option taken by TfGM and is developing a firmer partnership approach in working with the railway industry. The question must be asked, is a better way forward a stronger partnership with the railway industry - building on the commitments already contained in the franchise. A key part of the future must be closer working between the TOC’s, Network Rail, ACORP and other stakeholders.

The Salford City Approach to Station Management.

4.13.8 As stated previously, all the stations across Salford require, and justify, further investment to improve facilities, accessibility, interchange and more. Salford City Council will work with the railway industry, TfGM, local business, station friends group and other stakeholders, whatever future
management structure may emerge over the duration of the Northern and TransPennine franchises.

4.13.9 In developing proposals for stations, the City Council recognises that stations across Salford differ in size (in terms of usage) and serve different purposes. Therefore, the following sections provide a set of aspirations to bring Salford’s stations up to a better standard, in ways which are appropriate to the given patronage.

4.14 Salford Central Station (patronage 411,830)

4.14.1 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 progressed / investigated at Salford Central include:

(i) The reinstatement of 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;

(ii) 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;

(iii) A new western entrance to link with Trinity Way, the New Bailey Development and Middlewood Locks;

(iv) The regeneration of the arches under the station as commercial premises to link the station to the New Bailey development; and

(v) Improved utilisation of the station entrance ‘Glass Box’ space with passenger amenities, and better utilisation of the cycle hub to ensure that this facility is provided at an appropriate level to meet demand.

4.14.2 As has been stated previously, Salford Central is vital in the regeneration of the area north of the River Irwell between the Greengate development and Chapel Street, is also quite close to the shops and central business district of Manchester (around Deansgate, St. Anne’s Square, the Town Hall, Cross Street, King Street, Cross Street).

4.14.3 The above investment is long overdue, as aspirations for most of the have been held for some years, and is now even more justified by the developments underway around the station.

4.14.4 The redevelopments underway in the vicinity of Salford Central include the following:

(i) The Slate Yard, a £16m waterfront development next to the River Irwell, is now complete, delivering 90 homes. Developed by English Cities Fund, a joint venture between Muse, Legal &
General and the Homes & Communities Agency, the Salford scheme is a mix of one, two and three bedroom apartments over 10 storeys.

(ii) A 143-bed Premier Inn and a 615-space NCP car park have been developed by ECf, as well as One New Bailey, ECf’s first office development at the site which completed last year.

(iii) Work has started on the next phase of the development, which will deliver a further 199 units.

Salford Priority No.7 - Salford City Council will continue to work with TfGM and other rail partners to develop proposals for the regeneration of Salford Central Station.

4.14 Salford Crescent Station (patronage 955, 878)

4.14.1 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:

(i) A roof to the stairways and footbridge;
(ii) A retail facility in the ticket office area; and
(iii) A feasibility study, to investigate the potential for an additional platform at Salford Crescent Station.

Salford Priority No.8 - Salford City Council wishes to work with Network Rail, Arriva Northern, Rail North and TfGM to promote the above improvements at Salford Crescent Station.

4.15 Walkden Station (patronage 399,942)

4.15.1 Salford City Council wishes to see progress of proposals to improve disabled access at Walkden station. Whilst there are no assurances from the rail industry and TfGM, the City Council looks forward to the eventual identification of funding and commencement of the work. However, the 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 car parking, a cycle hub and a cycle maintenance workshop.
(ii) The provision of a retail facility.
(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.

4.15. Salford City Council is working with TfGM to develop proposals for a Park & Ride at Walkden, potentially funded by TfGM. The Salford Bolton Network Improvement (SBNI) programme will also provide a series of highway improvements in the vicinity of the station.

4.16 Irlam Station (patronage 305,950)

4.16.1 Irlam Station has 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).

4.16.2 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.

4.16.3 At present the staffing of ticket at stations across Greater Manchester appears is not related to patronage, and has not changed greatly since privatisation. 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.

4.16.4 The most urgent requirement at Irlam is step-free access. This is available to the Manchester (inbound) bound platform, but not to the Liverpool (outbound). The two platforms are linked by a subway with steps. The local regeneration company, Hamilton Davies Trust, has been developing options to provide a DDA compliant access to the Liverpool Platform.

Salford Priority No. 9 - Salford City Council wishes to work with Network Rail, Arriva Northern and TfGM to promote the above improvements at Walkden Station.

Salford Priority No. 10 - Salford City Council wishes to work with Network Rail, Arriva Northern and TfGM to promote further improvements at Irlam Station, including a ticket office and a DDA compliant access ramp to the Liverpool (westbound) platform.
4.17 Eccles Station (patronage 161,298)

4.17.1 The town of Eccles is in an enviable location, enjoying excellent road and rail transport links. As well as being connected to the national rail network with its own railway station, Eccles is conveniently located adjacent to the M602 with direct access provided from local roads onto the national Motorway networks. Eccles is also the western terminus of Metrolink, which connects Eccles with other important local towns across the conurbation including Bury, Rochdale, Oldham and Altrincham. Eccles station has greater potential as an access point for Salford Quays / Media City and Trafford Park / Centre. Given the on-going growth in activity at these locations the number of passengers using Eccles station can be expected to increase above the average for the conurbation in the coming years.

4.17.2 Eccles Station has a relatively new ticket office, but lacks other quality facilities. The improvements of the station should include new shelters on each platform and the following specific measures:

(i) Access to station - Disability Access is vital to the development of Eccles Station and was referred to briefly in 4.9. Lack of provision for people with disability and for users with mobility issues (e.g. push-chairs etc.) is holding up progress in terms of integrating the station into the bus-tram interchange (see Section 5). This will be additionally important when the stopping service is diverted to the airport from December 2017. Also, the TfGM Transport 2040 strategy (Section 3.8) refers to making the station accessible to all and especially older people. 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). This would entail creating bus stops outside the station which could also be used by Bus Replacement Services and creating a bus-stop westbound on Wellington Road near the pedestrian bridge. Mersey Travel has a policy of ensuring that all stations link to local bus services.

(ii) Church Street - There needs to be better signage at the bus-tram interchange indicating the route to the station and a similar sign part-way along Church Street. Encouraging flows up and down Church Street will benefit regeneration, boosting businesses on the street and creating a more vibrant feel to the area. It should be noted that the station is a close to the bus and tram stops as in Ashton which is designated a full interchange. There is a need to work closely with Eccles Town Centre Team, the Management Company of Eccles Precinct, and individual businesses to engage them with the development of the station.

(iii) Salford Royal Hospital – This is a major regional health facility and major employer. Signs are needed at the station to indicate, walking, and cycling and public transport routes to the hospital. Some of the local services mentioned in paragraph a) link to the hospital, while consideration could be given to diverting the No 68 bus route, which
serves the hospital, to travel along Wellington Road, to better serve the station.

(iv) Parking – Appropriate station car-parking at Eccles, with incentives for rail users to facilitate park and ride will assist passengers.

4.18 Patricroft Station (patronage 49,468)

4.18.1 Patricroft is located to the west of Eccles, and the development of the two station is closely linked. The station is located on Green Lane, Patricroft between Liverpool Road and Monton village. The station serves communities in the neighbourhoods of Patricroft, Monton, Winton, Barton and all areas throughout the Eccles district. At one time Patricroft was a more important location on the rail network than Eccles, with four platforms, substantial station buildings, a large group of sidings and a locomotive depot. All have now gone and only two platforms with small brick built shelters remain.

4.18.2 Once the centre of substantial industrial activity, Patricroft has seen substantial decline in recent years. Now benefiting from substantial housing investment, much of it on brown field sites, Patricroft will experience additional growth in the next few years. In total some 800 houses will be are under construction, or will shortly be built on two major sites adjacent to the station.

4.18.3 Therefore, appropriate and prioritised investment in the station and in its station development zone is justified. This investment includes:

- Improved facilities, especially new shelters.
- Real time passenger information and CCTV;
- A new DDA compliant eastern entrance to the Liverpool platform;
- A DDA compliant, step free, access to the Manchester platform;
- Improvements in the walking and cycling routes to the station.

4.19 Swinton Station (patronage 132,684)

4.19.1 Swinton station is situated adjacent to a road over bridge, which carries the B5231 Station Road across the railway, with the entrance being located on the bridge itself. A modest ticket office area is at street level immediately
inside the entrance. Access to the station platforms is via steps from the
ticket office area. The area immediately surrounding the station is primarily
residential and there is some evidence of station users parking in streets
north of the station, the potential for Park & Ride facilities to be explored.

4.19.2 Bus services along Station Road are frequent, though serving many diverse
routes and destinations, and bus stops are located in close proximity to the
station in either direction of travel. There is no taxi rank close to the station
due in part to the lack of available space.

4.19.3 Pedestrian access to the station could be improved by the provision of
signage for pedestrians between the station and Salford Civic Centre.

4.19.4 Once on the station platform, passengers have no access to real-time
service information. This could be addressed by the provision of information
monitors and a basic public address system. The waiting environment is not
welcoming and could be improved by the installation of a basic waiting
shelter and additional seats.

4.19.5 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 CCTV system would ease security fears at the station, especially if
accompanied by signs or posters to advertise its presence. An emergency
help point would also engender a feeling of greater security. A ticket
vending machine should also be provided.

4.19.6 Disabled access at Swinton is very poor. Given the stations island platform
and location in a cutting, in order to open up the station to wheelchair users,
a lift would need to be provided (as at Atherton). Only one lift would be
needed.

4.19.7 Given that Swinton is Salford City Council's Civic Centre, the case for a fully
accessible station are likely to be increased. The case for a lift at the station
would need to be decided following further assessments on the needs and
catchment.

4.19.8 The improvements identified for Swinton station are as follows:

- Station Road – a new pedestrian crossing;
- Improvements to bus stops;
- Platform – new waiting shelter and seats; tactile paving; emergency
  help point;
- Ticket office area – cycle storage; automatic door; and
- General – CCTV system; public address system; information
  monitors;
- Eventually, disabled access using a lift.
4.19.9 Swinton station is also located quite close to Moorside and Clifton stations. Therefore, the development of these stations has to be considered in conjunction with Swinton. This issue is dealt with in the next two sections. The proximity is illustrated in Figure 2.

![Figure 2](image)

**Figure 2** – Swinton, Moorside and Clifton Stations and their 800 metre and 1km catchment areas.

4.20 **Moorside Station (patronage 40,654)**

4.20.1 Moorside station is located on the Manchester-Atherton-Wigan line and is approximately 6.5 miles from Manchester City Centre. It is the least used station on the Atherton line and serves a mixture of housing estates and a large industrial area to the south west.

4.20.2 One of the issues to be recognised as far as Moorside is concerned is its proximity to Swinton. Figure 2 shows that the 800 metre and 1,000 metre catchment areas of the two stations overlap. Therefore, in practical terms it is more sensible for passengers residing in the eastern 50% of Moorside’s potential patronage to travel to Swinton.
4.20.3 The closeness of the two stations, and their overlapping catchment zones, creates potential conflicts in interest. The desire to construct a business case for and so attract increased investment at Swinton (as the station serving the administrative centre of Salford CC) is dependent on increasing patronage. However, if any effort is devoted to increasing patronage at Moorside, the strength of the Swinton business case will be reduced. The close proximity and more frequent service from Swinton station provide a high probability that many passengers use Swinton instead. The likelihood of faster bus services from Moorside to Manchester city centre with the recent opening of the Leigh Guided Busway services should lead to some modal shift from rail to bus.

4.20.4 As far as Moorside Station is concerned, Salford City Council;

- Advocate maintaining the existing service. The Greater Manchester Rail Policy Document (2012-2014) suggests that a station the size of Moorside should be served by 1 train per hour (25,000-50,000 trips p.a.). It is therefore recommended that services should continue as they are currently;

- Not devote any major effort to improving facilities at Moorside beyond the basic provision.

- Seek to de-staff the ticket office. Moorside station is staffed on a part time basis. The ticket office is located on Moorside Road and is open from 06:25-12:55 Monday to Friday. Evaluation of the Automatic Passenger Count Ticket data and the likelihood of passengers travelling with season tickets ensure that it is unlikely that the ticket office sells more than 25 tickets each day. The Greater Manchester Rail Policy Document (2012-2014) suggested that no station with less than 150,000 passengers per annum should have a ticket office. Therefore, the ticket office at Moorside is not viable. The staffing resources released from the closure of the ticket office would be better deployed elsewhere on the network (for example at Irlam).

4.21 Clifton Station (patronage 116).

4.21.1 Development of Clifton station would be inappropriate for various reasons:

- It is poorly situated. It is down a steep hill and fairly isolated.

- 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. There are already bottlenecks on the Bolton – Manchester line and additional stops at Clifton could cause operational problems, particularly at Salford Crescent and Ordsal Lane junction. The operational challenges in the Salford Crescent area will increase once the Ordsal Chord opens in December 2017.

- The important destinations for Clifton residents are Swinton, Manchester, Bolton and Hope Hospital. There is a good bus service along the main Bolton – Manchester Road (A666) and Clifton rail
station is irrelevant for journeys to Swinton (for which there is also a reasonable bus service) and to Hope Hospital.

5. RAIL IN THE COMMUNITY

5.1 The National Context

5.1.1 Community Rail, or what could be called ‘Rail in the Community’, is now established as an important element of the rail network. 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 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.

5.1.4 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 (administered by ACoRP) to help to support initiatives on designated community rail routes.

5.1.3 Network Rail also believes that community rail 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. It states that ‘Our Community Rail Commitments – Community Rail involves local people in the promotion and development of local and rural routes, services and stations. Community Rail is a government strategy supported by the rail industry. Network Rail believes that it is one of the tools that will help to provide a long-term for our railways and is keen to work with stakeholders to implement the strategy’. (Source: www.networkrail.co.uk)

5.2 The Regional Context

5.2.1 In the Franchise Specific Provisions of the Northern Franchise Agreement, Northern Railway was committed to support Community Rail. That support is much wider than was found in the previous franchise and so Arriva Northern will improve community involvement in the new franchise through specific funding for community development. 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.

5.2.2 The first 15 months of the Northern Franchise has been a period of change in the development of a new relationship between Northern Railway, ACoRP
and community rail partnerships, station friends groups and station adopters. Change is rarely easy, and the (arguably overdue) fundamental change in the way in which the Northern train operating company works with communities was, inevitably, going to throw up challenges.

5.2.3 In August 2016, Northern published a report setting out the progress made in meeting the initial franchise community rail commitments Central to achieving further progress in community rail is widening the scope of involvement, and to quote the August 2016 report ‘to find the right people to carry our vision forward and to help us, with you, achieve the step change we have committed to’. (Community Rail Report’, Northern Railway, Jerry Swift, Interim Project Manager, August 2016).

5.3 The Local Context - Station Adoption

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

5.3.2 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, TfGM, 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) are 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.

(iii) 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.

(iv) The Friends of Irlam Station (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.

(v) Friends of Walkden Station (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:
  o improving the walking and cycling routes to the station
  o supporting the provision of a park and ride with cycling hub
  o 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:
  o A Sunday service extended throughout the day
  o Supporting the franchise proposals for 4 trains per hour
o 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.

### Salford Priority No.14
Salford City Council wishes to support activities of the existing groups and support the establishment of friends groups for Swinton and the remaining stations that currently do not have an active community group.

### 5.4 Community Rail Partnerships in practice

#### 5.4.1 Community Rail Partnerships (CRPs)
Community Rail Partnerships (CRPs) bring a number of benefits. They are a channel for a wide range of small community groups and other stakeholders, and so can aid the achievement of improvements along a line of route. CRPs can also provide access to funding sources which are not open to local authorities such as Salford City Council; these factors can improve the quality of facilities, reduce crime and vandalism, and broaden the marketing of services. These factors combined can also improve the finances of local lines and stations by significantly increasing patronage.

#### 5.4.2 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.

#### 5.4.3 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.
5.4.4 Across the North, Community Rail Partnerships now involve local people and organisations working in partnership with the rail industry to improve their local railways.

5.4.5 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.

5.4.6 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.

5.5 The Journey Forward

5.5.1 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.

5.5.2 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.

5.5.3 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
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.

![Diagram of the North West Manchester Station Friends’ Alliance](image)

Figure 3 - 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 (HDT).
HDT has assets of £6m and over the last 10 years has provided funding totalling just over £4m to the area, with £1.5m of this being awarded in small grants to community groups. The Trust also works with Salford City Council, who has made significant investments into the regeneration of the area both directly and through the local Community Committee and Regeneration Group focusing on the delivery of the vision for Irlam and Cadishead that was set out in the Liverpool Road Corridor Strategy, and a private company, North Cheshire Developments. Some key recent activities of the Trust and partners have included part-funding the refurbishment and extension of Irlam leisure centre, the refurbishment of shops and flats along the Liverpool Road, the transformation of the Irlam Railway Station building into a food and drink venue and physical realm improvements.

Research shows a correlation between the work of the HDT and partners and improvements in the local economy and neighbourhood. Total employment has increased; employment sectors and occupations are more now more varied with more people working in professional occupations. The number of businesses in the area has also increased more than in the comparator wards and the percentage of vacant commercial units is well below that seen nationally. The image of Irlam and Cadishead as a place to live seems to have also improved, with the prices of privately rented properties increasing, as has the average house price paid – although these changes will be due in part to new local housing development. Many consultees concurred with the picture presented by the data and viewed the Trust and its partners as driving regeneration locally.

The factors that have been crucial to the success of local regeneration can be summarised as:

- Focusing upon a geographically defined area, which has helped to create a critical mass of activity;
- Strong, locally rooted leadership to push regeneration ideas and plans
- Substantial funding from multiple partners, which has enabled the funding of riskier and non-commercial projects;
- Willingness of HDT to work in partnership with the City Council and others;
- An insistence on high quality regeneration.

5.5.4 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.

5.5.5 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 2014/15</th>
<th>Estimated Footfall 2022 (with CRP)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Salford Crescent</td>
<td>1,037,718</td>
<td>1,224,507</td>
</tr>
<tr>
<td>2. Salford Central</td>
<td>379,904</td>
<td>448,287</td>
</tr>
<tr>
<td>3. Walkden</td>
<td>306,080</td>
<td>361,174</td>
</tr>
<tr>
<td>5. Irlam</td>
<td>260,442</td>
<td>307,322</td>
</tr>
<tr>
<td>6. Eccles</td>
<td>137,544</td>
<td>162,302</td>
</tr>
<tr>
<td>7. Swinton</td>
<td>126,208</td>
<td>148,925</td>
</tr>
<tr>
<td>8. Moorside</td>
<td>38,170</td>
<td>45,041</td>
</tr>
<tr>
<td>Total</td>
<td>2,286,066</td>
<td>2,697,558</td>
</tr>
</tbody>
</table>

Table 3 – Salford Area CRP – Estimated increase in patronage

5.6 Delivering Community Rail Partnerships

5.6.1 Whilst they are initiatives that are owned and run by communities, the City Council wishes to be closely involved in and support the establishment of Community Rail Partnerships for all the four routes which serve the Salford area. In so doing, the City Council will work in partnership with ACORP, Network Rail, Northern Railway Rail north (Transport for the North) and TfGM. The Councils’ primary objectives with regard to the local rail network is to:

- Make rail an attractive mode of travel as an alternative to the car;
- Securing improvements that retain existing and attract new users.

5.6.2 As outlined above, experience from throughout the country proves that Community Rail Partnerships have contributed directly to the achievement of the above such objectives by increasing the:

- Awareness of the rail travel option (through marketing and information initiatives);
- Attractiveness of rail (through improvements to the environment at and in the vicinity of stations);
- Retention of existing passengers;
- Patronage of the lines involved;
6. RAIL FREIGHT IN SALFORD

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

6.2 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.

6.3 In 1894, Queen Victoria officially opened the Manchester Shipping Canal. Despite being located 40 miles inland, the canal allowed the Port of Manchester to establish itself as the third busiest port in Britain. Changes to shipping methods and the growth of containerisation during the 1970s and ’80s ultimately resulted in the closure of the terminal docks at Salford.

6.4 Now, Peel Ports are looking to build on the historic successes of the Manchester shipping canal. Port Salford is to be the UK’s first tri-modal (rail, road, sea) inland facility. The development, costing £138 million, is located on the banks of the Ship Canal at Barton-upon-Irwell, and will provide a central North West distribution base, so improving supply chains.

6.5 Port Salford will provide a central North West distribution base to improve supply chains for businesses across the North West. It will enable direct barge access to the river terminal at the Port of Liverpool and will reduce the environmental impact of the terminal’s expansion by reducing freight levels on road.
6.6 Terminal operations at the existing distribution park are set to begin at the end of 2017, with long term aims to boost capacity at the Port of Salford from 8,000 containers a year to 100,000 by 2030. These ambitious plans are in line with Peel Ports ‘Atlantic Gateway’ vision that will look to combine the Port of Liverpool with the Manchester Ship Canal.

6.7 The City Council has worked with Peel Holdings to develop Port Salford. The Western Gateway Infrastructure Scheme (WGIS) has already provided a new road link to Port Salford, 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. To support the development, Salford City Council has provided funding for Part WGIS.

6.8 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. Regrettably, there has been delay in developing and constructing the rail between the main line and Port Salford.

6.9 Salford City Council has some concerns regarding the Parkside freight terminal proposals, and the potential impact of heavy goods vehicle traffic in Greater Manchester and Salford arising from this.

Salford Recommendation No.16 - The City Council wishes to work with Network Rail, Rail North, TfGM, Peel Holdings and other third party interests to support the development of proposals to link Port Salford by rail.

7 LONGER TERM INTERVENTIONS

7.1 Light rail, tram-train and associated developments

7.1.1 Metrolink (light rail) has brought major benefits to Greater Manchester and towns such as Eccles.

7.1.2 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 a disused rail line which should be investigated as a new Metrolink route.

7.1.3 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.
7.1.4 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.

7.1.5 The City Council has aspirations for improved facilities at Walkden Station including 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 2019 and as a result, passenger numbers are likely to increase.

7.1.6 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.

7.1.7 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 has concerns with the concept of replacing heavy rail on the Walkden line “like for like” with tram-trains.

7.1.8 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.

7.1.9 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 provided by the Leigh Guided Busway which is already proving very successful.

7.1.10 BRT has potential to provide an additional high quality public transport option 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.

7.1.11 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 kerb-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.

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

### Salford Priority No.17

Salford City Council wishes to work with the railway industry, DfT, Rail North (TfN) and TfGM to promote 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.

8. **The Cheshire Lines Greenway project**

*Introduction*

8.1 Irlam & Cadishead is a relatively isolated community at the western extremity of Salford, Greater Manchester. It is bounded to the north by the expanse of Chat moss, the south by the ship Canal and the west by the Cheshire borderer. The ship canal has served as a barrier to communications for over 100 years. Apart from pedestrian and cycle crossings at Irlam Locks and pedestrian access at Boysnope the nearest crossings are the M60 and B5159 at Rixton/Warburton. There are no crossings at Cadishead.

To the south is the derelict area of Carrington, the site of a former power station. This closed some years ago and has been demolished. There are plans to build up to 5,000 houses on the site. Access to the development by public transport presents some major challenges.

A potential solution may exist in the re-opening as a transport link, the closed railway line that crosses the Ship Canal at Cadishead. It offers both Cadishead and Partington an option to improve communications north and south of the Canal and so help unlock the potential development of the vast Carrington site.

8.2 *History.*

The railway was originally built by the Cheshire Lines Committee (CLC) in 1872 principally for freight as part of a rail route from the Yorkshire coalfields through Woodhead tunnel, then by Stockport to Altrincham, onto Partington and joining the Manchester to Liverpool main CLC line just west of Irlam station at Glazebrook east junction. There were stations at West Timperley,
Partington and Cadishead all of which closed when the route was closed to passengers in 1964. The line however remained open to freight, mainly coal traffic until 1981 when Woodhead tunnel closed and the coal traffic to Partington coaling basin and Liverpool finally ceased. The route also has a branch line through Carrington petrochemical site originally for delivery of coal to Carrington power station, now also closed and demolished & also serve the petrochemical works. The route finally closed in 1995 when the chemical works at Carrington ceased to use it. The tracks have been lifted.

The above rail line was built as a twin track line, but when the line was raised to cross the Ship Canal in 1894, a 4-track viaduct was built, to allow for possible future expansion that never came, hence its considerable width. The route is shown in the following illustration.

*The closed Glazebrook to Skelton route*

8.3 *Potential uses of the Viaduct.*

The closed rail route remains in the ownership of Network Rail, which wishes to retain it as a possible future freight line. The viaduct has been safe guarded and access to it closed by stacking maritime containers at each end. There are no proposals to re-open the route to rail. However, given that the route
was partially built to accommodate 4 railway tracks, there may be options to provide a transport link, to cross the Ship canal and link Cadishead and Irlam to Carrington and Partington, whilst retaining the option for a possible future freight route. Some potential options are;

a. **Cycleway & Pedestrian access.** A cycleway could be built relatively quickly using the span of the viaduct that has never carried tracks. It may be possible that the cycleway can use a part of the former railway track bed on the embankment. But then descent to ground level to link with a network of cycle friendly roads in the new Carrington development, and others that can be built around Partington, Cadishead and Irlam. As such the Cadishead Viaduct Cycleway would link two parts of the National Cycle Network, via an existing one across Chat Moss. To the north is Route 55 and to the South is Route 62.

b. **A Road crossing.** The Ship Canal has a limited number of crossings and a new one would be hugely expensive. Cadishead lies 8 km west of The M60 and 3Km East of Warburton Bridge and 7 Km east of the M6. Another crossing albeit one with limited weight capacity could be brought into use relatively at modest cost for the capacity gained, using one span of the Cadishead Viaduct. The completion of Cadishead A57 By pass allows local connection from the A57 on the North bank of the canal & the redundant Partington Coaling basis sidings and branch line parallel to the main route embankment links the canal to the A6144 connecting between Partington and Carrington at the site of the disused Partington station. Assuming the bridge main steel work is replaced, it would be possible to put two single tracks roads across the viaduct, should Metrolink arrive or heavy rail return, this could be a shared resource.

c. **Guided busway.** The Leigh Guided Busway has proved to be very successful, and offers a model for the Cadishead Viaduct. A guided busway could be build, again over the span which never carried any rails, then to use part of the embankment, before descending to use the former Ship Canal Railway line which served the former Partington Basin, to then use a specially designed road route through the Carrington development to reach Altrincham Interchange. At Cadishead, the busway could descend to join the A57, to past Port Salford to Manchester. If a road were to be built the busway and road could share for a short distance across the viaduct.

d. **A Metrolink extension.** The Manchester Metrolink route serves Altrincham, and near Timperley is crossed by the closed Glazebrook to Skelton Junction route. The possibility, therefore, exists to extend the Metrolink from a junction at Timperley, to then climb to join the embankment of the route to Cadishead. The Metrolink would then run past the edge of Carrington strategic development site, past Partington to Cadishead and Irlam. From there it would be possible to link via the village and pass Irlam Station, using a 1.5Km disused section of track bed which remains from Glazebrook East to Irlam station (the old steel
works branch line) The total route distance is 9.5Km. At some future date, the Metrolink could run via the A57 to reach Port Salford from the west. In so doing it would link to the extension from the Trafford centre to Port Salford.

e. *Heritage Railway.* The Hamilton Davies Trust has actively investigated this idea. A single track heritage line could be built from Glazebrook East Junction, where the former Ship Canal Railway and other sidings once existed, to run to Skelton Junction. Again, sidings once existed there and that site could be used to construct a station.

8.4 *The repair of the Cadishead Viaduct.*

All the above options would require the re-opening of the Cadishead viaduct. Apparently, a relatively recent inspection by Network Rail engineers found that the viaduct was in relatively good condition, despite being out of use for some 30 years. However, it would be very unwise to be complacent, and so an early full engineering assessment is necessary. Such an assessment would need to formulate options for the repair work dependent upon use (i.e. repair to carry a cycleway would be much less than that needed for a busway).

8.5 *The Way Forward.* A fuller investigation of options is needed the next stage is to progress a fuller investigation, with relevant stakeholders.

9 AN OVERVIEW OF CLOSED STATIONS ACROSS SALFORD

*Introduction*

9.1 *The Reshaping of British Railways Report* was published on 27 March 1963 (usually referred to as ‘The Beeching report’, named after Sir Richard Beeching, the then Chairman of the British Railways Board) resulted in the closure of numerous railway stations and lines. However, what is true is that line closures, which had been running at about 150–300 miles per year between 1950 and 1961, peaked at 1,000 miles (1,600 km) in 1964 and had come to a virtual halt by the early 1970s]. Regrettably, many stations and lines across Salford closed during this period.

A copy of *The Reshaping of British Railways* report, displayed beside the National Union of Railwaymen’s response pamphlet
9.2 The report starts by quoting the brief provided by the (then) Prime Minister, Harold Macmillan, from 1960: “First, the industry must be of a size and pattern suited to modern conditions and prospects. In particular, the railway system must be modelled to meet current needs, and the modernisation plan must be adapted to this new shape”. Rather ironically, this phrase can be applied to the rail network across the North West and, specifically Salford, given the considerable growth in demand and patronage experienced since at least 2000. Therefore, it is appropriate to review the line and station closures across the Salford City area to ask:

a) If a now closed line or station was still open, would it be serving a useful purpose in the modern context;

b) If the answer to (a) is yes, then would it be practical to reopen that station or line?

The Context

9.3 Over the years since the Beeching Report, the railway system has in one respect been ‘modelled to meet current needs’. Across the national network, more than 370 stations have either reopened or have been built completely new. More recently, over the past 12 years 65 new stations have opened, in varying numbers every year.

9.4 In 2017 two new stations have already opened, Ilkeston and Low Moor, both on Sunday 2nd April, whilst currently five new stations which have been approved and/or under construction. Twelve proposed railway stations across Wales are to be taken forward following an initial assessment. The process of developing a case for a new station was detailed by the DfT in Guidance note on passenger demand forecast third party funded local rail schemes (DfT, 2013). The process of developing the case for a new station is a complex one. That process is outlined in Figure 9.1.
Figure 9.1 – Diagrammatic illustration of planning for new stations
The Closed Railway Stations across Salford

9.5 New and reopened stations can improve communities’ and businesses’ access to the rail network; serve new areas of development and respond to changing economic circumstances. Given the economic imperative of this Rail Strategy, the following sections review the history of all the stations across the Salford City area that have closed since 1950, and offers proposals for the future.

Cadishead Station

Cadishead station was the second station so named and was located on the Cheshire Lines Committee (CLC) Glazebrook to Stockport Tiviot Dale Line. The double-track line had to be built up to a height that would allow sea-going vessels to pass underneath on the Manchester Ship Canal and so a deviation was constructed just to the south of the original line which included a large single span, 4-track width, girder bridge and a new station for Cadishead, which opened on the 29th of May 1893. The station was situated on an embankment and so was provided with two timber platforms. On the both platforms there were single storey timber buildings that had canopies. Access was via sloping paths that led up from Liverpool Road.

At the time of opening the station was served by trains running between Stockport Tiviot Dale, Warrington Central and Liverpool Central. By 1959 the station’s patronage was falling: only 60 people a week were using it. The ‘Beeching Report’ recommended that passenger services be withdrawn from Cadishead. The service was withdrawn on 30 November 1964 and Cadishead station closed completely, along with the other two stations on the line at Partington and West Timperley. Cadishead station’s buildings were demolished. Some through workings and diversions continued to operate after this date but with the withdrawal of long distance services from Liverpool Central in 1966 these came to an end. The line remained in use for goods services until 29 July 1982. Because extensive repairs to the Cadishead Viaduct were required, on 3 August 1982 the points at Glazebrook East Junction were clipped out of use and formal closure of the line through Cadishead station came on 4 September 1983. It was lifted shortly afterwards.

Therefore, at present Cadishead lies on a closed railway line. However, this route has the potential to be re-opened in the future, at least for freight. Network Rail has earmarked it as a possible strategic freight route. Also, as described in Section 8, the Hamilton Davies Trust has launched the Cheshire Lines Railway/Greenway proposal. This suggests that the Glazebrook to Skelton Junction route could be re-opened in the medium term as a ‘heritage’ railway. If single track the Cheshire Lines Railway could be paralleled by a modern walk and cycleway, providing an environmentally sustainable link between Broadheath, West Timperley, the major housing redevelopments being developed for Partington and Cadishead. Also, in the longer term the route has the potential to re-open as a railway, carrying both freight and passengers, or as an extension to the Metrolink network.

Cross Lane Station

Cross Lane railway station was located on the Liverpool to Manchester, on Cross Lane, Salford. It was one of the original stations on the Liverpool and Manchester
(L&M) Railway, when it opened to traffic on 15th September 1830. By the end of the 19th century the line had been quadrupled at this point and the station was provided with platforms on all four lines. British Railways closed the station to passenger traffic on 20 July 1959 and to goods in 1 January 1963. It was subsequently demolished and no trace now remains. In the 1980's the M602 motorway was constructed along a part of the former 4 track railway, reducing the line to double track and electrified since 2013. Much of the former site of Cross Lane Station is now occupied by the M602 motorway and there is no evidence of there ever having been a station here.

There is no justification for the re-opening of a station on this site. It is located so close to central Salford and the Regional Centre, that the area is better served by improved bus services.

**Ellenbrook Station**

Opened on 1 November 1887, Ellenbrook was a station on the line which connected Eccles and Wigan, and the Tyldesley Loop line, which connected Tyldesley, Leigh and Kenyon Junction. Other stations on the line were located at Worsley and Monton Green. Ellenbrook railway station was in Ellenbrook, Worsley, and east of where the line bridged Newearth Road (the B5232). The Tyldesley Loop line was earmarked for closure in the Beeching Report, and Monton Green closed on 5 May 1969, along with the rest of the line.

Since closure, the route westwards towards Leigh has been taken over by the Leigh-Salford-Manchester Bus Rapid Transit scheme, connecting Leigh, Atherton, Tyldesley, Ellenbrook and Manchester City Centre, via Salford. The busway leaves the former rail route at Ellenbrook to turn south, link with the East Lancashire Road (A580). Between Leigh, Atherton, Tyldesley, Ellenbrook to Manchester City centre, via Salford. Built at a total cost of £122 million to improve links from former coalfield towns into Manchester city centre, the busway proposal encountered much opposition and a public enquiry in 2002 before construction finally started in 2013. The guided busway/bus rapid transit opened on 3 April 2016.

Twenty-five purple-liveried Wright Eclipse Gemini 3 bodied Volvo B5LH hybrid double-decker buses, equipped with CCTV and next stop audio and visual announcements operate the service. Stops on the guided busway section have level-boarding from platforms equipped with passenger information display screens.

From Leigh, the V1 limited-stop bus service joins 7 km of guided busway to Ellenbrook, then 6 km of bus lanes on the east Lancashire Road and sections of reserved bus lanes through Salford and Manchester city centres. The V2 service from Atherton to Manchester joins the guided busway at Tyldesley. Both services run via Manchester University to terminate at Manchester Royal Infirmary.

The Busway has proved to be successful and in its first 12 months has seen more than 45,000 people a week travel used it.

As Ellenbrook is located on a route which has closed completely, it has no scope to be re-opened as a railway station. However, it is possible that some time in the
future the Leigh guided Busway could be converted to a Metrolink. There are examples elsewhere in Europe where bus ways have proved to be so successful that they have been unable to cope with demand. In such circumstances some bus ways have been converted to tramways, as they have greater capacity.

In Section 4.15, the development of Walkden Station was reviewed. If Walkden was to become an interchange, and if tram-train was to be built from Manchester, using the disused 4-track formation as far as Walkden, it is possible that the route could drop to street level and run the relatively short distance to the site of Walkden Low Level, to join the closed Bolton Great Moor Street route, at the site of Walkden Low Level station. From just west of that site there is also another choice, the route could turn south, using a present cycle route, but actually a former colliery railway to access the Leigh Guided Busway at Ellenbrook. Therefore, the Walkden line and that which served Low Level offers another way to develop the busway, if the time comes when demand is too high to be met by buses.

Irlams o’ th Height Station

Irlams o’ th’ Height railway station was located on the Atherton Line between Manchester Victoria and Wigan Wallgate, via Walkden and Atherton. The station was opened by the Lancashire and Yorkshire Railway on 1 July 1901, some 14 years after the Atherton Line had opened in 1888. The station’s construction differed from all the others along the Atherton line, it being constructed of wood (both platform and buildings) rather than the usual yellow brick. The station closed on 5 March 1956. The preceding station was Pendleton, the following station was Pendlebury, also both since demolished.

The station was located at the bottom of Bank Lane, but this was to prove to be the station’s downfall, as it was located too far away from the main population centre of Irlams o’ th’ Height. Although isolated from the population centre, the station was located close to various factories, as well as the extensive Agecroft Locomotive Shed (demolished in 1968).

In Section 7, reference was made to the potential to lay a ‘tram-train route as far as Walkden, using part of the former 4-track formation. If this were to ever proceed, then Irlam of the Heights could re-open. However, be the case, then Irlam;

Little Hulton Station

Little Hulton station was opened on 1 April 1875, and was located on the line from Roe Green Junction to Bolton Great Moor Street. The line and station closed to regular passenger traffic in 1954, with the last train calling on Saturday 27 March.

Little Hulton station was located to the eastern edge of its namesake on the north side of the Manchester to Chorley road at Little Hulton. Manchester Road crossed over the line on a brick and iron span bridge. The line was in a cutting, with steps to the platforms. By 2015 the track bed through the station site formed part of National Cycle Network Route 55.
In Section 7, reference was made to the potential to lay a ‘tram-train route as far as Walkden, using part of the former 4-track formation. If this were to ever proceed, then Irlam of the Heights could re-open. However, if that were ever to be the case, then Little Hulton station could reopen in the vicinity of the original one, and on the old route as a ‘tram-train’ stop.

In recent years there have been suggestions of opening a station to service Little Hulton on the Atherton line (i.e. west of Walkden). However, the initial work undertaken by the (then) Greater Manchester passenger Transport Authority found that Little Hulton was ranked 14th out of 21 sites investigated. Also, Green belt land to south of station prevents construction of car park. Housing and playing field to north limits scope for car parking. Leigh Busway, A6 bus improvements and improvements to Walkden Station (particularly if the Walkden Interchange concept is developed and the park & ride is built) offer more cost effective public transport alternatives to the station at Little Hulton. They would also provide a better return on investment. Given poor patronage forecasts and the alternative of developing an existing station at Walkden, it is difficult to envisage a viable submission for a new station at Little Hulton.

**Monton Green Station**

Opened on 1 November 1887, Monton Green was the first station on the line which connected Eccles and Wigan, and the Tyldesley Loop line, which connected Tyldesley, Leigh and Kenyon Junction. Other stations on the line were located at Worsley and Ellenbrook. The station was built on an embankment at the road junctions of Canal Bank and Parrin Lane in Monton.

The Tyldesley Loop line was earmarked for closure in the Beeching Report, and Monton Green closed on 5 May 1969, along with the rest of the line.

Since closure, the embankment spanning Monton Green has been demolished. However, the embankment running parallel to the Bridgewater Canal has been preserved as part of Salford City Council’s Recreation Pathways scheme. The route is popular with walkers & cyclists, as the path gives excellent views over the local area.

Under the entry for Ellenbrook reference was made to the Leigh Guided Busway. If that were ever to be converted to a Metrolink or tram-train, then the route through Monton Green could be re-opened. Otherwise there is no scope to open a station to serve Monton Green on the existing Chat Moss Route. It is doubtful that a business case could be made for a station on this route.

**Ordsall Lane Station.**

The station was located on the Liverpool and Manchester railway, which opened to traffic on 15 September 1830. The station was closed to passenger traffic on 4 February 1957, though it remained substantially intact until well into the 1960s. The remnants were eventually removed by the mid 1970s, when the L&M route reverted to being a double track. The track bed further west was subsequently buried under the route of the M602. The opening of the Windsor Link to connect Salford Crescent...
with Ordsall Lane, and from there to the former South Junction route, allowing trains from the north to reach Manchester Piccadilly Station, saw further major alterations to the site, with the existing junction significantly remodelled, a second one added, redundant track work being lifted and the area re-signalled. As a consequence, no trace remains of the station today.

The once quite heavily industrialised and congested area close to Ordsall Lane has experience huge change in the past 20 years. Much redevelopment is now underway, including the Middlewood area, around the former terminus of the Manchester Bolton and Bury Canal.

There is no justification for the re-opening of a station on this site, as the objections from the railway industry would be extensive. It is located so close to Central Salford and the Regional Centre, that the area is better served by improved bus services, cycling and walking routes.

**Pendlebury Station**

The station started life as part of the Lancashire and Yorkshire Railway’s Pendleton and Hindley line opened in 1888. Travelling from Manchester towards Wigan, the preceding station was at Irlams o’ th’ Height (closed in 1956), and the following station was at Swinton. Pendlebury station was closed in 1960. The existing lines still widen where the island platform existed (removed in 1978).

It was located on Bolton Road (A666), opposite St. Augustine’s Church and the former (appropriately named) Station Hotel pub which is nowadays the Isis Italian restaurant. The station was about 760 yards east of the present day Swinton railway station. The station was located just before the entrance to a tunnel underneath Bolton Road. From the site of the station the tunnel goes as far as Swinton Hall Road where it comes out and into a cutting on its way towards Swinton.

Given the bus routes in the area there is little justification for re-opening Pendlebury Station. However, as with Irlams o’ th’ Height, if tram train were ever to be built along the Atherton line, using the disused 4-track formation then a station at Pendlebury could be fully investigated.

**Pendleton Broad Street Station**

Pendleton (Broad Street) railway station served Pendleton. It was located on Broughton Road (A576) just behind St. Thomas’ Church (Pendleton Church). It was about 100 yards further up Broughton Road from Pendleton Bridge station and nearer Pendleton Church and Broad Street (A6). This station was known as Pendleton Broad Street due to its closeness to the A6 Broad Street some 100 yards away. It was on the Manchester Victoria to Wigan Wallgate line with a spur to the Manchester Victoria to Bolton line (at Agecroft Junction) so trains to Bolton used it after the closure of Pendleton Bridge in 1966, and "Broad Street" was then dropped from its name.

The line from Windsor Bridge Junction (Salford) and Crow Nest Junction (Hindley), which shortened the route between Manchester and Liverpool, was opened to
passengers on 1 June 1889; on that day the station initially named Pendleton Broad Street was also opened. It had four platforms, as it served both the Bolton line (via the Brindle Heath Junction–Agecroft Junction connection) and the new Wigan line.

Until the 1980s Pendleton was one of the more important stations on the Bolton-Manchester line, one of only two stations with a Sunday service. The nearby Salford Crescent railway station, which opened in 1987, however, took much of the passenger traffic away from Pendleton station, sending it into terminal decline. In 1988 services to Bolton were withdrawn leaving Pendleton served by Atherton line trains only. An arson attack in July 1994 led to the station being closed temporarily by GMPTE, though by this time it was only being served by 4 trains each day. Final closure came in 1998 after it was deemed that repairing the damage caused by the vandalism would not represent good value for money. On 6 May 1998, in assessing the impact of the closure the Rail Users Consultative Committee for North Western England concluded that no hardship would result from closure as no trains had called at Pendleton for four years.

Given the closeness of Salford Crescent, and the connecting local bus services in the area there is little justification for re-opening Pendleton Broad Street. However, as with Irlams o’ th’ Height, if tram train were ever to be built along the Atherton line, using the disused 4-track formation then a station at Pendlebury could be fully investigated.

Pendleton Bridge Station

Pendleton Bridge railway station was located in Pendleton, on the Manchester to Bolton line, between Salford and Clifton Junction stations. The station was accessed from Station Street, just west of Broughton Road (A576). It was unusual in having a canal, the Manchester, Bolton & Bury Canal, running alongside the station behind the up (southbound) platform.

Pendleton Bridge closed on 5 December 1966. Little trace now exists. With the closeness of Salford Crescent and the fact that the Bolton line is very busy, so another station could not be accommodated, there no case for re-opening Pendleton Bridge Station.

Seedley Station

Seedley railway station was located on the Liverpool to Manchester line. By the 1880’s the route between Patricroft and Manchester Exchange had been quadrupled. Also the area within Salford had seen westward urban development. To cater for the development around Seedley, a station was opened on 1st May 1882 and closed on 2 January 1956. Parts of the station wall can still be seen but part of the track bed has been covered over following the construction of the M602 motorway.

The station was located on the west side of Langworthy Road which passed over the railway on a bridge. The main entrance was at street level on the north side of the line. It consisted of a neat timber building with a hipped roof and two tall square
chimney stacks at each end, set at 45deg to the building. The entrance was sheltered by an awning consisting of three pitches, its gables at right-angles to the façade.

Seedley was proposed for closure and all services were withdrawn from 2 January 1956. The station was demolished shortly after. Only sections of retaining wall on the south side of the line remained to show where the station had been. In the late 1970s the line through Seedley was reduced to a double-track railway and in the early 1980s the M602 motorway was constructed in parallel to the railway on its north side. The motorway used land that had previously been part of the four track railway on its north side. The former L&M was still a busy main line railway carrying a variety of traffic, which is planned to increase.

Given its location, the lack of available space for a station, and the congested nature of the route, there is no justification for reopening the station at Seedley.

**Walkden Low Level**

The station was opened as "Walkden" in 1875, on the (then) new line from Roe Green Junction to Bolton Great Moor Street. It was renamed Walkden Low Level to distinguish it from the nearby Walkden High Level station in June 1924. The station had two platforms reached by four ramps with waiting rooms and canopy on each, and offices on the north side. The station was about one mile north of Roe Green and close by there were sidings and a connection to the Bridgewater Estates colliery railway at Barrack's Tramway Junction.

In Section 4.15, the development of Walkden Station was reviewed. If Walkden was to become an interchange, and if tram-train was to be built from Manchester, using the disused 4-track formation as far as Walkden, it is possible that the route could drop to street level and run the relatively short distance to the site of Walkden Low Level, to join the closed Bolton Great Moor Street route, at the site of Walkden Low Level station. From just west of that site there is also another choice, the route could turn south, using a present cycle route, but actually a former colliery railway to access the Leigh Guided Busway at Ellenbrook. Therefore, the Walkden line and that which served Low Level offers another way to develop the busway, if the time comes when demand is too high to be met by buses.

**Weaste Station**

Formerly located on the Liverpool to Manchester line. It opened in circa 1832 as Gorton Buildings and was renamed as Weaste in 1856. It closed to passengers on 19 October 1942 and to freight on 1 November 1947. In the 1980’s the M602 motorway was constructed adjacent to the railway line at this point. Today no trace of the station remains.

The Weaste area is not served by the Metrolink Eccles line and so no justification for reopening the railway station exists.

**Worsley Station**
Worsley Station opened on 1 September 1864 at the same time as other stations on the Manchester and Wigan railway line. The Earl of Ellesmere was among its supporters. The station was built of white brick with details in red and black brick. The station had two first class and two second class waiting rooms and a booking office. It had a glass canopy and the platforms were 100 yards in length. The station was closed on 5 May 1969, along with the other stations on the route.

Part of the rail route still exists as a cycle way. Under Ellenbrook, reference was made to the potential for the Leigh Guided Busway at some date in the future to be converted to a tramway (Metrolink or possibly tram train). There are examples elsewhere in Europe where bus ways have proved to be so successful that they have been unable to cope with demand. In such circumstances some bus ways have been converted to tramways, as they have greater capacity. The former rail route via Worsley could be re-opened as a Metrolink to connect with other former rail lines in the area.
LIST OF ACRONYMS AND GLOSSARY

ATOC—Association of Train Operating Companies, industry body representing passenger train operating companies.

DfT—Department for Transport, government department responsible for rail franchising.

DOO—Driver Only Operation, operating system under which train doors are opened and closed by the driver of the train, using cab-mounted cameras and display screens to ensure that it is safe to do so, rather than by an on-board Conductor or Guard.

NRE—National Rail Enquiries, the central source of information for rail passengers, run by ATOC.

NRPS—National Rail Passenger Survey, official measure of rail passenger satisfaction, conducted as a national paper survey of passengers’ satisfaction with individual journeys twice per year.

ORR—Office of Rail and Road, the independent safety and economic regulator of the railway.

PPM—Public Performance Measure, a headline measure of Train Operating Company performance. PPM measures the percentage of trains arriving at their destination within five minutes of schedule (for regional and commuter trains) or 10 minutes of schedule (for longer distance trains).

RDG—Rail Delivery Group, industry-wide body representing passenger and freight train operators, Network Rail and rolling stock companies.

RMT—National Union of Rail, Maritime and Transport Workers, which represents the interests of railway staff.

Smart ticketing—technological alternatives to paper rail tickets, including smartcards, such as London’s Oyster card, and “contactless” payment via bank cards and smart phones.

TfN—Transport for the North. The North’s

TOC—Train Operating Company