

# ECCLES STATION

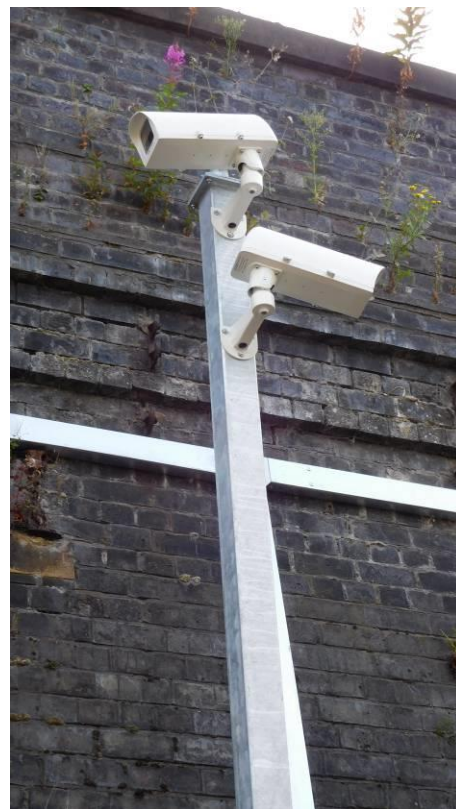
# NEWS

OCTOBER 2015

NEWS



*At long last Eccles station can boast **real time information on the platforms**. It has been a long wait but let us be grateful we now have it! There are electronic train-running screens, video security cameras, tannoy for announcements, intercoms for information or emergency use, and induction loops for hearing aid users.*



**ESN finally got some sense out of the internet on club 55 offers! The address you need is <http://www.tpexpress.co.uk/train-destinations/attractions-offers/club-55/> for the **First Group** of train companies which will once again run these hugely popular discounted, walk up and go rail tickets for people aged 55 and over. Prices on First Great Western, ScotRail, First TransPennine Express, First Hull Trains and First Capital Connect, **are just £19 return** or if travelling First Class £39 return (£26 for ScotRail services).**

As far as **Arriva Trains Wales** goes all that ESN can find is the finished offer for Spring 2015. It is possible they are not running it because of all the rugby matches that are due to take place – that is the rumour anyway.(ESN ran out of time to check this one!).

***Railway journeys have more than doubled since the mid 1990s according to a report issued in September by the Rail Delivery Group. Passengers made 1,650,000,000 journeys this last year averaging at about 25 trips per person per***

*annum. As a result of this combined with year on year fare increases mandated by the government, **the rail industry covers its annual operating costs of £9,500,000,000 each year. In turn this means that the government contribution of £3,500,000,000 per annum is almost all used as investment to improve railway services.***

An opportunity here to put Rail Company profits in perspective. Over the same period as mentioned in the previous article profits declined from £280,000,000 per annum (3.6% of revenue) to £240,000,000. **This is only 2.4% of railway revenue.** If retained in the railway as some political groups are advocating it would not have a miraculous effect – it would only pay for one medium size project each year increasing the investment rate by about 7%. Would that result outweigh the loss of the profit incentive?

*ESN has long been aware of some of **the many market failures that characterise road transport in the UK.** (For instance how do you allocate a cost to the fact that children can no longer play out in their own streets?) These failures are all but ignored by the voluble motor car lobby especially, so allow a degree of **schadenfreude** in view of the events of the last month. First is the report published by the Department for the Environment, Food and Rural affairs (Defra) which at long last quantifies the deadly effect of motor exhausts. These could be causing 9% of premature deaths (23,500 deaths p.a. by NO<sub>2</sub> emissions and 29,000 deaths p.a. by the particulates from diesel exhausts, but some overlap) and as a result it suggests that 8 cities should introduce charging for the most polluting vehicles. Add to this the emergence of the Volkswagen scandal of fiddling the exhaust testing regime by using software in its diesel vehicles to detect test conditions and reduce emissions just for that purpose. That there is a big discrepancy between test results and real driving has been suspected for some while but a small academic research group has confirmed this. Is only VW involved? We shall see. But now you have ESN's permission to tell think that **self righteous motor boors should shut up and consider the above carefully.***

That public transport strikes can lead to temporary and permanent changes in customer behaviour is no surprise but that the economy might actually benefit

in the long term from such disruption will perhaps surprise readers. This is the conclusion of a paper published by **Oxford and Cambridge economists** who looked at the effect of a 48 hour strike by RMT London Underground workers by studying 20 days' Oyster Card records. They found that **one in twenty customers find superior journeys** that are quicker and cheaper than they were used to, and stick to these new travel plans. The very high cost and short duration of the strike disruption is more than made up for by the small savings in time and money (up to £100 p.a.) made by many individuals following newly discovered travel arrangements that go on for a long time.

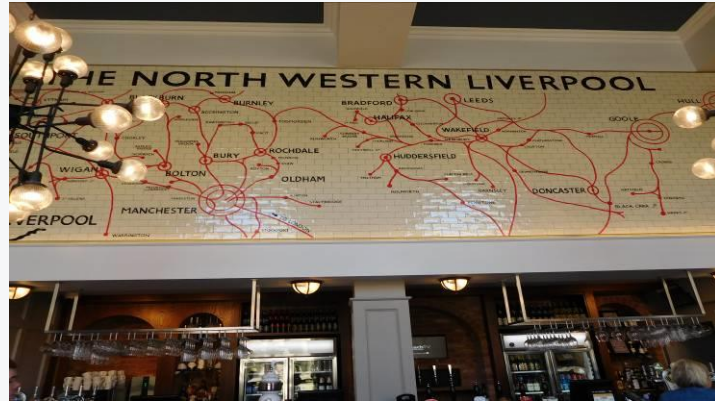
*'Get Me There', TfGM's version of the very successful 'Oystercard' as used by London Transport, has failed to roll out this summer. The project 'stalled' after considerable delays and TfGM has therefore dropped the contractor **ATOS** (Do they give one? Editor). Compensation arrangements seem to be shrouded in commercial secrecy, but **TfGM** says "We have recovered all our costs relating to the smart ticketing scheme."*

Completion of the tunnelling project at Clammerclough (Farnworth) is to be much **delayed by ingress of loose sand preventing the use of the boring machine** at that point in the tunnel so it has been withdrawn from the tunnel while the problem is coped with. This could involve more traditional tunnelling or the sand could be solidified with resin injections and the boring machine put back in. The project could now take until at least December to complete. ESN would point out that there is nothing exceptional happening here – many tunnelling programmes hit such difficulties: it will disappoint and annoy the civil engineers but not faze them at all.

*The contractor **Balfour Beatty** has withdrawn from the work on the North Western railway electrification projects. ESN does not know whether this will have any impact on the already delayed progress of the scheme.*

Well have you been to see **the splendid Liverpool 'North Western' bar** at Lime Street station yet? As always with a **Wetherspoon's** bar there is plenty of interest in the chosen art works on display (the posters in the large room on

the north side of the station are particularly impressive), but we said last issue that railway buffs might be a bit put out by some pieces.



*The map above the bar is splendid – a copy of the one at Manchester Victoria – but that makes it a map of the **Lancashire and Yorkshire Railway** which did not serve Lime Street station. To be fair the L&YR network fits a horizontal space: try fitting the London and North Western Railway network in such a space! Photo J E Rayner*



*Intelligent readers will spot instantly that those locomotives are by **S.W. Johnson of the Midland Railway**. Hence this is not Crewe works, but most likely Derby works in the last quarter of the 19<sup>th</sup> century- so not exactly local interest then. The Midland Railway ran into Liverpool Central – not Lime Street.*

*Photo: JER*

Can you spot any others? But – does it really matter? Is it just a case of adorning a railway bar with a railway theme, or should there be an adherence to local history to avoid giving false impressions?

A recent report by rail consultancy **WSP Atkins** and commissioned by Salford City Council shows that **an extra train** stopping every hour throughout the day at Eccles **would lead to a large increase in passenger use** of the station and a net gain to railway operations of £89,000 per annum. ESN hopes to have more on this matter in future issues.

ESN hears that **Mersey Travel** is to give consideration to the building of a new railway station on **Mount Vernon Road** in Liverpool. This is an area where there are numerous new buildings under construction as part of the development of the two universities. It lies between Edge Hill and Lime Street. There is no railway on Mount Vernon Road itself so perhaps this is to be a station deep down in that rocky canyon the railway follows?

## **OUT AND ABOUT...**

Some more joys of a visit to Liverpool:





**...By TRAIN from ECCLES STATION.**

## ARTICLES

### *Transport for Eccles (XI).*

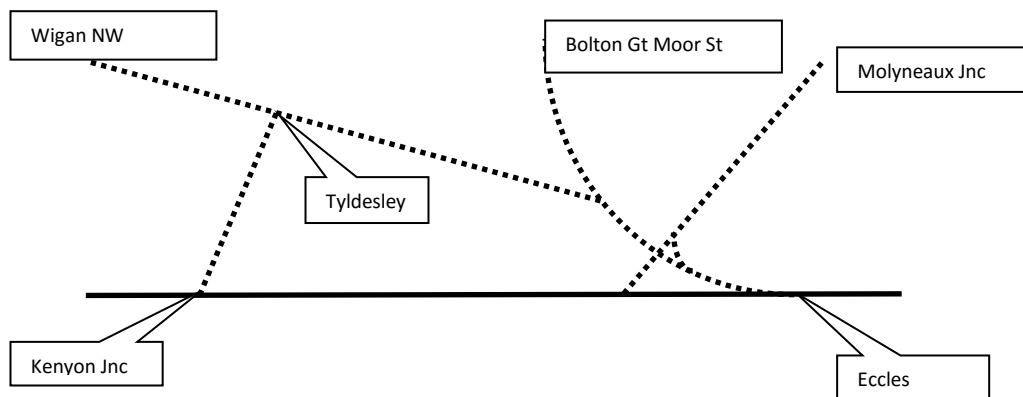
In the last issue we examined the location of the railway station in relation to car parking in Eccles. This month ESN takes a look at the station in terms of its location on key railway routes. The station is located on the two track Liverpool to Manchester Railway route three and three quarter miles west of Manchester. Manchester Victoria is the next station going east (Deansgate along the South Junction line) and Patricroft is the next station one mile to the west. A short goods branch runs eastwards to Stott Lane and on down to the Manchester Ship Canal. At one time the line branched north-west from Eccles Junction (at St Andrew's church) providing three additional passenger routes (and a long closed goods only route) as below:

- Monton Green, Worsley (a station designed to fit in with the estate of the Earl of Ellesmere), Walkden Low Level, Farnworth Plodder Lane, and Bolton Great Moor Street.
- Monton Green, Worsley, Tyldesley, Atherton South and Wigan North Western
- Monton Green, Worsley, Tyldesley, Leigh, and Kenyon Junction (to rejoin the L&M line)
- A curiosity was a short, tight radius, steeply ascending curve allowing goods trains from Eccles direction to join the 'Black Harry' line just before the railway bridge over Monton Road, and proceed over Eccles Fields, through the 'Black Harry' tunnel and join East Lancashire Railway lines towards Bury at Molyneaux Junction (just beyond Clifton Junction).

Most of the track bed, earthworks and bridges of the first three are still intact, but converted to pathways and cycleways. The long viaduct across Leigh has been demolished.

These lost routes are shown on the diagram:





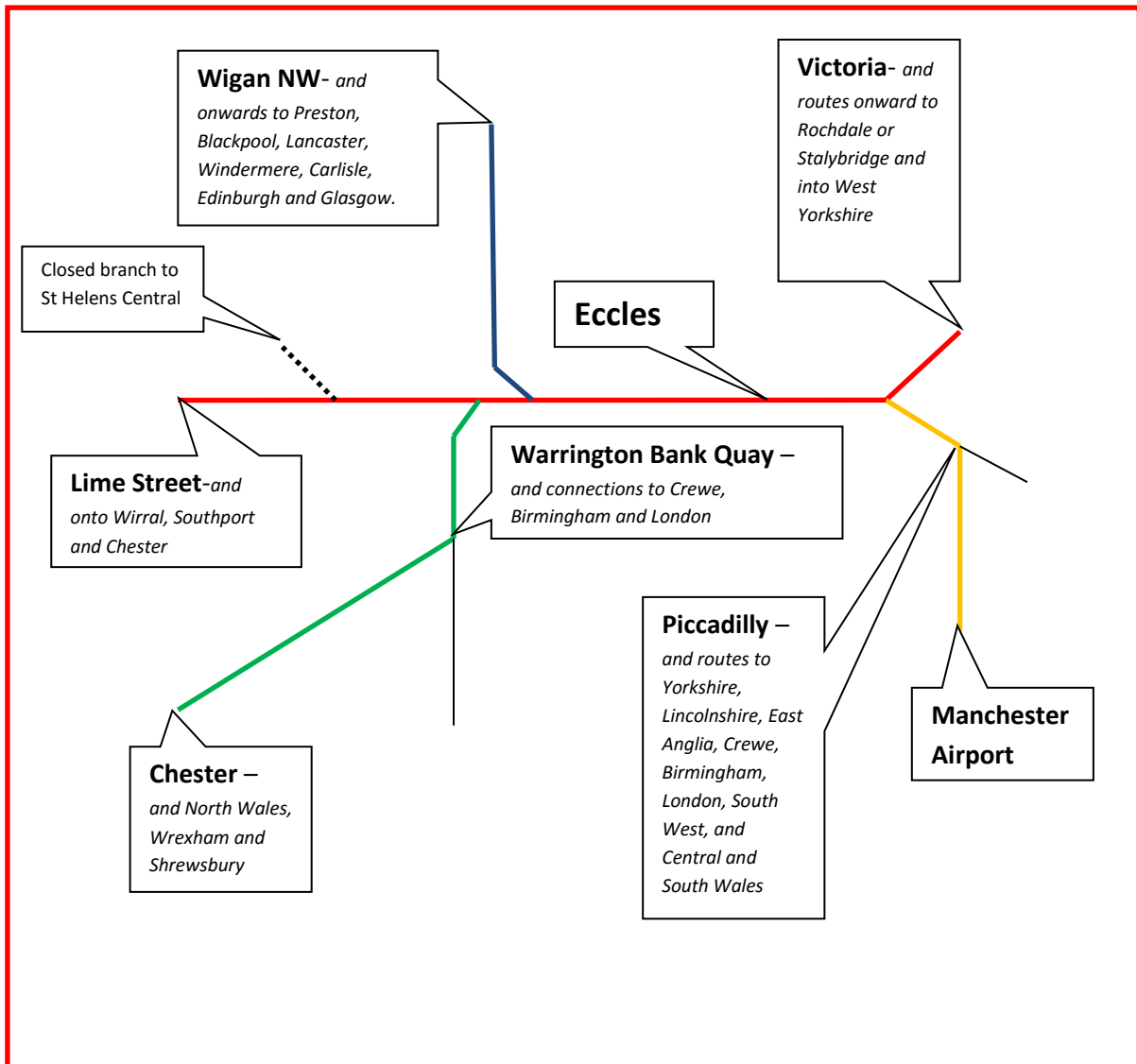
## Lost Rail Routes from Eccles

The number of potential rail routes expands exponentially as one looks further along a line because other routes diverge at successive junctions and these routes in turn do the same thing. This leads to too vast a subject if all options were to be explored: therefore a pragmatic rather than thorough exploration will follow. The routes through Eccles are depicted on the diagram below and will be discussed in turn.

The current train service is along the Liverpool and Manchester line between Manchester Victoria and Liverpool Lime Street (calling at all stations). This is the only line through Eccles following various severe cuts to the railways on the 1950s and 1960s. The route is shown in red and is likely to remain the key train route for stopping services calling at Eccles Station. Electric units cannot run east of Victoria because of a lack of overhead wires.

However on Sundays the stopping service from Eccles runs to Manchester Piccadilly and onwards to Manchester airport. This is shown as the yellow route on the map.

The blue route on the map is electrified and diverges northwards from the L&M at Parkside Manchester Junction – the park concerned being Haydock Park where there is now a racecourse. Currently trains that use this route do not stop at Eccles: their first stop after leaving Manchester is Wigan North Western, followed by Preston then Lancaster. The trains then continue north to Carlisle, Glasgow or Edinburgh. The diesel trains go to Windermere or Barrow.



The green route is used by Arriva Trains Wales services from Manchester Piccadilly to Chester and North Wales. It diverges southwards from the L&M route at Earlestown station. The route is not electrified and these trains do not stop at Eccles. Their first call after Manchester is Newton le Willows.

These then are the key routes through Eccles and each has is a possible route for trains to and from Eccles. The next article will take a look at the potential of these routes.

## **2040 VISION.**

Readers have a few days left to make comment on the document ‘**Greater Manchester Transport Strategy 2040: Our Vision**’. This is the starting point in the development of a new long-term transport strategy for Greater Manchester. The consultation runs until Friday 9th October 2015 and the document can be viewed at <http://www.tfgm.com/2040/Pages/default.aspx>

It is more of an ‘AIMS’ list. The document does not include details on transport schemes or investment priorities at this stage, but provides a vision of what a successful transport system might look like in 2040, in order to deliver “World class connections that support long-term sustainable economic growth and access to opportunities for all”. Presumably a list of objectives and outline plans will follow.

The Greater Manchester Agreement will devolve powers for transport, strategic planning, housing investment and crime to an elected Greater Manchester Mayor, allowing a bold long-term view of investment requirements to maximise benefits for the conurbation, and transform Greater Manchester into a sustainable, low-emission city region.

The document identifies five aspect of travel:

- A globally connected city
- City-to-City links
- Getting into and around the regional centre
- Travel across the wider city region
- Connected neighbourhoods.

Then a short list of aims is given for each of these headings. **Below are some of the important aspirations for 2040:**

Journey times to and from our international gateways will be more reliable and more international freight will be carried by rail and water.

More people will be able to take advantage of the significant job opportunities at Manchester airport and in the Atlantic Gateway area.

Greater Manchester will be better connected to other major towns and cities by fast, high-capacity, high-frequency public transport and integrated ticketing and payment systems.

Journey times on key road and rail corridors will be shorter and more reliable, with the majority of longer-distance road trips being made using low or zero-emission vehicles, and more national and regional freight movements being made by rail and water.

Access to our major transport interchanges will be improved for all modes and these locations will become focal points for economic growth and new development.

To prevent congestion from undermining economic growth, there will need to be a major shift from car use to public transport, cycling and walking.

Increased high-capacity, high quality public transport and cycling provision on more radial routes into the city centre.

A larger and more densely developed city centre will be attractive and easy to walk and cycle around, with limited car use in the central area and all vehicles entering it being low or zero-emission.

One integrated public transport system that allows customers to change seamlessly between trams, trains and buses, using one travel ticket that can also be used for car and cycle parking and hire.

Ensuring that trips to key destinations like town centres, employment areas, hospitals and colleges can be made easily, and by a choice of mode is a challenge for our strategy.

Most trips to our main town centres will be made by sustainable transport, using high quality public transport services and walking and cycling routes.

Connections for orbital journeys will make it much easier to reach key Greater Manchester destinations such as hospitals, colleges and employment areas without a car.

Integrated ticketing, services and bespoke 'real-time' travel information will enable more seamless public transport interchange, while walking and cycling will be modes of choice for short trips.

Journey times on the busiest local roads will be more reliable, air quality improved and roads will be better maintained.

New development will be focused in areas with good public transport and served by good quality walking and cycling routes.

More people will choose not to own a car, but will have more flexible access to a low-emission vehicle if and when needed.

The impact of traffic on local neighbourhoods will be reduced and access to local centres will be improved for deliveries and for public transport, without compromising safety for pedestrians and cyclists.

Views on this document can given at the bottom of the opening page of the website or at: <https://forms.tfgm.com/Vision-2040/Vision-2040-form.html>

## **A Reminder.**

FRECCLES/FROPS exhibition to commemorate the 75<sup>th</sup> anniversary of Nasmyth's works becoming the ROF & 120<sup>th</sup> anniversary of the opening of the "New" Patricroft sheds will be on show at Eccles Community Art Gallery from Saturday 17<sup>th</sup> October. The show is mounted by Mark Charnley.

<http://www.heritageopendays.org.uk/directory/freccles-and-frops-celebrate-nasymths-works-and-patricroft-sheds>

**Eccles Station News** welcomes feedback from readers. Please do not hesitate to send in your own views, photos or snippets of news to the e-mail address below.



**FRECCLES**

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