

# ECCLES STATION

# NEWS

August 2017

Welcome to the revamped Eccles Station News. There is now a greater emphasis on Eccles station, FRECCLES and related matters but this will not exclude some coverage of wider news, community matters and occasional articles.



## Miscellany:

Work is continuing on the Ordsall Curve to connect Victoria, Piccadilly and the Airport. This will affect trains to and from Manchester on weekends and bank Holidays until October 1<sup>st</sup>.



However, ESN hears rumours in the railway world that the major works to reorganise Oxford Road Station and create platforms 15 and 16 at Manchester Piccadilly have been cancelled. A cursory web search has found no announcements to this effect but also found no recent references to when such work could begin.

Ashton-under-Lyne station was closed between Saturday 8 and Sunday 31 July to rebuild the railway bridge over Turner Lane and replace and realign over two miles of track.



Nick Brown, Network Rail's project manager explained the need for the work at the time of the closure: "The railway corridor on which Ashton station sits is currently narrow with many curves which restrict the speed that trains can travel. Replacing the bridge deck and realigning the track will result in

smoother and straighter track meaning trains will be able to travel faster which, in the long run, means more frequent services on the route.



<https://www.networkrailmediacentre.co.uk/news/ashton-under-lyne-station-to-close-for-major-engineering-work-to-improve-journey-times#>

Work has been taking place on both island platforms at Stockport station:



In addition, the council has grand plans for redevelopment of the area immediately around the station. Take a look here to find out more

<https://marketingstockport.co.uk/news/5752/>



A view of a Northern Electric at Manchester Airport Station and a nifty tender was in use for servicing the Trans Pennine Express trains during their brief turn-around at the stop. The left tank is fresh water for the sinks and toilet flushes. The right tank is for soiled water. Why do simple useful gadgets always seem to be made in Germany?



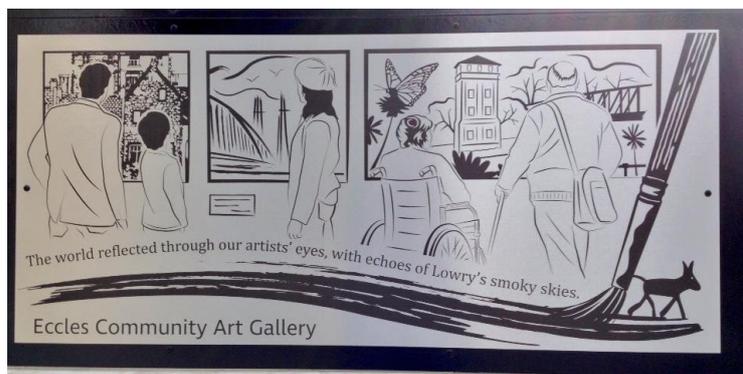
Arriva Trains Wales are using loco hauled stock on some of their services from Manchester Piccadilly to North Wales. Here is a picture of one such train about to depart from Oxford Road station.



## Our Garden.....



## Community Plaques installed on Clarendon (aka the Glass/Glassless) Bridge:



## Action and inaction.

FRECCLES is pleased to see progress in removing the puddles from the Manchester platform. The marks show areas of the platform that held these puddles have been filled near to the bottom of the steps to the platform.



However welcome this is our passengers will still need waders to use the waiting shelter at the Manchester end of this platform as shown by these pictures taken on a recent rainy day:





**Travelling via Bolton in August...?**

electrification and provision of a fifth platform at Bolton station as part of the electrification to Blackpool North means disruption.

## Service Development Group

This is the subgroup of FRECCLES members that continues nobly to push for improvements to the rail service at Eccles station. It is uphill work and ESN admires their persistence and dedication in what must at times be a very frustrating task. The main members of this group are Stephen Clapham, Sean Dunne, Mark Charnley, Eddie Sheehy, Eoan Edwards & Andrew Leong, with Steve Hopkins and David Yates also assisting.

Since Christmas, the Service Development Group (SDG) has met with Owain Roberts from TfGM to discuss our joint approach to improving the train service at Eccles Station. We agreed that the aim should be a minimum of 2 trains per hour each-way at Eccles and that this should be achieved by stopping the proposed Leeds – Chester service at Eccles. Subsequently, the MP for Salford, Rebecca Long-Bailey, who actively supports the work of FRECCLES, met with Amanda White, Head of Rail at TfGM, and this meeting again reinforced the need to improve the train service at Eccles while also recognising that Eccles should be developed as a rail-bus-tram interchange for the west of the Manchester conurbation.

Another recent focus for the SDG relates the Wales and Borders Rail franchise which runs the Manchester – North Wales service. This service which used to stop at Eccles, currently runs non-stop through the station, but the link to Chester and North Wales remains much missed by residents of Eccles. The Wales and Borders franchise is due for renewal in 2018 and the preferred bidders for the franchise have been announced. FRECCLES has made submissions to all 4 bidders and to Transport for Wales (who will let the franchise) lobbying for the Eccles stop to be restored to the Manchester to Chester /North Wales service and we have had face-to-face meetings with 2 of the bidders (Arriva and Keolis-Amey) and communications from another bidder (Abellio). TfGM also support our strategy on this. We shall continue to input into the franchise process.

The SDG has prepared a response to the Salford City Council Rail Strategy Consultation and attended a meeting with the City Council to put forward our views. The draft strategy endorses the need for better integration of train bus and tram services at Eccles and the need for disabled access at the station.

Finally, we have recently been preparing the FRECCLES response to the recent consultation by Northern on the May 2018 timetable. This timetable indicates that during the peak hours there will be 2 trains per hour stopping at Eccles to be achieved by certain of the proposed Leeds to Chester services stopping at the station. The main argument in our response will be that this service should stop at Eccles throughout the day to provide the twice hourly service that Eccles deserves.

## **FRECCLES held their annual Passenger Count on 28<sup>th</sup> June**

### **ECCLES STATION PASSENGER COUNT ANALYSIS 2017**

#### **1) Total Passenger Numbers Recorded (2016/2015/2014 figures in brackets)**

Manchester Bound	Alight	<b>128 (162) (110) (107)</b>
	Board	<b>163 (297) (156) (144)</b>

Liverpool Bound	Alight	<b>134 (271) (121) (129)</b>
	Board	<b>131 (144) (101) (95)</b>
	TOTAL	<b>556 (874) (488) (475)</b>

## 2) Analysis

- **These figures show the extent to which the large uplift in numbers in 2016 was due to the closure of Metrolink at the time of the count.**
- The total number of passengers recorded at 556 represents a modest 14% increase on the figure for 2015 but is in line with the steady growth pattern in previous years.
- The small increase in passengers travelling to Manchester (163 compared to 156 in 2015) might have been affected by the dreadful weather conditions on the day of the count eg travellers opting for the more local bus-stop rather than the walk to the station on that day, or deferring journeys altogether.
- The 30% increase in passengers travelling in the Liverpool direction is encouraging as is the increase in passengers alighting from Liverpool. Presumably some of the latter are using the interchange facility with Metrolink but anecdotally, a number appear to be Salford Royal Hospital staff.

## 3) Conclusion

Because 2016 was clearly such an exceptional year, it is difficult this year to make comparisons and measure progress. We shall need to see the outcomes for 2018 before we can draw firm conclusions. However, we clearly need to

continue to promote the service in order to improve our footfall figures, and perhaps that needs to be part of our thinking for the year ahead.

Many thanks to the volunteers who gave up their time to do this count.

## **A VISIT TO IRLAM RAILWAY STATION.**

ESN can foresee that the day will come when people will pack their bags for the annual holiday and say, “We’re off to Irlam.” What was a derelict station building has been turned into a delightful community venue with attractions for both adults and children. The Cheshire Lines Committee appearance has been retained and some delightful planting done on the Manchester Platform. There is now a welcoming waiting area, 60 car parking spaces and a cycle hub. The Hamilton Davies Trust (see <https://hamiltondavies.org.uk/>) contributed £300,000 to the project.

Do take a look for yourselves, it is a lovely treat.







## **TIMETABLES FOR ECCLES TRAINS**

*The full official timetable can be printed out from or viewed at:*

*<https://be803fe5c416e39d38ae-aa21086260d3bd4e072d597fe09c2e80.ssl.cf3.rackcdn.com/images/timetables/2017-04/spring-winter-timetables/Northern-15-0317-web.pdf>*

*ESN has prepared an abstract from that timetable. It is on the succeeding two pages so that if desired you can print out a page for travel to or from Manchester, or the second page for travel to or from Liverpool direction. Please*

*note that the editor has checked to make sure that the times given are as accurate as possible but would be glad to hear if any corrections are needed.*

**TO MANCHESTER AND BACK**

*ECCLES TO MANCHESTER VICTORIA (journey time about 13mins)*

**Monday to Friday**

0610 0710 0810 0834 0910 1010 1111 1210 1311 1411 1510 1611  
1710 1731 1811 1829 1910 2010 2112 2212 2310 0010

**Saturday**

0611 0710 0810 0832 0910 1010 1111 1210 1311 1411 1510 1610  
1710 1731 1811 1829 1910 2010 2110 2211 2310 0010

*MANCHESTER VICTORIA TO ECCLES (journey time about 7mins)*

**Monday to Friday**

0539 0602 0702 0738 0802 0838 0902 1002 1102 1202 1302 1402  
1502 1602 1702 1738 1802 1902 2002 2109 2209 2309

**Saturday**

0539 0602 0702 0738 0802 0838 0902 1002 1102 1202 1302 1402  
1502 1602 1702 1738 1802 1902 2002 2109 2209 2309

*ECCLES TO MANCHESTER OXFORD ROAD, PICCADILLY AND AIRPORT (journey times about 10, 13 and 30mins respectively)*

**Sunday**

0902 1002 1102 1202 1302 1402 1502 1602 1702 1802 1902 2002  
2102 2202 2302 0002

*MANCHESTER PICCADILLY TO ECCLES (trains depart Airport about 20 mins earlier than these times, and about 2mins later for Oxford Road)*

**Sunday**

0859 1001 1101 1201 1301 1401 1501 1601 1701 1801 1901 2001  
2101 2201 2301

TO LIVERPOOL LIME STREET AND BACK

*ECCLES TO LIVERPOOL LIME STREET (journey time about 55mins.)*

**Monday to Friday**

0547 0609 0709 0745 0809 0845 0909 1009 1109 1209 1309 1409  
1509 1609 1709 1745 1809 1909 2009 2116 2216 2316

**Saturday**

0547 0609 0709 0745 0809 0845 0909 1009 1109 1209 1309 1409  
1509 1609 1709 1745 1809 1909 2009 2116 2216 2316

*Trains also call at the following stations with approximate journey times in brackets:*

*Patricroft (3) Newton le Willows (14) Earlestown (17) St Helens Junction (22) Lea Green (25) Rainhill (29)  
Whiston (32) Huyton (36) Roby (38) Broad Green (42) Wavertree Technology Park (45) Edge Hill (48)*

**Sunday**

0911 1011 1111 1211 1311 1411 1511 1611 1711 1811 1911 2011  
2111 2211 2311

*Trains omit Patricroft and Edge Hill stations on Sundays but do call at the following stations with approximate journey times as given above.*

*LIVERPOOL LIME STREET TO ECCLES (journey time about 50mins.)*

**Monday to Friday**

0520 0620 0720 0820 0920 1021 1120 1221 1321 1420 1520 1620  
1642 1721 1739 1820 1920 2022 2122 2220 2319

**Saturday**

0520 0620 0720 0820 0920 1020 1120 1221 1321 1420 1520 1620  
1642 1721 1739 1820 1920 2020 2120 2220 2319

*Trains also call at the following stations. The approximate time after departure from Lime Street is given in brackets. Edge Hill (4) Wavertree Technology Park (6)*

*Broad Green (9) Roby (13) Huyton (15) Whiston (19) Rainhill (22) Lea Green (25) St Helens Junction (28)  
Earlestown (33) Newton le Willows (36) Patricroft (47)*

**Sunday**

0911 1011 1111 1211 1311 1411 1511 1611 1711 1811 1911 2011  
2111 2211 2311

*Trains omit Patricroft and Edge Hill stations on Sundays but do call at the following stations. The approximate time after departure from Lime Street is given in brackets. Wavertree Technology Park (5)*

*Broad Green (8) Roby (12) Huyton (14) Whiston (18) Rainhill (21) Lea Green (24) St Helens Junction (27)  
Earlestown (32) Newton le Willows (35)*

## ***Freccles Annual General Meeting -Tuesday 18<sup>th</sup> April 2017.***

At the FRECCLES annual meeting, Vicky Cropper, Regional Community and Sustainability Manager, Central Region, Northern Railway, was the keynote speaker.

FRECCLES members spoke about the work of the group over the past year including service development, art & heritage and the gardens.

Eoan Edwards stood down as treasurer after being in post since FRECCLES was constituted, way back in 2005. He is replaced by Mark Charnley. All other officers remain in post.

An important decision was made to change the membership of FRECCLES – there is now a £1 annual membership fee and a membership card is given. If you would like to join FRECCLES, please contact Elizabeth or Mark Charnley, by email to [freccles@btinternet.com](mailto:freccles@btinternet.com) or by phone 0161 789 5016.

***The editor says*** *the aim is to produce a newsletter with a greater emphasis on FRECCLES, promoting use of the train services, and covering volunteer work. The articles in this issue largely reflect that aim. Any suggestions from readers on ideas of how to cover local railway issues and volunteer work would be welcome.*

**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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