

ECCLES STATION

NEWS

MARCH 2015

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As a result of TfGM's ending of the subsidy for night bus services (from the end of January) the Friday and Saturday late night 67 bus between Manchester, Eccles and Cadishead has been withdrawn.

FRECCLES is giving consideration to publishing its own mini/commuter timetable for Eccles (but will not be running a replacement night 67 service.....) Let us know what you think. The larger Northern timetable booklets will still be available, just the small folding simplified TfGM ones have been withdrawn.

*The first train (full of Chinese made Christmas goods) that arrived in Madrid on 14th November from Yiwu, has now completed the inaugural **16,156 mile round trip on the Yixin'ou cargo line** through Kazakhstan and Belarus. On the return leg the **eighty two** containers were loaded with **expensive olive oil**. Presumably at some stage there will be a similar goods train to **Britain**, returning with 82 containers of valuable Health and Safety and Quality Assurance forms.*

A quick visit to Huyton just after last month's publication date indicated that **Network Rail's 14th February deadline** for completion of the electrification of the Liverpool and Manchester line was **unrealistic**. There were no overhead wires immediately west of Earlestown (over the Sankey Viaduct), and no wires going round the Wigan line at Huyton. **The wires on the main line at Huyton were held in place by temporary ties.**

However information from one of our correspondents indicates that Network Rail may now have completed the electrification of the L&M route. Freccles member **Tony Oldfield** tells us that **electric trains are scheduled to run between Lime Street and Manchester Airport from Monday 2nd March.** The electric class 319s are down to work Liverpool departures at 0616 0716 0919 1215 1417 1516 1713 1814 and the Airport departures at 0715 0840 1040 1340 1540 1610 1840. Tony says, "Northern's MD announced 319s to start soon and a 319 is shown as an empty coaching stock move into Lime St on Monday am on realltimes."



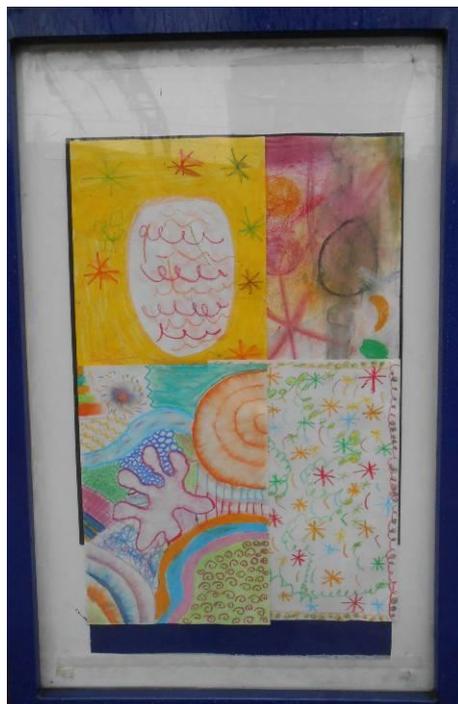
A Northern Rail photograph of one of the newly refurbished class 319 electric units at Allerton Depot.

The Association of Community Rail Partnerships (ACORP) gave Freccles a grant of £250 on 18th February 2015. This is earmarked for purchasing a large water container for the garden on the Liverpool platform. Once it is filled, the container will make life easier for those who water the garden: they currently carry the watering cans back and forth from the tap behind the booking office. Any surplus after this purchase will be used for general gardening purposes. This is the fourth time ACORP have supported Freccles with a grant.

Salford City Council has received a **planning application**/consultation document from Manchester City Council in connection with the **Stephenson Bridge** that links Liverpool Road Station and Ordsall over the River Irwell at Manchester. It comes from a Mr Laurie Mentiplay. The application states, 'Article 16 Consultation received from Manchester Council (application reference 107645/LO/2014/C_) for the listed Building Consent for structural

investigation works, involving trial pits/opening up works and material samples.' There are other related applications for nearby land. These applications are presumably for **preparatory works for the Ordsall Chord**. They can be viewed on the Salford Council website.

*The new art work at Eccles Station is by **children of years 2 and 3 at Monton Green Primary School**. Before Christmas there were Plant Prints and some work on the theme of the London Blitz. The new work is on the theme of "Carnival" which is lovely and bright - just right for this time of year! Ann and Bob of Freccles put the work up, but it was organised with the help of Gillian Mason, the Head Teacher at Monton Green. She is very keen to involve the children in art projects at both Eccles and Patricroft Stations. A project to install a series of panels showing the area's heritage is currently being worked on for Patricroft.*



Freccles finally had to stump up £20,000 towards the work done in improving the station forecourt. This sum was granted to Freccles a number of years ago by **Eccles Community Committee** with the condition that a new booking office appeared as part of the work. Since then, it has just been resting in the Freccles account! It was paid out to Salford City Council on 30/01/15 and this was Freccles contribution towards the forecourt work.

The Department for Transport (DfT) published documents on 27th February setting out what the bidders for the new Northern and TransPennine franchises will be required to do. This includes providing plans to:

- *replace outdated Pacer trains*
- *introduce a brand new fleet of modern trains*
- *tackle (over)crowding*
- *invest in stations*
- *accommodate over 19,000 more commuters in Manchester during the morning peak*
- *add over 200 new train services every day across both franchises*
- *provide over one-third more capacity across both franchises*
- *introduce free wi-fi*

The shortlisted bidders for the Northern franchise are:

- *Abellio Northern Ltd (currently runs Northern as a joint venture with Serco)*
- *Arriva Rail North Ltd*
- *Govia Northern Ltd*

The new Northern franchise will begin in April 2016. For more information about the tender documents please visit the DfT website: [published documents](#)

OUT AND ABOUT...



York Railway Station with a Grand Central London bound train awaiting departure. Most readers will be familiar with the broad sweeping curve of the track and the great iron and glass roof. .

This station was designed by architects Prosser and Peachy for the North Eastern Railway and opened in 1877. With thirteen platforms, it was then the largest railway station in the world. Look out for the decorative 'NERCo' roundels and the white roses on the iron work.



Rather fewer readers will know that this is in fact the third York Station. The first was a temporary wooden terminus outside the walls on Queen Street, opened in 1839 for the York and North Midland Railway. This was replaced in 1841 with a purpose built terminus inside the walls of the city. On a walk round the walls you can see where this second station was. Join the walls opposite the station and walk a short way to the right (south).



On the right you can see the York railway station and a clear curved space with parked cars where the lines use to head through the railway work area and under the walls.

The railway company built two gothic arches for the tracks to penetrate the city walls at this point. York railway station is in the left background of this picture.





Behind the walls and below you is much new building on the site but a bit of York Old Railway Station is incorporated.

All trains left York by heading south from this terminus. London trains continued south but trains for the north took a right turn and kept curving right (on what are now the goods bypass lines) until heading towards Northallerton.

So the current York railway station, once again outside the walls, is the first and only through station that the city has had.

For more on this topic see: http://en.wikipedia.org/wiki/York_railway_station

York's walls provide an easy, continuous, and interesting walk around the perimeter of the old city. It is worth a trip there to do this walk.

...By TRAIN from ECCLES STATION.

ARTICLES

Minding the Gap.

In the past five years rail passengers have stepped on and off trains more than 15 billion times and in the process 18 people have lost their lives and almost 7,000 injuries have occurred following falls from the platform. Between 1 April 2009 and 31 March 2014 there were:

- 6,969 reported incidents of slips trips and falls at the point where passengers alight or board trains.
- This has increased from 1259 in 2009/10 to 1490 in 2013/14 – an 18% increase.

With passenger numbers increasing year on year this is an obvious source of concern for railway operators. In response companies have looked up to 30 years ahead to identify and reduce any further risks to safety and as a result published a [joint long-term strategy](#). It aims to make the transition between the train and the platform safer, so that growing numbers of people can continue to enjoy a safe and better performing railway for years to come.

The gap between the train and the platform is a compromise. It must both be large enough to allow a variety of different train types to run safely without creating a physical obstruction, but also be small enough to allow people to get on and off quickly and safely. The gap cannot be closed nor can it ever be exactly the same at all Britain's 2,500 stations, as they were built at different times by different historic railway companies.

There are a number of factors which contribute to accidents between the platform and trains and analysis shows:

- Intoxication: More men are involved in alcohol related incidents than women with 9% of all incidents involving intoxication.
- Baggage: 15% involved passengers carrying suitcases, pushchairs, bikes or other baggage
- Gender: More females than males (around 65%) are involved in accidents alighting or boarding trains. Footwear could be one reason for this difference. It is also possible that females are more likely to report this type of incident.
- Age: Women aged 50-71 experience the highest number of incidents while boarding and alighting trains (more than 200 p/a)
- Location: Alighting the train is more hazardous than boarding
- Seasonality: Whilst wet weather increases the number of incidents, there is a higher accident rate in summer than any other time of year (possibly owing to increased proportion of leisure travellers who are not frequent rail users and are therefore less familiar with the risks)
- Females aged over 51 and males aged over 70 are involved in a higher number of accidents than would be expected when considering their representation in the passenger profile. These age groups include the elderly, who may be less steady on their feet.



As part of the strategy, a public awareness campaign, has been launched in stations across Britain.

Called, "[Lend a Helping Hand](#)" it uses quirky verse to encourage people to be more considerate of their fellow passengers. An internal industry campaign also aims to help railway staff better identify those passengers in need.

The strategy will look at six key areas: Data and intelligence gathering; influencing public behaviour and helping station staff; train stopping and dispatch, optimising the step gap between platform and train, and improving operational performance and capacity. The industry has already made changes which will improve safety for people getting on or off trains. Examples include the "Harrington Hump" – a raised platform which has been installed at around 80 stations across England and Wales.

Not surprisingly, the busiest stations have the largest number of incidents.

Station	Number of entries/exits	Number of incidents
Clapham Jcn	25,287,250	40
St Pancras	26,046,082	29
East Croydon	21,797,189	28
Victoria	81,356,330	23
Paddington	35,093,628	22
London Bridge	56,442,044	22
B'ham New Street	34,748,984	21

Glasgow Central	27,152,622	19
Waterloo	98,442,742	18
Stratford	26,377,506	16

Transport for Eccles (V).

Our previous articles have looked at infrastructure provision for roads and buses, and this article examines the infrastructure for provision of tram services.

Eccles tram stop is a single platform terminus on Regent Street. This is conveniently sited in the town centre providing very direct connection with Eccles bus services in all directions, and a five minute walk away from Eccles railway station to connect with hourly trains to and from Liverpool. It is then a quite good west Manchester interchange point for Metrolink services although this does not always get official recognition.



The platform is accessible by steps and ramps and the 'dead' side of the platform is provided with a stout metal two rail fence to prevent falls. Along this fence are a number of litter bins. There are two glass bus-type shelters, three ticket machines and a number of 'clocking in' pads for the '**get me there**' system. There are marked waiting points for wheelchair users, and the gap between the tram door and the platform is very narrow eliminating the risk of falling between the two when boarding or alighting.



Comprehensive and comprehensible notices give times of first and last trams and service frequencies; maps of the network; explanations of the ticket types, and general Metrolink travel posters. Posters are also displayed when there are scheduled changes to services due to engineering works or large events on the route.



This is not all-information is also given electronically on real time moving message led digital display boards above head height, by tannoy announcements, and at a single press button passenger enquiry point which doubles as an emergency help point. The platform is monitored by CCTV camera for security of staff and passengers, and the whole stop and its equipment is kept clean by what appear to be nightly clean ups.

This is good well thought out provision of infrastructure without a doubt. It almost seems curmudgeonly to look for ways it could be improved, but these articles are critical evaluations and some better provision can be thought of. The three ticket machines are only just enough at morning rush hour, but this may rectify itself as more people start to use smart travel cards and use the card readers to clock in and out. Only two shelters is not adequate on a wet day – there is room for another one or two and this would cost very little. More expensive but better would be a proper canopy extending along much of the platform length.

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.

To find out more about **FRECCLES** or to make contact see our **website:** www.freccles.org or e mail us at info@freccles.org.uk

