

# TravelWatch **NORTHWEST**

## North West Route Utilisation Strategy

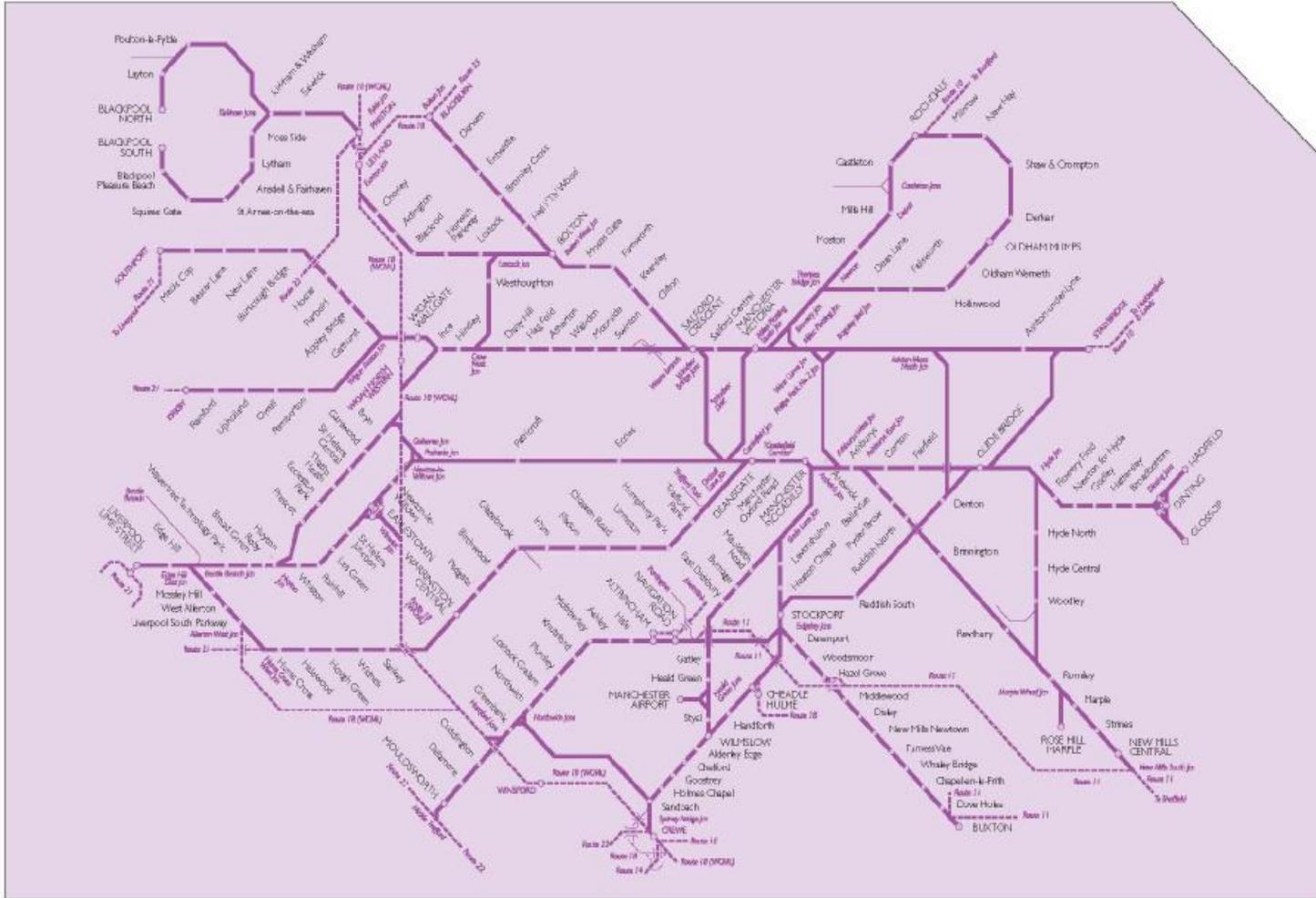
County Hall, Preston  
Saturday 9<sup>th</sup> June 2007

Chris Dale  
Deputy Chairman TWNW

# What is a RUS?

- Rail Industry Study
- Co-ordinated by Network Rail
- Looks at current and future use
- Identifies performance/demand requirements or issues
- Proposes interventions consistent with funding and the RUS timescale
- Success depends on industry engagement and information sharing

Figure 2.2 North West RUS geography



# 1 Stockport/Buxton corridor

- Remodelling of station throat to allow easy access to both platforms at Buxton, also allowing direct access for freight trains onto the Hindlow branch without reversal
- Lengthen peak trains
- Improve layout of platforms 13/14 at Manchester Piccadilly to ease crowding

## 2 Marple corridor

- Increase gauge and route availability for freight
- Lengthen peak trains on Bredbury line
- Guide Bridge Interchange
- Possible use of alternative stock (4 car) on Hadfield line and extra peak trains
- Increase line speed on Glossop triangle

## 3 Stalybridge corridor

- Longer peak trains to Stalybridge and Huddersfield with extra off-peak Stalybridge trains
- Increase line speed at Guide Bridge West Junction to/from Stalybridge

## 4 Calder Valley corridor

- Extend Calder Valley trains to a rebuilt Salford Crescent allowing interchange with services to Manchester Airport
- Extend Calder Valley services to new east facing bay at Salford Central if Salford Crescent not rebuilt
- Lengthen Rochdale peak trains

## 5 Bolton corridor

- Increased linespeed between Manchester and Euxton Junction
- Relocate Salford Crescent station to the west of the current site at the junction of the Bolton and Atherton lines
- Longer peak trains on Westhoughton line with possible additional platforms at Lostock
- Lengthen peak Blackburn/Clitheroe trains

## 6 Atherton corridor

- Lengthen Atherton/Southport peak trains or improve headways on this line to allow more trains to operate

## 7 Chat Moss corridor (a)

- Fourth train per hour between Liverpool and Manchester - ?TransPennine Express
- Increase line speeds between Huyton and Patricroft
- Additional platforms at Salford Central
- Develop interchanges at Eccles and Newton-le-Willows
- Improve headways at Rainhill

## 7 Chat Moss corridor (b)

- Reinststate Olive Mount Chord
- Increase loading gauge on Bootle branch
- Longer or extra peak trains between Manchester and Liverpool

## 8 CLC corridor

- New station to interchange with Metrolink at Cornbrook or White City
- Lengthen peak trains between Manchester and Liverpool

## 9 Northwich corridor

- No changes included

# 10 Styal corridor

- Third platform at Manchester Airport

# 11 St. Helens Central corridor

- Lengthen peak hour Wigan trains

# Station closures

Ardwick - Denton - Reddish South

Listed for closure in the consultation document but excluded from the final strategy

**STILL UNDER THREAT IF NOT USED**

# RUS programme

- Yorkshire and Humber
- Lancashire and Cumbria
- Merseyside
- Wales
- West Coast

All these will have an effect on this region and **TravelWatch NorthWest** will be involved in all the consultations

# The Future?

