Standish Station
Preliminary Feasibility Assessment

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Draft Study Report

Wigan Council

11 February 2013

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Contents

1 Introduction

1.1 Background

Halcrow has been commissioned by Wigan Council to undertake a high level study exploring the feasibility of developing a new railway station in Standish, to be located immediately to the north of Rectory Lane, where it passes underneath the West Coast Main Line (WCML).

This report focuses on the operational feasibility, station and service costs, passenger demand and value for money of developing the new railway station.

1.2 Background

The planned development of a number of large residential sites in Standish is predicted to significantly increase travel demands from the local area. Opportunities may exist to secure developer contributions towards the cost of implementing any scheme. Combined with existing travel demands from the resident population to attractors served by the rail network, the potential for greater use of rail for trips to/from the local area is deemed to warrant further consideration.

1.3 Rail Context and Current Services

The WCML is currently served by fast inter-city and regional services as follows:

- London Euston to/from Glasgow Central;
- Birmingham New Street to/from Glasgow Central; and
- Liverpool (South Parkway or Lime Street) to/from Blackpool North.

Local access onto the latter service is already available from Euxton Balshaw Lane Station to the north of Standish.

Other local, regional and inter-regional services join the WCML to the north on their approach to Preston:

- trains to/from Manchester via Bolton, at Euxton Junction; and
- trains to and from Blackburn and beyond, at Farrington Curve Junction.

To the south, the following local, regional and inter-regional services pass or terminate:

- Manchester and beyond to/from Kirkby and Southport (via Wigan Wallgate);
- Manchester and beyond to/from Wigan Wallgate; and
- Liverpool to/from Wigan North Western.

Development work is currently progressing on the Northern Hub capacity improvements and electrification of key routes in the North West. One implication of these initiatives will be that Manchester to Glasgow services, which currently run via Bolton, will be diverted via the Chat Moss Line and Wigan North Western. This will provide an extra hourly service in each direction between Golborne Junction and Euxton Junction.

2 Service Options

2.1 Introduction

A high level assessment has been carried out to identify the most appropriate and practical option(s) for providing services to/from the new station. The following service options have been considered:

- Option 1: hourly call by the future Trans Pennine Express (TPE) Manchester – Glasgow service;
- Option 2: hourly call by the Liverpool – Blackpool service;
- Option 3: extension of the Liverpool – Wigan North Western service;
- Option 4: diversion and extension north of Manchester Victoria to Wigan Wallgate services via Wigan North Western; and
- Option 5: extension of the Rochdale – Wigan Wallgate service; and
- Option 6: extension of both the Manchester and Rochdale – Wigan Wallgate services.

2.2 Line Capacity

The ruling capacity of the WCML in this area is a maximum of 12 trains per hour (tph), running at a minimum headway of 4 minutes. At junctions and in station areas, capacity and minimum headways can be subject to variation to reflect layout considerations and relative train speeds. Where opportunities arise from such considerations, they have been accounted for in this assessment.

The ruling line speed at Standish is 125mph on the 'down' (northbound) line and 80mph on the 'up' (southbound) line. The slower up speed reflects the relatively short distance during which trains will need to slow to call, or take account of others calling, at Wigan North Western.

Currently, a typical hour sees 5-6 commercial passenger trains each way, with 2-3 other paths reserved for empty stock and freight (including express freight, such as parcels and postal trains). This combination of services should, in principle, leave adequate space for additional calls or services to be operated that could serve a new station at Standish.

2.3 Option 1: Stopping the TPE Manchester – Glasgow Service

The current Manchester – Glasgow service is operated by 3-car Class 185 diesel trains, with a maximum speed of 100mph. Following electrification and the Northern Hub changes, they will be replaced by 4-car Class 350 electric trains, which will be capable of 110mph. We have assumed existing timings for these trains on the WCML, since we do not currently have access to Network Rail's development timetables for this section. As such, provided a suitable pathing opportunity can be found to allow a

stop at Standish, any solution identified at this stage would apply equally to diesel or electric worked services.

Given that the likely train running speeds will be at or near the permitted maximum, we estimate that a call at Standish will add 2½ minutes additional running time to the service in each direction (5 minutes for a round trip).

Halcrow has previously examined the possibility of calling this service at a new station at Golborne, where the time required for a station call was less due to lower train running speeds. These previous findings concluded that while a stop at Golborne was achievable, it carried risk in respect of maintaining turnaround times in Glasgow[1].

In the case of Standish, we estimate that the longer time required to make the additional station call will most likely conflict with current turnaround times. This will necessitate an additional trainset to be added to the working of this service, although commercial mileage and hours will remain unchanged. This will result in layover of around 55 minutes in Glasgow for train crews, upping additional hours to 4,453 per year.

Should this option be pursued, it is recommended that a more detailed timetable modelling exercise be carried out in order to determine the impact on Class 350 turnaround times in Glasgow more accurately and whether, if at all, the need for an extra set could be avoided.

Any additional cost for operation must also include increased lease and maintenance costs of the rolling stock. We have estimated a lease cost assuming maintenance being inclusive (as provided by Siemens currently for the TPE fleet). We therefore estimate the cost of introduction as follows:

- £873,000/year for a 4-car Class 350 set; or
- £745,000/year for a 3-car Class 185 set[2].

[1] Assuming turnarounds in Manchester and pathing via the Chat Moss Line cannot be flexed. This assumption is based on the review of draft Chat Moss timetables for Northern Hub development, which show all capacity created by the scheme in the Manchester and Chat Moss areas being used up by existing future service plans.

[2] Cheaper operating costs of the Class 185 reflect the reduced number of vehicles. Cost per vehicle is in practice currently higher for diesel stock. Class 350 trains will provide around 16% more capacity than Class 185s.

Whilst there would also be some small additional traction energy/fuel cost from required acceleration away from stations, this is not reflected in our high level calculations, which are based on a standard rate per mile for an end to end journey.

2.4 Option 2: Stopping the Liverpool – Blackpool Service

This service is currently diesel worked; however, proposals involve its transfer to electric operation after planned electrification. Current diesel trains are capable of 75mph. Future electric stock will be capable of 100mph and have superior acceleration.

The later running of services through Preston to Blackpool can be accommodated (assuming the same 2½ minute stopping time as per the 100/110mph Manchester – Glasgow service); the current 17 minute turnaround time at Blackpool North being able to absorb the additional stops. No fundamental pathing problems are identified at Preston. Whilst there may be a requirement for slight modification to the timing of an Ormskirk/Preston service, this is not predicted to pose a significant problem.

On this basis, it would be straightforward to introduce connections from Standish to Preston, Blackpool and Liverpool (via St Helens). Costs would be low, since there are no additional track access requirements or operational mileage/hours incurred. Since station access charges are therefore the only operational cost, we have estimated this based on levels charged for use of Euxton Balshaw Lane (which is published at £16,800/year):

- £17,000/year estimated operational cost.

2.5 Option 3: Extending the Liverpool – Wigan North Western Service

In order serve Standish, this existing service would need to be extended north beyond Wigan. The provision of a turnback facility at Standish would cause capacity and pathing problems on this fast section of the WCML, as well as incurring significant costs from permanent way and signalling alterations. We have therefore opted to run extended services through to Preston, which is the next station to the north where trains can easily turn back without the need for new infrastructure.

Extending trains to Preston brings this service into conflict with another service approaching Preston from Blackburn, with both trains estimated to run ½ minute apart on the slow lines south of Preston. There is currently no scope for either service to be re-pathed onto fast lines at the present time. Acceleration of the service using electric trains is unlikely to yield the 3½ minutes separation time required.

The official mileage from Wigan North Western to Preston is 15M 10CH. An hourly return trip operating 16 hours per day, 6½ days per week[3] generates an additional 1,628 miles and 3,380 driver/conductor hours per annum. Crew costs are based on publicly available headline salaries and working week lengths for Northern Rail, with a 40% allowance added for employment overheads. The additional operational hours would also require the provision of an additional trainset (2-car diesel or 4-car electric minimum length). Track access, traction energy and fuel costs are all mileage driven, whilst staff costs are hours driven. Operational costs are anticipated to be as follows:

- £839,000/year for electrically worked services; or
- £551,000/year for diesel worked services.

However, these costs are not relevant as there does not appear to be a prospect of pathing the service into Preston. As such, the service is not likely to be operable.

2.6 Option 4: Extending the Manchester Victoria – Wigan Wallgate Service

This follows the same principles as Option 3, but takes the Wallgate terminating service and diverts it into North Western station, in order to extend it to Preston.

In this case, the northbound service must cross the entire station layout from platform 1; this platform being the only one at North Western that is accessible from the line to Wallgate. The journey time is assumed to be the same as that for the Liverpool – Wigan service extension.

On arrival at Preston, conflict with other services (as per Option 3) would extend the turnaround time required. Even in the event that a suitable path with minimal turnaround time is identified, it is unlikely that the service would reach North Western in sufficient time to pick up its onward path to Victoria.

Operating costs have been generated assuming the same operating mileage and hours, requiring an additional trainset to cover the new diagrammed timetable. Costs are assumed to be identical to that for the Liverpool – Wigan extension, except that no electric traction option would be available, as the line from Manchester to Wigan (via Atherton) is not planned to be electrified.

Pathing restrictions would require the train run slow into Preston, missing its return path to Manchester Victoria at Wigan. To resolve this issue, a second additional trainset would be required to set off from Preston in advance of the inbound arrival.

[3] Public holidays are assumed to operate a Sunday service.

Whilst the services would overlap only by a matter of minutes, train crew costs would be pushed up by almost an hour's cost per return trip in order to cover the longer turnback for the arriving set. This significantly increases crew costs, based on 14,518 extra hours, with an hour of each run unproductive. Costs in such a case would be:

- £1,168,000/year for diesel worked services.

2.7 Option 5: Extending the Rochdale – Wigan Wallgate Service

This option follows the same principles as Options 3 and 4, but applied to the Rochdale – Wigan Wallgate. This service would be required to cross the WCML at North Western station, as in Option 4. In this instance, the train would be required to wait for 8 minutes at Wigan North Western to allow main line trains to pass. This enables a clear path into Preston to be achieved, but adds to extra waiting time and requires two additional train sets to operate. Costs accumulate as for Option 4:

- £1,463,000/year for diesel worked services.

No electric option is available since the line between Manchester and Wigan (via Atherton) is not expected to be electrified.

2.8 Option 6: Extending both the Manchester and Rochdale – Wigan Wallgate Services

This option combines Options 4 and 5, to provide a half hourly service to Wigan and Manchester. Turnarounds in Preston are reduced to half an hour, which means that crews can be stepped up more quickly and use fewer hours per service. Total hours are higher at 18,348, but only 9,174 per train. The shorter turnarounds enable stepping up of train sets, such that only two additional sets are needed. Costs are as follows:

- £1,381,000/year for diesel worked services.

This equates to £690,000/year for each service, which is roughly in the same range as Option 1, involving extension to the Liverpool – Wigan service. No electric option is available as the line between Manchester and Wigan (via Atherton) is not expected to be electrified.

3 Station Costs

3.1 Summary of Costs

Station costs have been calculated using data used from similar projects undertaken in the last two years within the Transport for Greater Manchester (TfGM) area. All costs are subject to allowance for Network Rail project costs and optimism bias.

The capital cost of a simple station is based on two platforms, with a footbridge and a 25 space car park. Costs assume land for the car park would have to be acquired, but that the station itself is already on Network Rail property.

A ticket office may also be required, since demand forecasts may exceed the threshold (of 250,000 passenger movements per annum) for stations to be staffed. This forecast is subject to further detailed analysis (see Chapter 4).

Current standards are assumed for materials, facilities and Disability Discrimination Act compliance. Ramped access to both platforms is assumed, with a minimum step distance to trains, emergency call points, seating and shelters also provided.

All project and contingency costs are taken to be the standard levels assumed for rail infrastructure.

A breakdown of high level costs is shown in Table 3.1.

Table 3.1: Station Costs – Two Platform Basic Station
(all values in millions, outturn prices)

Cost Item	Capital Cost
Station	£4.5
Highway access/parking	£0.3
Land costs	£0.0
Project costs	£2.2
Optimism bias (66%)	£2.9
Total	**£9.9**

The following allowances have been made for project and contingency costs as a proportion of total unit costs, considered appropriate for a study in the preliminary stages of development:

- project management – 15%;
- project development cost – 15%;
- interfacing and commissioning costs – 15%;
- Network Rail costs – 15%; and
- contingency (optimism bias) – 66%.

Further more detailed site investigation and design work may reduce the above costs and allow a reduction in the level of optimism bias assumed.

Station operating costs (shown in Table 3.2) are assumed to be covered by station access charges levied on the operator. These are incorporated into the operating costs shown under the various service options (see Chapter 2).

Table 3.2: Annual Station Operating Costs
(all values in millions, 2016 prices)

Operating Cost Item	Operating Cost
Station staffing	£0.09
Asset maintenance	£0.33
Total	**£0.50**

4 Demand Forecasting

4.1 Forecasting Methodology

A high level demand forecasting exercise has been undertaken to estimate potential passenger demand for the new station. Forecasts reflect the various service pattern and frequency options set out in Chapter 2, together with demand generated by new developments proposed in the station's likely catchment area. Evidence to support the demand forecast is based on Census travel to work data, National Rail Travel Survey (NRTS), National Travel Survey (NTS) and PDFH (Passenger Demand Forecasting Handbook).

4.2 Journey to Work Modes and Destinations

The population of Standish is 11,782 (based on the 2011 census), incorporating 4,991 households. Some 5,882 people who live in Standish are currently in employment, with 2,875 jobs provided within the town. Current travel to work mode splits for the area are shown in Table 4.1 below. Key journey to work destinations recorded by Standish residents in the 2011 census are shown in Table 4.2.

Table 4.1: Travel to Work Mode Splits (Source: 2011 census)

Mode	Share
Car/van driver	75.8%
On foot	6.9%
Car/van passenger	5.8%
Work from home	4.7%
Bus	3.0%
Train	1.9%
Cycle	0.9%
Other	1.0%

Table 4.2: Major Journey to Work Destinations from Standish (Source: 2011 census)

Destination	Share
Wigan (town and borough)	58.5%
Chorley	5.8%
West Lancashire	5.7%
Bolton	4.7%
Manchester	3.1%
St. Helens	2.7%
Warrington	2.3%
South Ribble	2.2%
Salford	1.9%
Preston	1.7%
Trafford	1.3%
Sefton	1.2%
Liverpool	1.0%

Typical trip purposes for rail journeys from Wigan stations are summarised below based on National Rail Travel Survey (NRTS) data:

- commuting trips 33.3%
- business trips 14.7%
- other trips 52.0%

4.3 Development Assumptions

A number of large development sites are proposed in the Standish area at varying stages of planning development, as summarised below:

- North of Rectory Lane – 537 residential units;
- South of Rectory Lane – 1,478 residential units; and
- Almond Brook – 1,067 residential units.

The two former sites are within 1km of the proposed station, with the third located over 3km to the north west.

4.4 Trip Generation

Based on census data, the average occupancy per household is assumed to be 2.36 residents. NTS data shows the number of trips completed per person per annum to be 958. Hence, the total number of trips generated per annum by each of the proposed development sites and by the existing population is estimated to be:

- Existing population in Standish – 11,287,156 trips
- North of Rectory Lane – 1,214,427 trips
- South of Rectory Lane – 3,342,500 trips
- Almond Brook – 2,413,023 trips

4.5 Station Demand Forecasts

The percentage of trips undertaken by rail from surrounding settlements where an existing station is available is found to vary from 2.3% to 2.7%, of all journeys to work trips to the main centres of Wigan, Manchester, Liverpool and Preston. These values provide a guide as to the likely use of rail services in the area, given the similarity of direct destinations served to those that are likely to be available from the new station.

Application of these mode shares to the number of annual trips shown in Section 4.4 results in the following annual rail trips being forecast from corresponding generators.

Table 4.3: Minimum and Maximum Number of Rail Trips per Year

Demand Segment	Maximum Forecast (2.7% Mode Share)	Minimum Forecast (2.3% Mode Share)
Existing population/employment	77,000	66,000
North of Rectory Lane	33,000	29,000
South of Rectory Lane	73,000	62,000
Almond Brook * (see note)	-	-

*Note: * assumed negligible given the site is over 2km from the station. Would require significant new bus feeder or parking provision at the station to attract many trips from this site.*

No rail demand is assumed to be generated by the Almond Brook development, due to the site's location over 3km from the proposed station.

Given the higher proportion of journeys to work made to Manchester over Liverpool (shown in Table 4.2), the forecast generated through application of the higher mode share value is assumed to equate to that achievable in the event that a direct rail service is introduced to Manchester (but not Liverpool).

Conversely, should a direct rail service to Liverpool (but not Manchester) be introduced, a lower forecast of rail demand may be assumed, in line that shown through application of the lower mode share value in Table 4.4 above.

Approximate levels of demand generated assuming provision of a direct service to either Manchester or Liverpool is shown in Table 4.4. All services (both Manchester and Liverpool) would link directly to both Wigan and Preston. Overall, 40% of demand would be generated by the existing population and 60% from the new developments to the north and south of Rectory Lane.

Table 4.4: Station Demand Forecasts

Demand Segment	Manchester Direct Service	Liverpool Direct Service
Existing population/employment	77,000	66,000
North of Rectory Lane	33,000	29,000
South of Rectory Lane	73,000	62,000
Almond Brook *	-	-
Total	**183,000**	**157,000**

The assumed split of destinations is summarised in Table 4.5. Data is derived from NRTS for Wigan stations and census journey to work data.

Table 4.5: Proportional Split in Demand to Key Destinations

Destination	Manchester Direct Service	Liverpool Direct Service
Manchester	32%	15%
Liverpool	10%	17%
Preston	12%	14%
Wigan	41%	48%
Other trip	5%	6%

The resulting number of trips generated to each destination assuming provision of either a direct Manchester or a direct Liverpool service is shown in Table 4.6.

Table 4.6: Forecast Demand to Key Destinations

Destination	Manchester Direct Service	Liverpool Direct Service
Manchester	59,000	24,000 *
Liverpool	18,000 *	27,000
Preston	22,000	22,000
Wigan	75,000	75,000
Other trip	9,000	9,000
Annual total	**183,000**	**157,000**
Daily total	**550**	**470**

*Note: * Assumes some trips are still made though no direct service. Passengers would need to interchange at Wigan town centre stations. Estimate based on likely interchange time and additional wait time for connecting service.*

4.6 Benchmarking of Demands

A comparison with demand generated from existing rail stations in the area with a service to Manchester or Liverpool (or both) is shown in Table 4.7. This data is taken from the ORR station statistics for 2010/11. Estimates of demand from Standish are found to be highly comparable to the below values.

Table 4.7: Benchmarking Demand from Surrounding Stations

Station	Existing Annual Demand	Service Frequency to Manchester/Liverpool
Hindley	276,000	30mins
Westhoughton	197,000	30mins
Blackrod *	437,000	30mins
Burscough	222,000	30mins
Leyland	368,000	20mins
Orrell	101,000	60mins

*Note: * Demand at Blackrod is abnormally high for local population due to certain ticket sales recorded against the last station within the Greater Manchester boundary.*

4.7 Revenue Forecasts

Based on existing rail fares from Wigan and Euxton Balshaw Lane to key destinations (including Manchester, Liverpool and Preston), estimated rail fares from Standish are shown in Table 4.8 below. Values are based on adult return fares and reflect peak and off-peak times of travel.

Table 4.8: Station Revenue Forecasts

Destination	Peak Travel	Off-peak Travel
Manchester	£5.50	£3.00
Liverpool	£6.00	£5.00
Preston	£4.00	£4.00
Wigan	£2.00	£1.50
Other trip	£8.00	£6.00

The revenue forecasts exclude any additional revenue from providing extra services at other stations, such as Leyland and Euxton Balshaw Lane in options 3 to 6. However, it is likely that some of the demand forecast to use the new station at Standish are current rail passengers, hence revenue generated would not be net gain to the rail network from such trips.

An assumed split of demand between peak (40%) and off-peak (60%) journeys has been informed from NRTS data. By applying the above fares to the levels of peak and off-peak demand forecast, an estimate of annual rail revenue may be calculated, as follows:

- direct Manchester service (hourly) – **£642,000** (service options 1, 4 and 5);
- direct Manchester service (half-hourly, assuming a 20% uplift in demand for the equivalent hourly service, based on PDFH values) – **£770,000** (service option 6); or
- direct Liverpool service – **£551,000** (service options 2 and 3).

5 Value for Money

5.1 Appraisal Methodology

A high level transport economic and financial assessment has been completed (see Table 5.1) to establish the value for money of the proposed station and each of the service options proposed.

This reports the ability for generated benefits to offset capital costs of the scheme, together with the ability for generated revenue to cover the increased cost of operations (highlighting the need for any subsidy to operate services, as appropriate).

Table 5.1: Summary of Costs, Demands and Revenues for Each Option

Option	Standish Service Frequency	Station Capital Costs £'s millions	Station Operating Costs £'s millions	Service Operating Costs £'s millions	Annual Passenger Demand	Annual Passenger Revenue £'s millions
Option 1: Hourly call by future TPE Manchester – Glasgow service	Hourly	£9.90	£0.50	£0.87	183,000	£0.642
Option 2: Hourly call by Liverpool – Blackpool service	Hourly	£9.90	£0.50	£0.02	157,000	£0.551
Option 3: Extension north of Liverpool – Wigan North Western service	Hourly	£9.90	£0.50	£0.84	157,000	£0.551
Option 4: Extension north of Manchester – Wigan Wallgate service	Hourly	£9.90	£0.50	£1.17	183,000	£0.642
Option 5: Extension of Rochdale – Wigan Wallgate Service	Hourly	£9.90	£0.50	£1.46	183,000	£0.642
Option 6: Extension of both Manchester and Rochdale – Wigan Wallgate Services	Half-hourly	£9.90	£0.50	£1.38	220,000	£0.770

5.1 Financial Business Case

Table 5.2 reports the total operating costs and revenues for each option, together with the level of surplus that would be generated. A negative surplus indicates a subsidy will be required to support service introduction, funded by either TfGM and/or Wigan Council.

Only option 2 (stopping of the Liverpool – Blackpool service) is shown to generate revenues in excess of operating costs (station and service combined).

Table 5.2: Financial Performance of Each Option (values in £'s millions)

Option	Operating Cost	Total Revenue	Surplus (+ve values show revenues exceed costs)
Option 1: Hourly call by future TPE Manchester – Glasgow service	£1.37	£0.64	-£0.73
Option 2: Hourly call by Liverpool – Blackpool service	£0.52	£0.55	+£0.03
Option 3: Extension north of Liverpool – Wigan North Western service	£1.34	£0.55	-£0.79
Option 4: Extension north of Manchester – Wigan Wallgate service	£1.67	£0.64	-£1.03
Option 5: Extension of Rochdale – Wigan Wallgate Service	£1.96	£0.64	-£1.32
Option 6: Extension of both Manchester and Rochdale – Wigan Wallgate Services	£1.88	£0.77	-£1.11

5.2 Economic Business Case

For the option to show value for money in terms of the socio-economic transport of the scheme against the costs, then a benefits cost ratio (BCR) of over 1.0 would be required. For many schemes promoted by DfT and TfGM, a ratio over 2.0 has been common to show a strong case for the scheme.

Based on the projected costs, revenues and demands, a high level estimate of the BCR for each option is reported below.

Table 5.3: Economic Performance of Each Option

Option	Estimate of BCR	BCR Banding
Option 1: Hourly call by the future TPE Manchester – Glasgow service	1.5-2.5	Low/High
Option 2: Hourly call by the Liverpool – Blackpool service	2.0-3.0	High
Option 3: Extension north of Liverpool – Wigan North Western service	1.0-1.5	Low
Option 4: Extension north of Manchester and beyond – Wigan Wallgate services	1.0-1.5	Low
Option 5: Extending the Rochdale – Wigan Wallgate Service	<1.0	Poor
Option 6: Extending both the Manchester and Rochdale – Wigan Wallgate Services	1.0-1.5	Low

6 Conclusions and Recommendations

6.1 Summary of Results

A series of options have been considered for calling services at the proposed new station. These options include stopping existing or proposed services that currently pass the station's proposed location on the WCML or extending other services from Wigan. The various options considered would provide direct rail links from Standish to key centres, such as Wigan, Manchester, Liverpool and Preston. However, not all services would serve every destination.

An assessment of station capital/operating costs and train service costs has also been completed. These costs have been compared against projected demand and revenue that could be generated by the new station, to establish the likely value for money case for the proposed scheme. Demand estimates include trips generated by major housing developments in the vicinity of the station, with over 2,000 units currently in the planning process.

A summary of the results for each option is provided in Table 6.1.

Table 6.1: Option Results Summary

Option	Service Freq.	Annual Incremental Cost on Service	Direct Service				Financial Value for Money – Annual Subsidy	Transport Economic Case
			Manchester	Liverpool	Preston	Wigan		
Option 1: Hourly call by the future TPE Manchester – Glasgow service	Hourly	£0.87m	Y	N	Y	Y	-£0.73m	Low/ High
Option 2: Hourly call by the Liverpool – Blackpool service	Hourly	£0.02m	N	Y	Y	Y	£0.03m	High
Option 3: Extension north of Liverpool – Wigan North Western service	Hourly	£0.84m	N	Y	Y	Y	-£0.79m	Low
Option 4: Extension north of Manchester and beyond – Wigan Wallgate services	Hourly	£1.17m	Y	N	Y	Y	-£1.03m	Low
Option 5: Extending the Rochdale – Wigan Wallgate Service	Hourly	£1.46m	Y	N	Y	Y	-£1.32m	Poor
Option 6: Extending both the Manchester and Rochdale – Wigan Wallgate Services	Half-Hourly	£1.38m	Y	N	Y	Y	-£1.11m	Low

It is recommended that the most economically viable services (i.e. Liverpool – Blackpool) should be prioritised for introduction, since their availability from Standish is not likely to require any subsidy to cover operating costs and the transport benefits case will be the strongest of the options considered.

It is recognised, however, that pursuit of this option does not provide a direct link between Standish and Manchester, which represents the destination of highest passenger demand. The introduction of a new stop on the Manchester – Glasgow service represents the cheapest option for provision of a direct rail service to Manchester, albeit at a substantially higher cost than equivalent services to Liverpool.

Such provision would require ongoing subsidy, as associated revenues fail to cover increased costs of operation. Furthermore, the suitability of stopping such services may be questioned, given the status of the Manchester – Glasgow service as a second tier route (just below top-level inter-city).

Journey times achievable to Manchester would, however, be attractive. Moreover, scope exists to serve a similar new station at Golborne using the same train sets, potentially reducing operating costs borne by the scheme in isolation.

A more commercially suitable alternative would involve diverting terminating services from Wigan Wallgate; however, this would involve a very high operational cost. Bette value could be achieved if a half hourly service to Manchester from Standish could be justified, thereby bringing the cost per service back down to levels equivalent to that of the Manchester – Glasgow service.

6.2 Next Steps

The work completed for this report is a very high level analysis of service options, demand/revenue forecasts and the economic/financial value for money case of the proposed station. For a more robust case to be developed, the following work would be required:

- **Funding Routes.** There would need to be an investigation of all possible other sources of funding for the scheme, including, for example, sources related to regeneration programmes or developer-led contributions. The opportunities for securing contributions from new developments around the station are significant. This study case has considered only the transport benefits of the proposed options. There may be merit in the scheme being reviewed in terms of the wider economic regeneration benefits (e.g. GVA benefits) .

- **Operational Assessment.** There would need to be a detailed assessment of possible timetables (including the impact to all services on the WCML corridor) and an understanding of any increased travel time to existing passengers through additional stops or reliability issues. The possible impact to other proposals in the Northern Hub should also be considered, as changes in the Standish area may have wider negative consequences.

- **Scheme Costs.** There would need to be detailed surveys and more robust estimates of costs (including capital and operating), to ensure all items are covered and risk/contingency are fully reflected.

- **Baseline Demand.** Given the high proportion of existing rail demand forecasted to switch to using the new station, a better understanding of current travel patterns is necessary, including to destinations within the local area.

Given the challenges associated with the options set out above, there may also be merit in examining options that improve access to existing railway stations in the Standish area, such as Wigan and Chorley.

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