

## 2.6 Wallgate Area

Wallgate provides the main route between Wigan Wallgate and Wigan North Western railway stations. However, it is important to note that the current access points to each station are on the opposite sides of Wallgate to each other. It is a diverse area with a range of retail units operating on both sides of the highway, public houses and transport facilities, whilst it is also a key route for buses and private vehicles seeking to access the town centre (Photo 2.17).

These factors combined ensure that there is regular conflict between the movements of pedestrians and motor vehicles. The recent provision of an upgraded signalised pedestrian crossing outside Wigan Wallgate railway station goes some way to making the route more attractive to pedestrians but there remains significant scope to further enhance the interchange experience.

Photo 2.17a / b: Wallgate adjacent to Wallgate Railway station

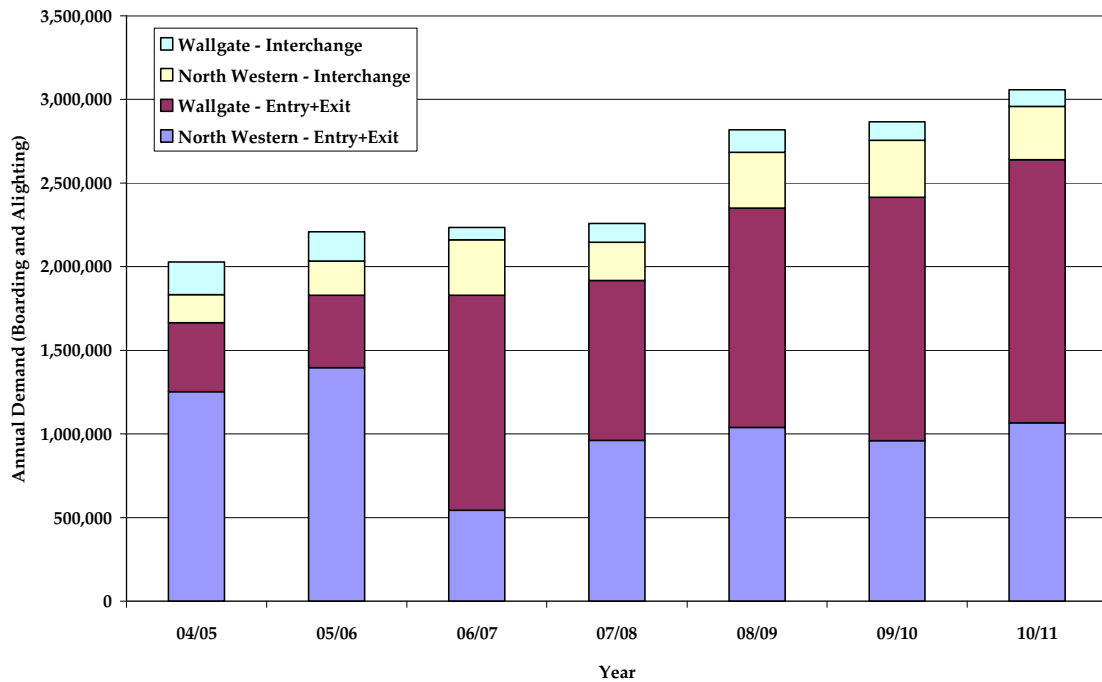


## 2.7 Rail Demand Data

Data from the National Rail Travel Survey (NRTS) and Office of Rail Regulation (ORR) has been examined to provide baseline passenger demand flows for the two railway stations in the town centre and in order to understand levels of interchange between the two stations and access modes used for all passengers.

Demand at the railway stations has grown to 3.4m trips per annum including interchange flows within and between stations, which is an increase of 45% or 6.4% per annum over the last six years. Wallgate has the higher flows, at 55% of total demand, although this was not the case five years ago. This reflects changes in services at each station, particularly to the Manchester bound trains that operated out of North Western station. The values may appear slightly lower than APC Automatic Passenger Counts due to double counting of interchange trips in the APC dataset.

Figure 2.10: ORR Demand at Wigan Stations



The hourly demand at the two stations, based on NRTS data, is provided in Figures 2.11 and 2.12. The demand is split by boarding, alighting and interchanging passengers. The latter is split by interchanging services within the same station and between the two Wigan railway stations.

The passenger flows, at 4,700 movements per day at North Western and 5,700 at Wallgate, are split by the following movement type. In total, 12% of Wallgate and 19% of North Western passengers are interchanging between services, with 7% between stations. The interchange between services within the same station is 5% and 12% respectively. Hence, some 800 passengers are interchanging between the two stations.

Table 2.5: Rail Passenger Movements

Station	Board	Alight	Interchange within Station	Interchange between Railway Stations	Total
Wallgate	44%	44%	5%	7%	100%
North Western	42%	39%	12%	7%	100%

Figure 2.11: Hourly Demand at North Western Station

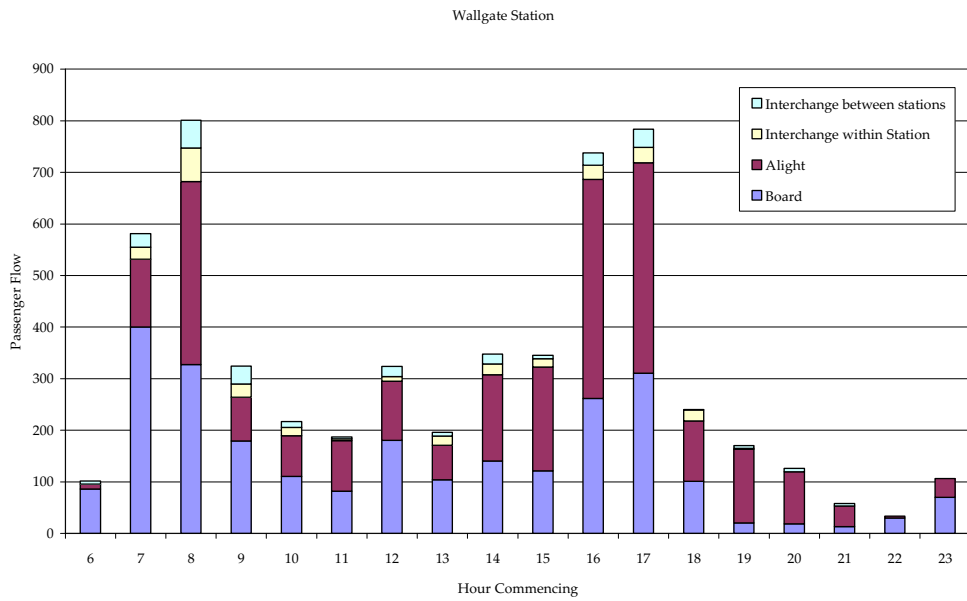


Figure 2.12: Hourly Demand at Wallgate Station

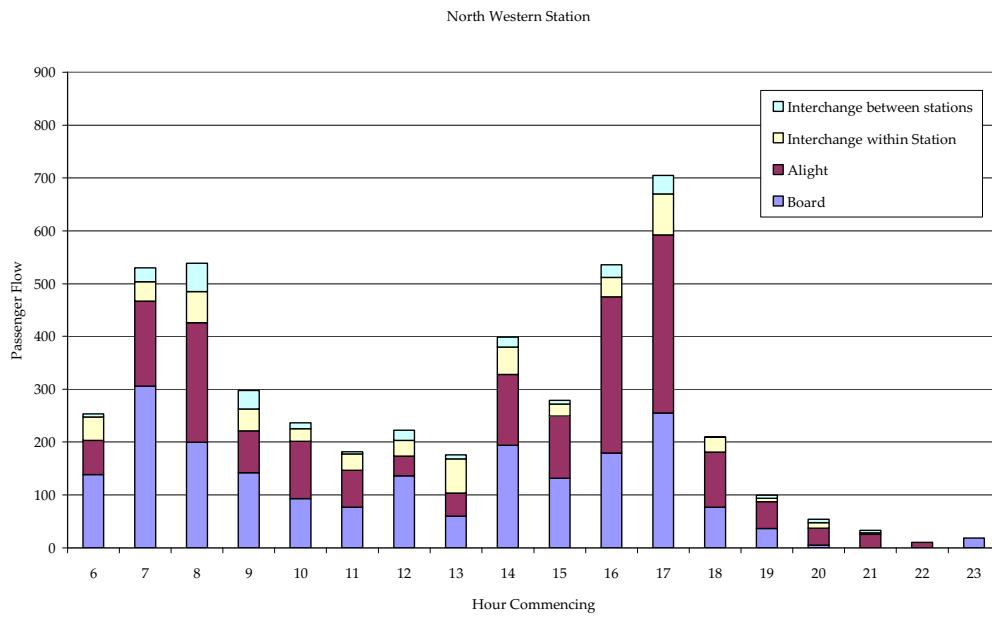
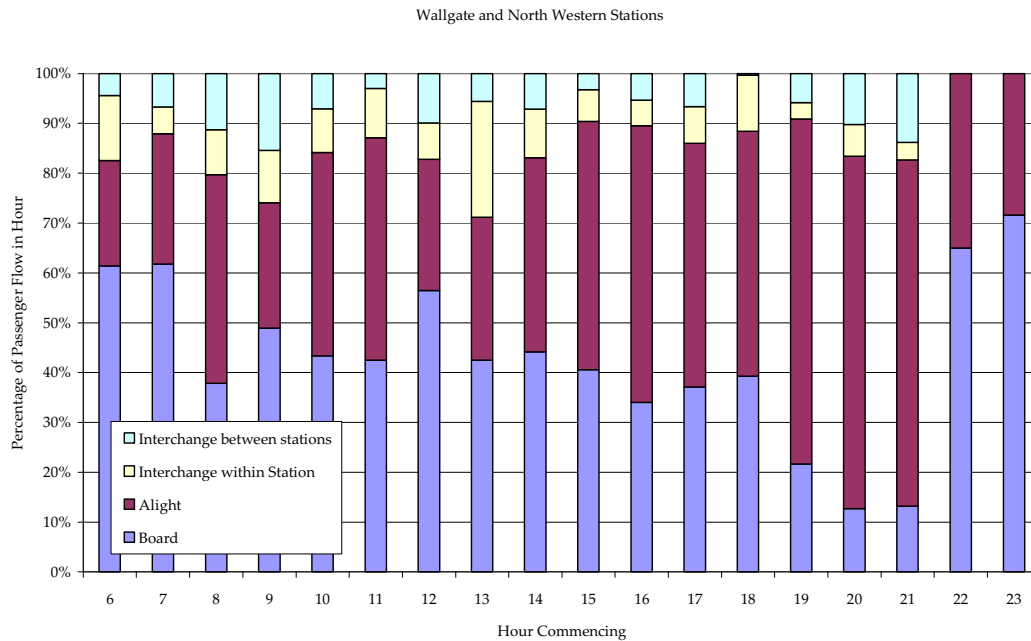


Figure 2.13: Split of Passenger Movements by Hour



The interchange movements for rail-to-rail trips are provided in Table 2.6. Alongside each service corridor, the interchange within the same station and between the two stations is included. Table 2.7 presents the demands between each corridor pair. This highlights that the main interchange movements within North Western Station are between the Preston and Liverpool corridors, and within Wallgate are between the Southport and Bolton corridors. The main interchange between railway stations is for the Liverpool and Bolton corridors.

Table 2.6: Rail Interchange Movements

Line / Service	Bolton	Atherton	Warrington	Liverpool	Kirkby	Southport	Preston	North Western	Wallgate
Bolton	X	W	IC	IC	W	W	IC	n/a	T
Atherton	W	X	IC	IC	W	W	IC	n/a	T
Warrington	IC	IC	X	N	IC	IC	N	T	n/a
Liverpool	IC	IC	N	X	IC	IC	N	T	n/a
Kirkby	W	W	IC	IC	X	W	IC	n/a	T
Southport	W	W	IC	IC	W	X	IC	n/a	T
Preston	IC	IC	N	N	IC	IC	X	T	n/a
North Western	n/a	n/a	T	T	n/a	n/a	T	X	X
Wallgate	T	T	n/a	n/a	T	T	n/a	X	X

Key: T = trips to and from Wigan Town Centre so not interchange, IC = interchange between North Western and Wallgate, W = Interchange Wallgate Only, N = Interchange North Western only.

Table 2.7: Interchange Demands based on NRTS Data

Line / Service	Bolton	Atherton	Warrington	Liverpool	Kirkby	Southport	Preston	North Western	Wallgate	Total	Percentage
Bolton	0	0	28	81	13	10	6	275	1,603	2,016	19%
Atherton	0	0	19	3	0	5	17	23	312	379	4%
Warrington	48	0	0	14	0	2	14	711	0	789	8%
Liverpool	170	22	27	0	0	45	197	644	86	1,192	11%
Kirkby	18	0	0	0	0	0	19	0	146	183	2%
Southport	86	0	45	18	0	0	15	46	243	453	4%
Preston	56	33	40	180	2	42	0	421	14	788	7%
North Western	294	21	885	650	0	40	442	0	0	2,333	22%
Wallgate	1,537	317	0	86	196	248	6	0	0	2,390	23%
<b>Total</b>	<b>2,210</b>	<b>393</b>	<b>1,044</b>	<b>1,032</b>	<b>210</b>	<b>391</b>	<b>716</b>	<b>2,122</b>	<b>2,404</b>	<b>10,523</b>	<b>100%</b>
<b>Percentage</b>	<b>21%</b>	<b>4%</b>	<b>10%</b>	<b>10%</b>	<b>2%</b>	<b>4%</b>	<b>7%</b>	<b>20%</b>	<b>23%</b>		

Key: T = trips to and from Wigan Town Centre, IC = interchange between North Western and Wallgate, W = Wallgate Only, N = North Western only.

Table 2.8 details the modes used to access each of the two rail stations within Wigan town centre. It demonstrates that there is greater use of motorised vehicles to access North Western in comparison to Wallgate.

Table 2.8: Wigan Rail Station Access Mode Share

Access Mode	Wallgate	North Western
Bicycle	0.8%	0.4%
Bus/coach	25.7%	22.0%
Car Driver	7.2%	16.0%
Car Passenger	5.7%	21.6%
LRT	0.0%	0.6%
Other	0.0%	0.2%
Taxi	1.3%	6.7%
Walked	59.2%	32.5%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>

## 2.8 Highways Forecasting and Analytical Services (HFAS) Statistics

Data from the Wigan Transport Statistics Report 2010 (Report 1664, November 2011) reported demands in the Wallgate corridor, as summarised in Table 2.9. The dominant flow in numbers of people is for bus, with over 55% of movements in this category. Full details of all Wigan town centre corridors are provided in Appendix C.

Table 2.9: Demands in Wallgate Area

Mode	AM 0730-0930	IP 1000-1200	PM 1600-1800	Percentage Total Demand
Rail - Wallgate	1,030	589	1,307	
Rail - North Western	824	572	1,015	
Car	750	594	533	23%
LGV+OGV	101	92	62	3%
Buses	1,638	1,692	1,584	61%
Motorcycle	2	3	9	0%
Cycle	4	2	10	0%
Pedestrian	310	349	275	12%
<b>Total</b>	<b>2,805</b>	<b>2,732</b>	<b>2,473</b>	<b>100%</b>

## 2.9 Overall Public Transport Demand

Based on the results of the HFAS cordon count data and the NRTS data, the public transport demands on typical weekday in Wigan town centre are summarised as below in Table 2.10. This indicates that 58% of demand is for single bus only, with 22% rail only. Hence, 20% of trips are interchanging between bus and rail, with 2% between rail and rail, 8% between rail and bus and 10% between bus and bus. This demonstrates that access to the town centre is more important than interchange between services.

Table 2.10: Public Transport Demands in Town Centre

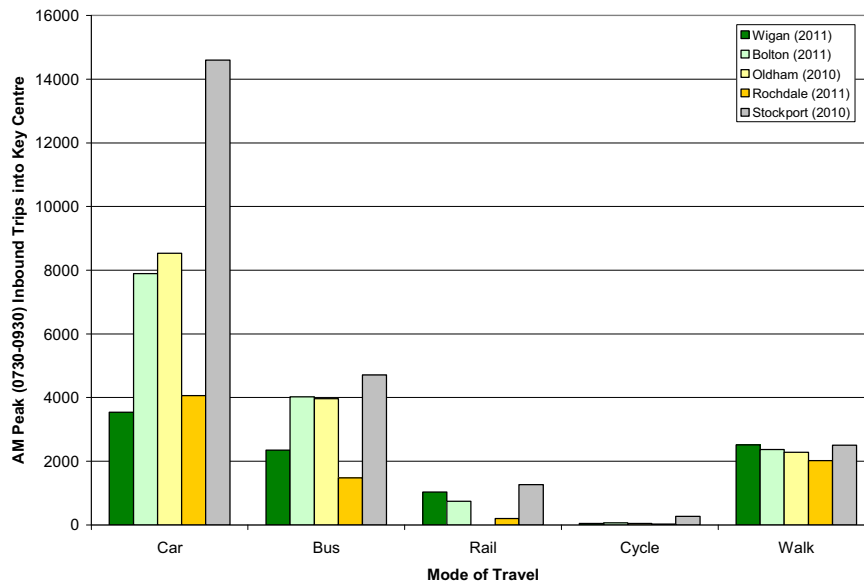
Public Transport Demand	Daily Flow	Percentage
Rail to / From Rail	742	2.2%
Rail to / From Bus	2,510	7.5%
Rail Only	7,357	21.9%
Bus to / from Bus	3,456	10.3%
Bus Only	19,584	58.2%
<b>Total</b>	<b>33,650</b>	<b>100.0%</b>
Interchange	6,708	19.9%
Rail Only	7,357	21.9%
Bus Only	19,584	58.2%
<b>Total</b>	<b>33,650</b>	<b>100.00%</b>

## 2.10 Benchmarking

The existing quality of public transport facilities in Wigan town centre falls below the standard offered / in delivery in other key centres of Greater Manchester. For example, Oldham, Rochdale and Bolton have all made significant progress in delivering new

interchange schemes (see Table 4.3 for further details), and Stockport where regeneration of the current bus station to a modern interchange is proposed. Each key centre within Greater Manchester has its own distinctive characteristics that affect travel patterns, notwithstanding this Figures 2.14 to 2.17 place Wigan town centre in the context of four other key centres within Greater Manchester.

**Figure 2.14: Inbound Trips to GM Key Centres (AM Peak 0730-0930)**



**Figure 2.15: Inbound Mode Share to GM Key Centres (AM Peak 0730-0930)**

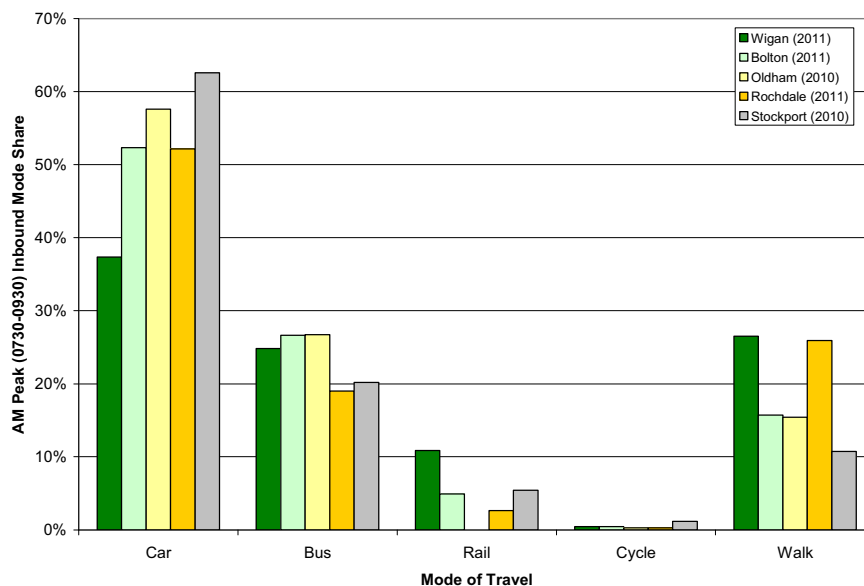


Figure 2.16: Inbound Trips to GM Key Centres (PM Peak 1600-1800)

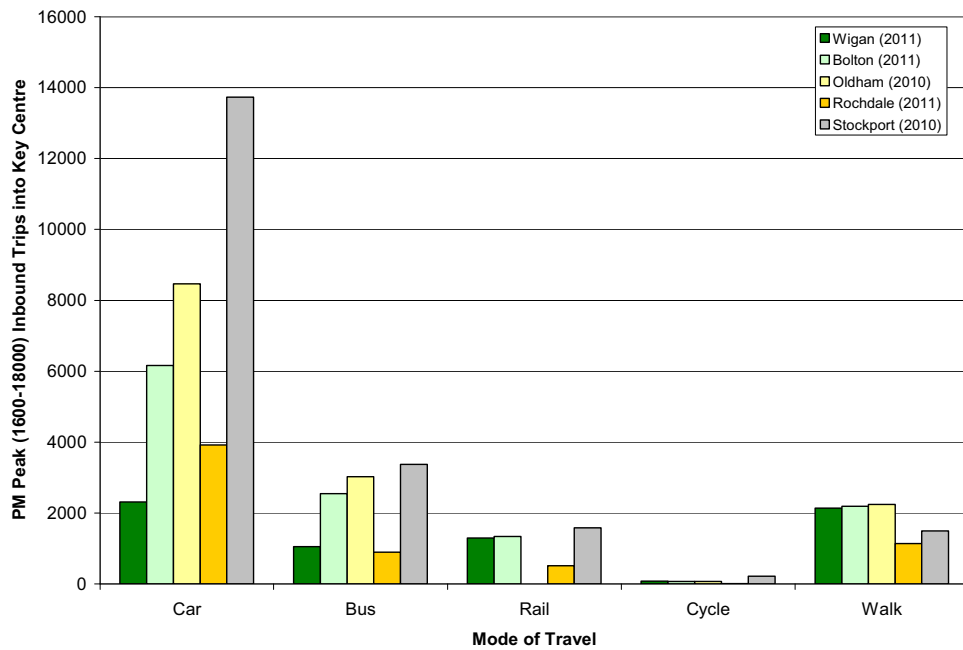
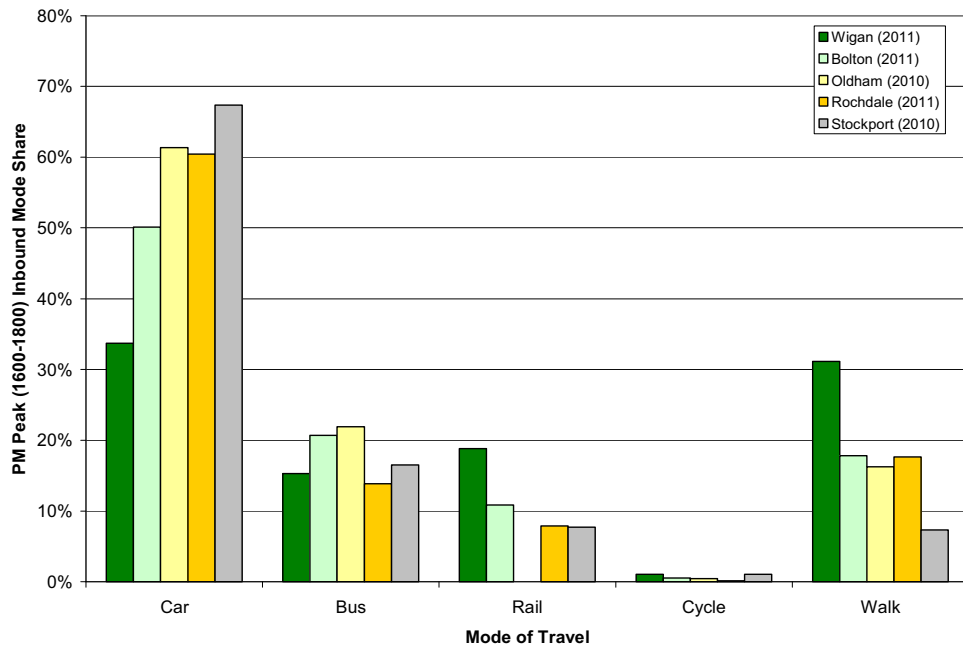


Figure 2.17: Inbound Mode Share to GM Key Centres (PM Peak 1600-1800)



Figures 2.14 to 2.17 show the total number of trips and the corresponding mode share for inbound trips only, based on HFAS cordon count data. There is higher demand to travel to Wigan than Rochdale in terms of absolute trips, but less than to the other key centres that have a significantly higher level of car travel (note that the cordon definition influences this issue). In terms of public transport, Wigan has a strong base of rail and bus demand. It



should be noted however that the lack of rail activity associated with Oldham, is reflective of the Metrolink construction programme that was on-going at the time of survey.

A broader measure of demand for rail services in Wigan, in comparison to other key centres in Greater Manchester is shown in Table 2.11, which contains Office for Rail Regulation (ORR) station usage data. The ORR data accounts for all entry and exit movements over a one year period (2010/2011).

**Table 2.11: ORR Station Usage Data**

Station	Total Entries and Exits Annual 2010/11
Wigan North Western	1,066,546
Wigan Wallgate	1,573,684
All Wigan Stations	2,640,230
Stockport	3,138,634
Bolton	3,059,186
Rochdale	1,061,152

Comparing the total demand values shown in Table 2.11 with Figures 2.14 and 2.16 shows that the key centres within Greater Manchester interact with each other differently. For instance, whilst Bolton has a higher overall level of rail demand, it has less inbound rail trips in the AM Peak than Wigan, pointing to a higher rate of rail travel outbound to the regional centre.

## 2.11 Summary

There is concern that without a suitable scope of works identified to deliver a step-change, Wigan will fail to capitalise on opportunities for economic regeneration and long-term growth.

The analysis within this Chapter has demonstrated that the existing level of public transport demand within Wigan is comparable with other key centres in Greater Manchester, yet the quality of facilities falls some way short of what passengers have come to expect from elsewhere.

It is evident that the following issues require consideration as part of any intervention:

- The two rail stations and the bus station are all on separate sites and under separate management, consequently there is scope to improve the integration of these facilities, particularly with regard to service information provision;
- Rail demand has increased at a rate of 6.4% per annum over the last six years;
- The Wallgate area is in need of regeneration, at present it does not provide a positive 'Welcome to Wigan', which is of concern given the location of the rail stations and the fact that this corridor is used so extensively by bus services;
- There are gaps in the current bus provisions in terms of the links provided to the two rail stations;
- The existing bus station undertakes an important role in providing access to facilities to the north of the town centre, notably the Wigan College and Learning Quarter area.