



Transport for Greater Manchester (TfGM)

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# **GOLBORNE STATION**

## Statement of Community Involvement





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## EXECUTIVE SUMMARY

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This Statement of Community Involvement provides an overview and analysis of the programme of engagement and consultation undertaken in support of the planning application.

The public consultation ran from Thursday 4 January 2024 for six weeks until 11.59 pm on Thursday 15 February 2024, and included a range of in-person and virtual engagement activities, including public drop-in sessions, a project website, an online feedback survey, as well as a community engagement telephone number and email address.

Alongside drop-in sessions and engagement events, numerous methods were used to promote engagement with key targeted stakeholders and the local community. Promotional activities included: media relations activity to generate media coverage; social media advertising; press advertising; posters in the local community; pull-ups boards; booklets; and a targeted letter. Activity to support awareness of the consultation started before the consultation period began and ran until its conclusion.

Stakeholders, businesses, and the public were encouraged to provide feedback through the drop-in sessions and engagement events, along with accessing the feedback questionnaire. The feedback questionnaire was made available in physical form at engagement events and digitally, through the project website. A total of 2,898 feedback questionnaires were received during the consultation process.

The feedback received has been analysed and considered by the design team to enhance the proposals. An overview of the responses received during the consultation can be found in **Section 5** of the report. The below summarises the key feedback received:

- Overall support for the proposed Golborne Station.
- Agreement that the proposals will improve links between the wider community, the town centre, and the station.
- Agreement that the proposals for active travel will provide new links that will enhance the local area and improve access to Golborne Station.
- Proposals will regenerate Golborne and bring economic benefit to the area.
- Proposals will encourage alternative travel modes to private vehicle use.
- Some concerns raised around parking availability and the impact of the proposals on increased traffic and congestion.

A small number of residential properties are directly impacted by the location of the station. The key concerns raised by these stakeholders was security, privacy, and any impact on the value of properties; the Project will work closely with these residents to minimise the impacts identified.

The project team provided responses to key feedback, suggestions, and key concerns raised through the consultation process (**see Section 6**) and will utilise the feedback to inform the ongoing design development.

# 1 INTRODUCTION

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## 1.1 BACKGROUND AND CONTEXT

- 1.1.1. Transport for Greater Manchester (TfGM) is working with Wigan Council and the Greater Manchester Combined Authority (GMCA) to develop plans for a new rail station in Golborne.
- 1.1.2. A previous station had existed in Golborne, known as Golborne South, which provided passenger services to Manchester City Centre from 1839 to 1961. The station discontinued passenger services in 1961, before being fully closed in 1967 alongside 2,300 stations across the UK as part of the Beeching Report (1963).
- 1.1.3. The proposed Golborne Station would be part of the Bee Network and create an opportunity for a new local rail service between Wigan and Manchester. The Bee Network is Greater Manchester's vision for a 'joined up, touch in, touch out, London-style transport system'.
- 1.1.4. This will be the first station to be built in Greater Manchester for over 20 years. This project would form a key role in the Bee Network and highlight the GMCA's ambitions to make local rail an integral part of the Bee Network by 2030.
- 1.1.5. As well as the station, TfGM is looking at ways to improve the town and areas around the station, making them even better places to live and visit as part of the proposal.

## 1.2 PURPOSE OF ENGAGEMENT AND CONSULTATION

- 1.2.1. This Statement of Community Involvement has been produced by WSP on behalf of TfGM. The report provides a comprehensive record of the consultation and engagement activities that have taken place as a part of TfGM's strategy to inform interested parties of the planning application.
- 1.2.2. The consultation was held in line with best practice for engagement, as laid out in Wigan Council's Statement of Community Involvement (September 2023). The team ensured that the public had sufficient knowledge of the proposals and time to provide their feedback to inform the designs at an early stage.
- 1.2.3. The engagement focused on understanding how the local community and stakeholders would use the proposed Golborne Station, once operational, and what requirements were needed so that the proposals could offer the greatest improvement to their lives. The consultation sought feedback on:
  - The location of the proposed new eastern access to Golborne town centre.
  - The facilities within the station.
  - Accessibility for all station users.
  - Car park improvements.
  - Walking, cycling, and other active travel measures.

## 2 CONSULTATION PRINCIPLES

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### 2.1 NATIONAL PLANNING POLICY FRAMEWORK

- 2.1.1. Community involvement is at the forefront of national planning policy and is noted in the National Planning Policy Framework (NPPF) (updated December 2023). Paragraph 4.39 of the NPPF states that: 'Early engagement has significant potential to improve the efficiency and effectiveness of the planning application system for all parties. Good quality pre-application discussion enables better coordination between public and private resources and improved outcomes for the community.'

### 2.2 WIGAN COUNCIL STATEMENT OF COMMUNITY INVOLVEMENT

- 2.2.1. The engagement that has been undertaken not only responds to the advice laid out in the NPPF, but also to published guidance by Wigan Council. Section 7.4 'Pre-application of the Council's Statement of Community Involvement (published in September 2023) states: 'Most development proposals benefit from engagement with the local community early in the process and we encourage applicants to undertake community involvement exercises.'

### 2.3 CONSULTATION PRINCIPLES

- 2.3.1. This consultation approach was developed through the application of the 'Gunning Principles', which are used to assess expectations about what constitutes 'fair' consultation. The principles and the measures enacted to meet them are detailed below.

**Adequate time must be given for consideration and response / Consultation must take place when the proposal is still at a formative stage.**

- 2.3.2. The public consultation period ran for six weeks from Thursday 4 January until 11.59pm on Thursday 15 February 2024. The views received during the consultation period will inform the next stages of the developed proposals, ahead of the final business case being submitted to government during 2025.

- 2.3.3. There were events held prior to the formal engagement period dating back to 2019, including a public meeting held to launch the events. The launch meeting was attended by the Mayor of Greater Manchester (Andy Burnham), MP for Leigh (James Grundy) and ward councillors. For further detail and an overview of all events held, please see **Section 3** of the report.

**Sufficient reasons must be put forward for the proposal to allow for intelligent consideration and response.**

- 2.3.4. Information about the Golborne Station development was shared through a range of methods, including:

- A dedicated project website, detailing all the proposals with access to images, computer generated imagery (CGIs), maps, and an online feedback questionnaire. All information on the website was detailed and explained in a way that was understandable and being careful not to use jargon.
- Consultation boards, posters, and booklets were all shared at public drop-in sessions. Specialist staff were also available at these sessions to discuss plans, answer any questions, and explain the proposals.
- Documents and responses could also be accessed online via the project website.

- A letter drop that was distributed to 2,275 homes in the local area.
- A combination of media coverage, paid media, and social media were delivered to promote the consultation and encourage as many people as possible to participate.
- Consultation materials were also provided in accessible/alternative formats upon request.
- Paper copies of the consultation material were available in public locations along with supporting documents setting out the proposals.

2.3.5. The drop-in sessions were widely promoted, including sharing the details with those community groups representing those with different protected characteristics of the Equality Act. This ensured that individuals and organisations historically underrepresented in consultations were afforded ample opportunity to participate.

**‘Conscientious consideration’ must be given to the responses before making a decision.**

2.3.6. Under section 6.3 ‘RESPONSES TO ISSUES’, the project team have outlined their responses to comments raised throughout the consultation and given details for how they have been addressed and – where feasible – they have influenced the designs of the proposals.

## 3 CONSULTATION APPROACH

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### 3.1 OVERVIEW

- 3.1.1. A package of consultation materials was developed in a style that was accessible to all stakeholders. The documents conveyed all the technical details of the proposals to assist respondents in making informed submissions to the feedback questionnaire.

### 3.2 CONSULTATION MATERIALS AND PROMOTION

- 3.2.1. It was important to advertise the proposals across a range of different channels. This would ensure that all stakeholders and the local community were aware of the proposals and how they could participate in the consultation.

#### Consultation website

- 3.2.2. A bespoke consultation website (<https://participate.wigan.gov.uk/en-GB/projects/golborne-rail-station>) was created for the lifetime of the project. This included displaying the proposals for Golborne Station, computer generated imagery (CGIs), details of consultation events, Frequently Asked Questions (FAQs), links to a feedback questionnaire, along with details for contacting the project team. All images on the online consultation had full alt text describing the images for screen readers. A copy of the project website can be found in **Appendix A**.

#### Consultation boards

- 3.2.3. These were used at the in-person consultation events and contained project information including:
- An overview of the proposals.
  - How to take part in the consultation.
  - Why TfGM want people to contribute.
  - Inviting stakeholders to have their say.
- 3.2.4. A copy of the consultation boards can be found in Appendix B.
- 3.2.5. A slide deck presentation was created for the public event on the 4 January 2024. A copy of this slide deck can be found in **Appendix C**.

#### Letter drop

- 3.2.6. A letter drop was carried out to 2,275 neighbouring residents within a 500m radius of the station on 4 January 2024. The letter briefly detailed the proposals and encouraged the recipient to give their views during the consultation. It explained where paper copies of the consultation material could be found and detailed how to contact the Customer Contact Centre. A copy of the letter can be found in **Appendix D**. In addition to the general letter drop, a dedicated letter was posted out to a small number of directly affected properties in December.

#### Poster

- 3.2.7. To further promote the events, a poster was designed which detailed the consultation and the events. The posters were displayed in the high street surrounding the location and most of the surrounding businesses (also extended to Lowton). A copy of the poster can be found in **Appendix E**.

### Consultation booklet

- 3.2.8. The consultation booklet was made available at the location of the drop-in sessions throughout the consultation period.
- 3.2.9. The booklet provided a summary of the proposals, details on the consultation programme, and information on how stakeholders and the local community could participate in the consultation. A copy of the booklet can be found in **Appendix F**.

### Pull-up Banner

- 3.2.10. The pull-up banner detailed how the public could have their say in the consultation. This was displayed at the drop-in sessions. A copy of the pull-up can be found in **Appendix G**.

### Questionnaire

- 3.2.11. A feedback questionnaire was designed to act as the primary method for receiving insights on the proposals from the local community. The feedback questionnaire had a total of 24 questions: 10 relating to the proposals; and six relating to how people could use Golborne Station in the future. The last section was 'about them' which allowed for the team to capture key demographic information from participants. This helped ensure that the project team were undertaking a representative consultation with the local community. A copy of the questionnaire can be found in **Appendix H**.

### Social media

- 3.2.12. In total, 39 posts about the consultation were published across several social media platforms. The main channels used were X (formerly Twitter), Facebook and LinkedIn. The posts informed people about the consultation programme, how to participate in the consultation, and how to provide feedback. The post that brought the highest viewership was on X from the Mayor of Greater Manchester (GM). A copy of this social media post can be found in **Appendix I**.

**Table 3.1: Social media posts**

	LinkedIn	X (Twitter)	Facebook
<b>Number of posts</b>	11	13	15
<b>Dates the post was live</b>	4/1/2024- 18/1/2024	5/1/2024- 5/2/2024	4/1/2024- 3/2/2024

### Paid media

- 3.2.13. Paid media, including digital promotion, paid social media and press adverts, were used to share details of the consultation programme with the local community. The media included details of the consultation events, project website, and ways to contact the project team.
- 3.2.14. The Wigan Council Facebook page was the primary social media account used to reach the digital audience of Facebook users based across the Metropolitan Borough of Wigan. The adverts proved effective at generating traffic from interested residents, as the click-through rate (CTR) exceeded the target for median activity. These links provided valuable insights into residents' initial opinions towards the consultation. Initial themes identified by the team included: support for the project;

support for the retention of the car park; queries towards the timescale for delivering the proposals; and comments concerning the costs of the development.

**Table 3.2: Paid media posts**

Account	Dates live	Title
Wigan Council	29 January 2024 – 15 February 2024	‘Have your say on Golborne rail station’
Wigan Council	29 January 2024 – 8 February 2024	‘Parkside Sports and Community Club’
Wigan Council	16 January 2024 – 12 February 2024	‘Have your say on Golborne rail station’

### Media coverage

- 3.2.15. Media coverage was widely generated before and during the six-week consultation. Pre-consultation coverage consisted of 14 articles, with the majority of these covering the proposals, how the Golborne Station project fits within the existing Bee Network and highlighting that there would be an opportunity for people to have their say through a consultation.
- 3.2.16. Post-consultation launch, an additional 13 articles were published, detailing the proposals, and promoting the consultation.

**Table 3.3: Media coverage articles (pre-consultation and consultation launch)**

Period	Title	Headline	Reach
Pre-consultation	Wigan Today	‘A longed-for Wigan community railway station takes another step towards becoming a reality’	25,294
Pre-consultation	Rail Business Daily	‘Views wanted on Greater Manchester’s proposed new railway station at Golborne’	N/A
Pre-consultation	Rail UK	‘Views wanted on Greater Manchester’s proposed new railway station at Golborne’	642
Pre-consultation	Insider Media	‘Railway station plans set for 2024 consultation’	7,050
Pre-consultation	Borough Wide Community Network	‘Plans for a new railway station in Golborne have taken another step towards completion’	N/A
Pre-consultation	Rail Advent	‘Views sought on Greater Manchester’s	N/A



Pre-consultation	Warrington Guardian	proposed new Golborne station' 'Plans for a Golborne Station to go live on January 4'	7,514
Pre-consultation	Manchester Evening News (Online)	'Greater Manchester's newest train station is another step closer'	888,729
Pre-consultation	Manchester Evening News (Print)	'Have your say on first new station in 20 years'	N/A
Pre-consultation	Secret Manchester	'Plans Set Out For The Proposed New Golborne Train Station'	N/A
Pre-consultation	Wigan Today	'All the key developments coming to Wigan in 2024'	25,294
Pre-consultation	Leigh Journal	'Golborne Station takes another step towards becoming a reality'	3,167
Pre-consultation	About Manchester	'More buses under public control, Good Landlord Charter, a Baccalaureate and a New Railway station'	921
Pre-consultation	About Manchester	'Views wanted on Greater Manchester's proposed new railway station at Golborne'	921
Consultation launch	Lowton and Golborne News	'Golborne Station WILL happen - here's what you need to know'	N/A
Consultation launch	Place North West	'Views sought on Golborne station reopening'	12,489
Consultation launch	Warrington Guardian	'Public consultation now live on plans for new Golborne train station'	7,514
Consultation launch	Yahoo News	'Public consultation now live on plans for new train station near east Warrington' (yahoo.com)	268,379
Consultation launch	BNN	'New Railway Station Proposed in Golborne: A Step Towards Enhanced Public Transport'	N/A

Consultation launch	Leigh Journal	'Proposed developments coming to Wigan, Leigh, Mosley Common, Golborne'	3,167
Consultation launch	Rail Business Daily	'Public consultation on plans for Greater Manchester's new Golborne rail station now live'	N/A
Consultation launch	Secret Manchester	'Public Consultation Has Opened For Greater Manchester's First New Train Station In Over 20 Years'	N/A
Consultation launch	Manchester World	'Public asked for views on Greater Manchester's first new train station in 20 years as part of Bee Network'	31,111
Consultation launch	Wigan Council Borough News link	<a href="https://www.wigan.gov.uk/News/Borough-news.aspx">https://www.wigan.gov.uk/News/Borough-news.aspx</a>	N/A
Consultation launch	Wigan Today	'James Grundy MP: Post Office scandal is a gross miscarriage of justice'	N/A
Consultation launch	Railway Herald (Print)	'WCML station at Golborne planned'	N/A
Consultation launch	Leigh Journal	'We are making tangible progress on Golborne bypass - MP column includes reference to plans for the station'	N/A

3.2.17. The team also published a press release on the 6 March 2024: *'Almost 3,000 people have their say on Greater Manchester's plans for a new rail station at Golborne'*. This informed readers that the consultation responses would be considered to inform detailed designs before the final business case is submitted to government.

3.2.18. The team published a further press release on 19 March 2024: *'Greater Manchester submits business case for new rail station at Golborne.'* This detailed that the outline business case was being submitted to the government.

#### Customer Contact Centre

3.2.19. The TfGM Customer Contact Centre was provided with information so that they could give advice and answers immediately to those who had enquiries relating to the consultation process. The centre had received 20 enquiries by the end of the consultation period on Thursday 15 February 2024. These included:

- Six requests for paper copies of the consultation.
- Three comments in support of the proposals.
- Two comments opposing the proposals.
- Two enquires questioning the need for the proposed Golborne Station as ‘other stations nearby’.
- Other queries included: why Golborne had been chosen; and what benefits this would bring to Leigh.

### 3.3 EVENTS

3.3.1. Four drop-in sessions were held throughout the formal consultation period to allow for stakeholders and the local community to receive information on the project and to encourage them to participate in the consultation. The team saw 164 people attend these sessions. Attendees could fill out the survey via a hard copy or electronically on an electronic tablet. The themes raised at the drop-in sessions consisted of:

- Parking provision.
- Fly parking (e.g., where a car has been left or stolen or not in a suitable space).
- Road congestion.
- Bus connectivity.

3.3.2. The below tables outline the four public events held during the formal consultation process.

**Table 3.4: Drop-in events during the 2024 consultation**

Date	Time	Location	Attendance
4 January 2024	6pm – 9pm	Consultation launch	100
10 January 2024	10am – 1pm	Golborne Library	30
24 January 2024	1.30pm – 4.30pm	Golborne Sports and Social	14
8 February 2024	6pm – 9pm	Parkside Sports and Community Club	25

3.3.3. In addition to the above, two public events were held in 2020 and 2023 to update the public on work to date and to showcase computer generated imagery (CGIs) and the Wigan Masterplan.

### 3.4 STAKEHOLDER MEETINGS

3.4.1. Additionally, during the consultation period, meetings were held with key stakeholders, including local residents and landowners that were directly affected by the proposals. These meetings allowed the project team and stakeholders to discuss how the proposals could be improved, address any concerns, and incorporate their respective aspirations into the final plans. Topics raised included: the station infrastructure, facilities, car parks, active travel, electric vehicle charging points, security, privacy, and anti-social behaviour.

3.4.2. The project team met with Wigan Council’s Equality, Diversity, and Inclusion (EDI) Steering Group on 5 February 2024. This meeting allowed the team to explore ideas, including having a non-staffed

lift at the station and ensuring the ticket machines were adapted for use by visually impaired individuals.

- 3.4.3. The project team met with the Disability Design Reference Group (DDRG) on 8 February 2024. At this meeting, discussions included establishing how deaf individuals could use the ticket machines. It was suggested that apps such as SignLine could be used in conjunction with accessing these machines. The meeting also focused on vulnerable groups, lift access, and ramp usage.
- 3.4.4. The team also held meetings, presentations, and prepared briefing notes prior to the official consultation period with key stakeholders which date back to 2019. An overview of the consultation with key stakeholders (both pre-consultation period and during the formal consultation period) is detailed in the below table.

**Table 3.5: Meetings and presentations with key stakeholders**

Date	Stakeholder
17 October 2019	Leigh Neighbourhood Forum
21 December 2020	Mayor of GM and local councillors
17 February 2021	Local councillors and officers
25 March 2021	Network Rail
3 February 2022	Mayor of Greater Manchester
5 April 2022	Mayor of Greater Manchester and local councillors
13 December 2022	Meeting with Mayor, local councillors, and local businesses
1 December 2023	Meeting with local MP
21 December 2023	Meeting with adjoining landowners and residents
12 January 2024	Meeting with adjoining landowners and residents
1 February 2024	Coffee morning at St Thomas Church
5 February 2024	Golborne Train Station/ Wigan EDI Steering Group
7 February 2024	Meeting with local MP
8 February 2024	Golborne DDRG
15 March 2024	Meeting with adjoining landowners and residents

## 3.5 ANALYSIS METHODOLOGY

- 3.5.1. The consultation exercise received a total of 2,898 feedback responses, comprised of 2,883 online feedback questionnaires and 15 paper copies of feedback questionnaires.

## Feedback questionnaire

- 3.5.2. The feedback questionnaire was split into closed questions with multiple-choice answers and open-ended questions for free text responses. The answers to closed questions were totalled and compared as shown in the charts presented in the 'Overview of respondents' and 'Overview of responses' sections.
- 3.5.3. The online feedback questionnaire was hosted on Wigan Council's website. The raw survey data was collected and stored within a secure SharePoint. This combined data set was downloaded, and the values were recorded in a spreadsheet. Data entry staff adhered to a thorough and robust process to ensure accuracy. Closed questions were first displayed as percentages, allowing for the information to be more readily displayed in a series of charts. Microsoft Excel was used for storing and analysing the data, which is presented in a series of charts, tables, and maps in **Sections 4 and 5**.

## Coding of free text responses

- 3.5.4. The feedback questionnaire contained several open-ended questions inviting free text responses. Such data is complex to analyse and interpret but can provide valuable additional insight into respondents' opinions.
- 3.5.5. For the open-ended questions (i.e. those where a respondent could write in their own words what their views were on certain subjects, or to explain their reasoning behind a particular priority or rating that were included in the closed questions) a different approach was required. Simply appending the comments received would be accurate but would not have provided TfGM with a clear indication of attitudes, priorities, or indicated which issues the largest number of respondents felt were key. As such, the open-ended question data was analysed by employing thematic coding techniques.
- 3.5.6. WSP have considerable experience in providing thematic coding of data. Doing so allows the qualitative data from respondents 'own words' to be converted from their verbatim form, into a quantitative (numeric) format, by applying codes from a code framework to the comments which captures the views and sentiments expressed therein. This is done manually, rather than using automated coding techniques, as trained and experienced coders are more able to identify elements, such as local reference or use of idioms as part of the comment.
- 3.5.7. The code framework is developed by reading the comments and identifying common key themes from the feedback responses. The wording does not have to be identical, but the sentiment and theme must be related (e.g. "I support the station" and "The station is a great idea" are both expressing the same sentiment).
- 3.5.8. A thematic code could only be applied to a comment once, meaning that the number of times a thematic code was used is an indication of the number of respondents raising that issue or theme. More than one code could be applied to a respondent's comment, so the numbers are not exclusive of one another (e.g. a respondent's comment could have four codes applied to it).
- 3.5.9. Once coding was completed (the codes were assigned to the comments where the sentiments were expressed) and there were no remaining comments that did not have a code assigned to them, calculations of the frequencies of the codes were undertaken. These frequency calculations were then used to present the most repeatedly occurring codes, in a tabulated form. The frequency tables provide the most repeatedly occurring codes in order from most prevalent to least prevalent, for the three open-ended questions.

- 3.5.10. The code framework is split into sections based on sentiment (supportive, unsupportive etc.) so that this could capture the issues raised in the responses, according to the sentiment expressed. The frequency tables of the most commonly occurring codes across all responses, are split by sentiment when presented.
- 3.5.11. The code framework for this consultation underwent a series of reviews during the analysis to ensure that any new codes that emerged in the data were incorporated. The coding of responses was subject to a series of quality assurance checks to ensure consistency and accuracy throughout the process.
- 3.5.12. The emerging themes and the frequency of their occurrence can be found in **Appendix J**.

## 4 OVERVIEW OF RESPONDENTS

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### Introduction

- 4.1.1. This section sets out the information about the respondents, including their connection to the site, location, age range, ethnicity, gender, impairment or disability, and religion. It provides an analysis of the answers to seven 'about you' questions.
- 4.1.2. These optional questions sought personal information about the respondents to understand the demographic background of those who participated in the consultation and their connection to the project.

### Number of respondents

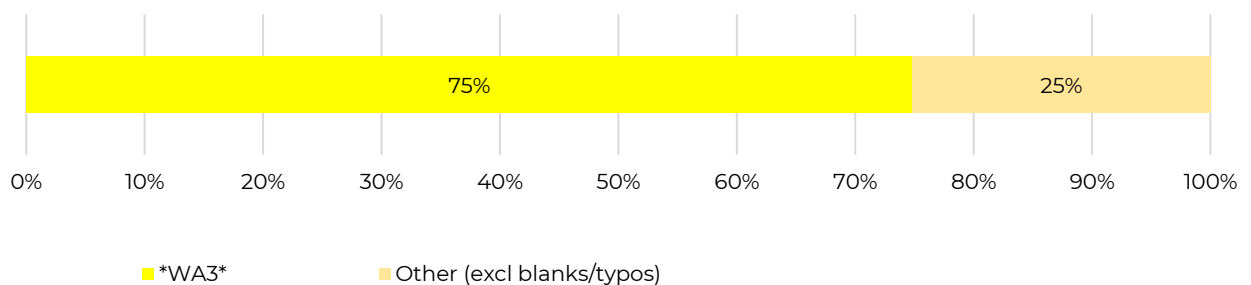
- 4.1.3. The consultation exercise received a total of 2,898 feedback responses, comprised of 2,883 online feedback questionnaires and 15 paper copies of feedback questionnaires.

### Respondents' data

#### *What is your postcode please?*

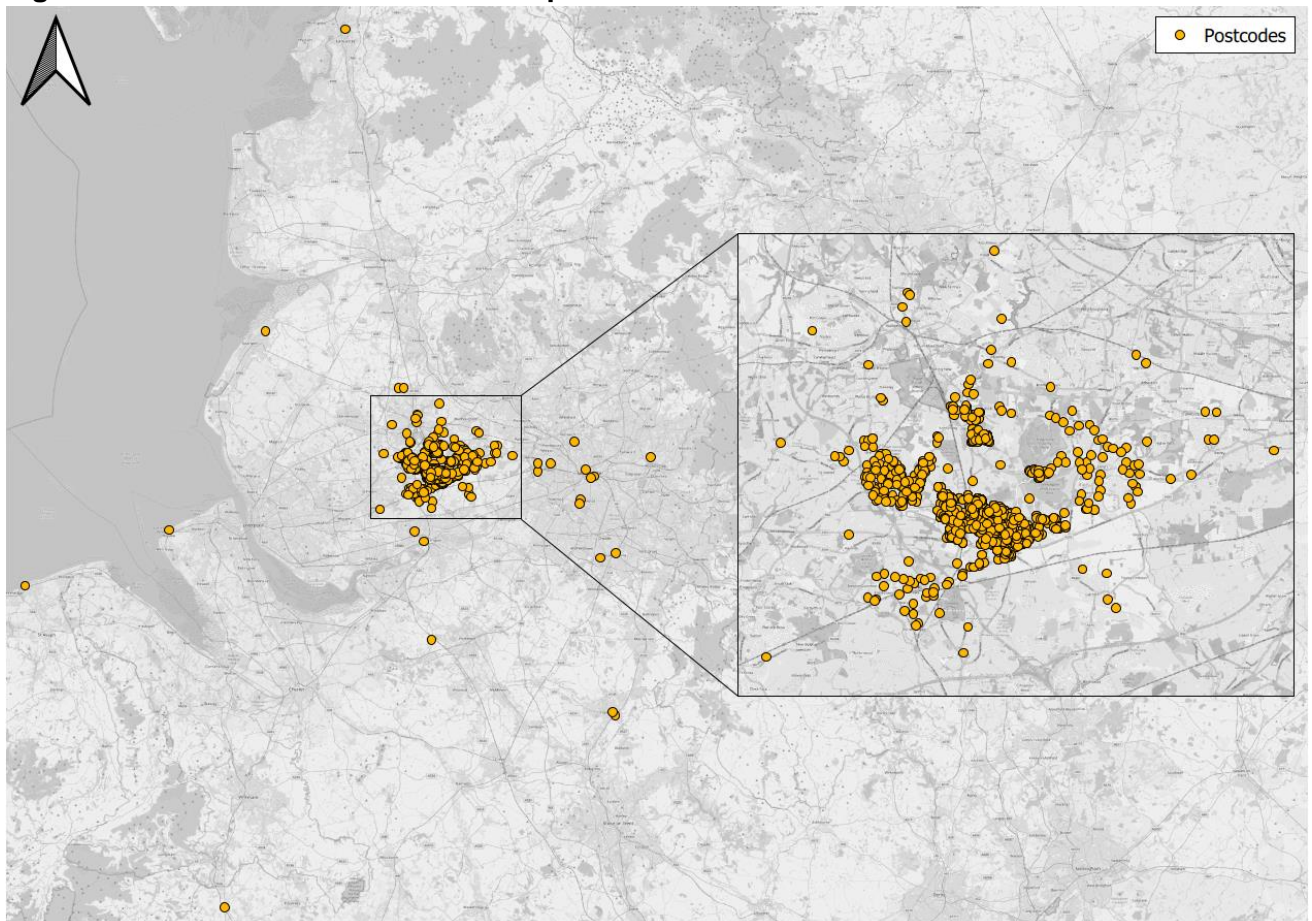
- 4.1.4. This question asked respondents to indicate their postcode. 75% (1,658 respondents) provided their postcode and 25% (557 respondents) did not provide their postcode.

**Figure 4.1 – Postcodes**





**Figure 4.2- Postcode concentration map**



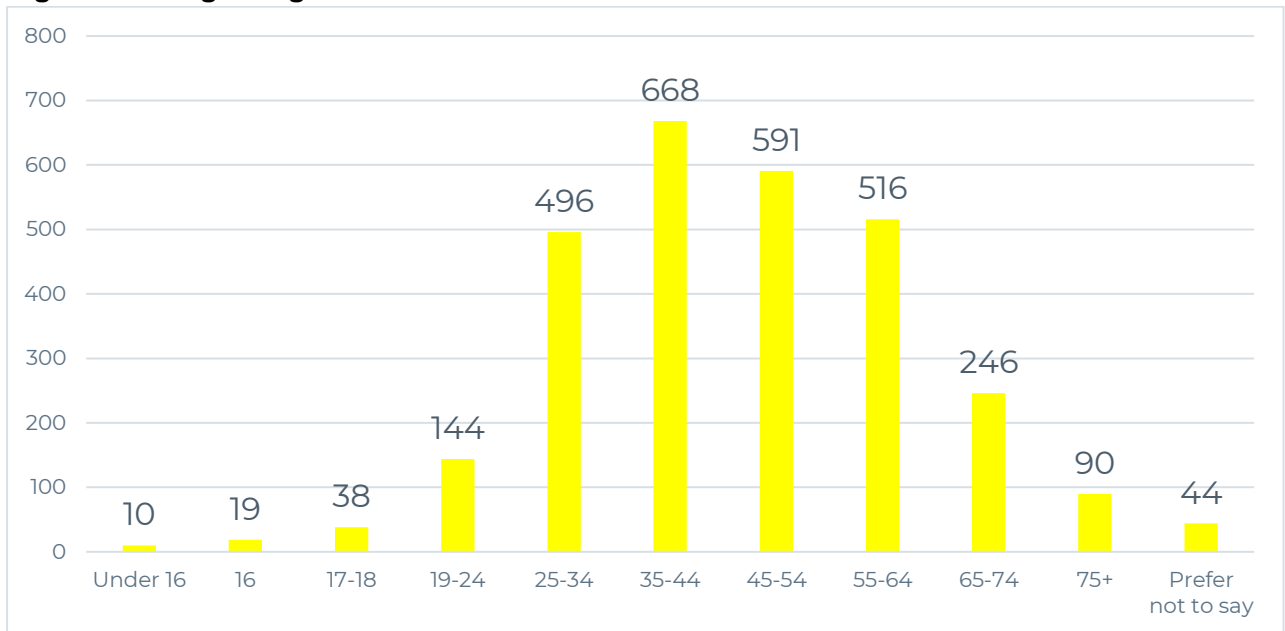
- 4.1.5. The above figure plots the postcodes of the respondents who provided feedback as part of the proposals. The main clusters shown in the map cover Ashton-in Makerfield, Golborne, Lowton, Abram, Newton-le-Willows and Leigh, illustrating feedback was commonly received by respondents in these areas.

***Which of the following age brackets you fall into?***

- 4.1.6. This question asked respondents which age bracket they fall in.
- 4.1.7. The most common age bracket was 35-44, selected by 23% (668 respondents), closely followed by 45-54, selected by 21% (591 respondents). The lowest occurring age bracket was Under 16s, selected by 0.3% (10 respondents). 2% (44 respondents) selected 'prefer not to say'. Overall, the data shows a varied response rate from a range of age groups.



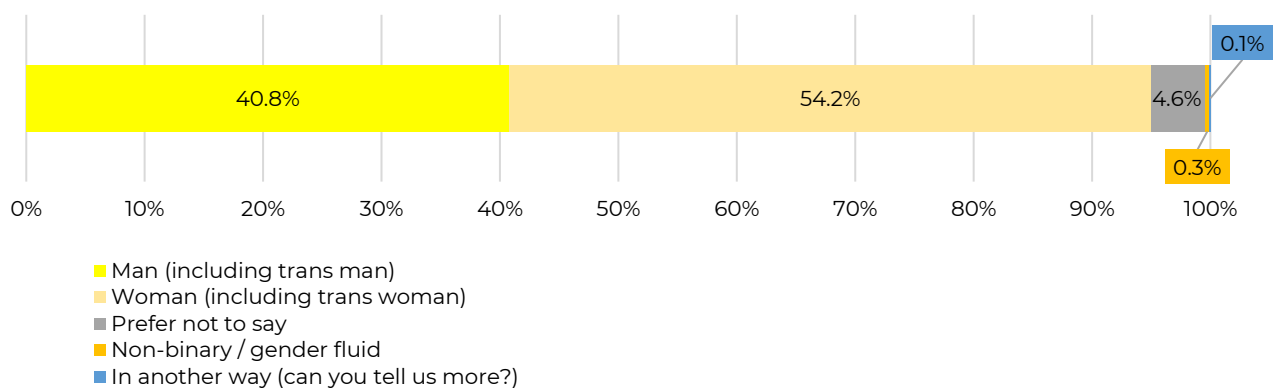
**Figure 4.3 – Age range**



***How would you describe your gender?***

4.1.8. This question asked respondents for the gender they identified with. The most common selected by 54.2% (1,517 respondents) was woman (including trans woman), followed by 40.8% (1,142 respondents) who selected man (including trans man). 4.6% (128 respondents) preferred not to say. 0.4% (12 respondents) made up non-binary/ gender fluid or in another way.

**Figure 4.4 – Gender**



***Are your day-to-day activities limited because of a long-term health problem, impairment, or disability?***

- 4.1.9. This question asked respondents to describe any aspects that affected their health. 84% (2,380 respondents) selected no.
- 4.1.10. Of those who did select a health issue, mobility impairment was the most common response selected by 4.6% (130 respondents). 3.7% (104 respondents) selected prefer not to say.

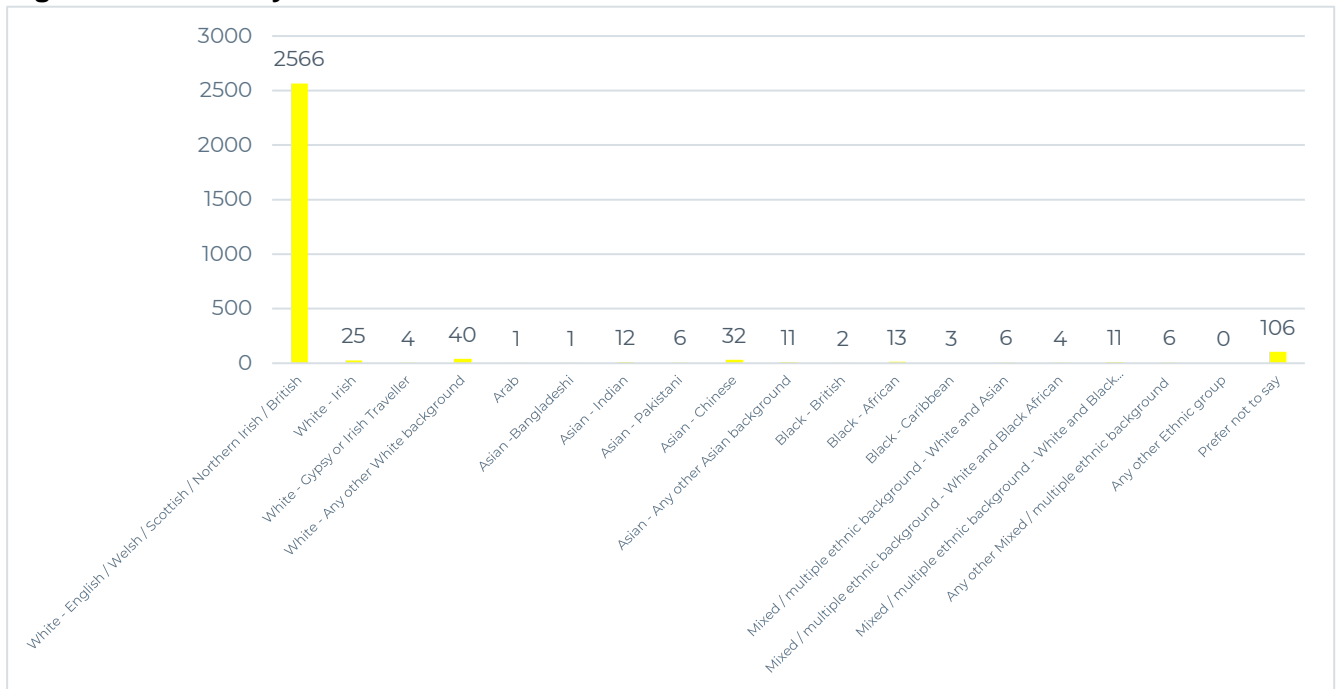
**Figure 4.5 – Long term health problem, impairment, or disability**



***How would you describe your ethnicity?***

- 4.1.11. This question asked respondents to describe their ethnicity. The most common response was White - English/ Welsh/ Scottish/ Northern Irish/ British, selected by 90.1% (2,566 respondents). According to the 2021 Census data for Wigan, the majority of Wigan residents identify with the White ethnic group, therefore this is broadly in line with the population in Wigan.

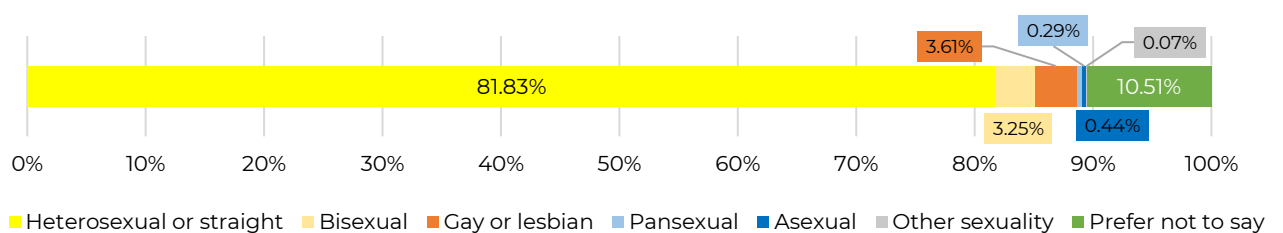
**Figure 4.6- Ethnicity**



***How would you describe your sexuality?***

- 4.1.12. This question asked respondents to describe their sexuality. The most common response was heterosexual or straight, selected by 81.83% (2,243 respondents). This was followed by 10.51% preferring not to say (288 respondents), 3.61% gay or lesbian (99 respondents), 3.25% bisexual (89 respondents), and 0.8% (22 respondents) being made up of pansexual, asexual, and other sexuality.

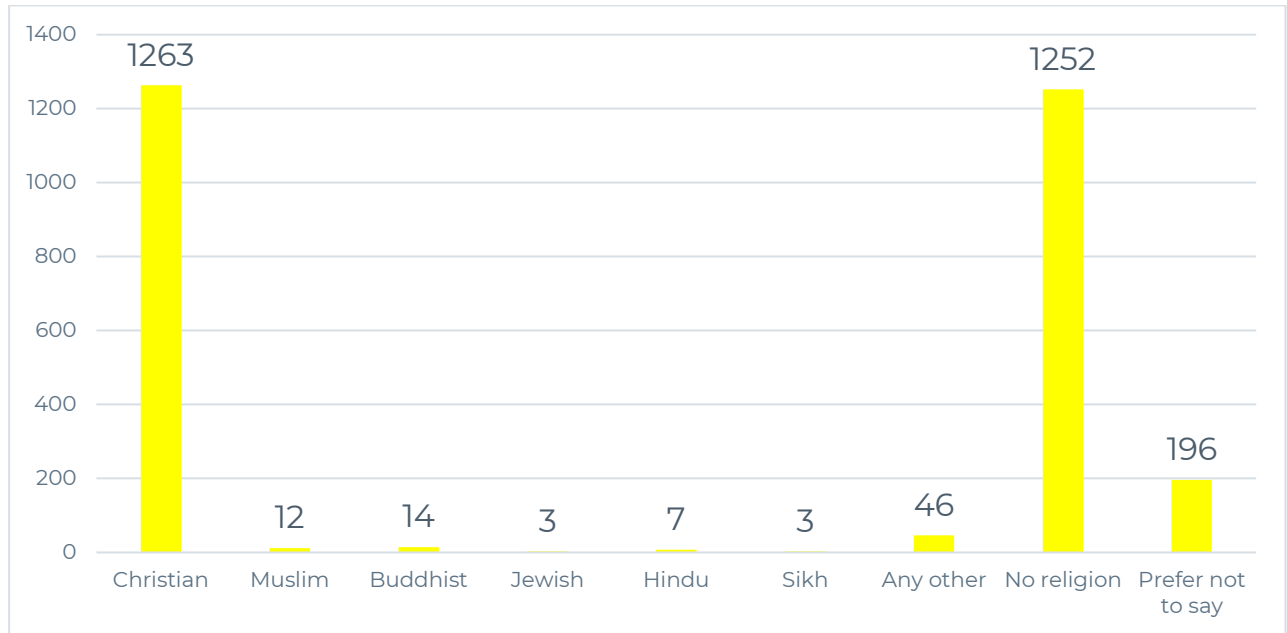
**Figure 4.7 – Sexuality**



### How do you describe your religion?

4.1.13. This question asked respondents to select their religion. The most common response selected by 45% (1,263 respondents) was Christian. This was followed by 45% (1,252 respondents) who selected no religion. According to 2021 Census data from Wigan, the majority of the people in Wigan class themselves as Christian, followed by no religion. Therefore, the data is broadly in line with the population of Wigan.

**Figure 4.8 – Religion**



## 5 OVERVIEW OF RESPONSES

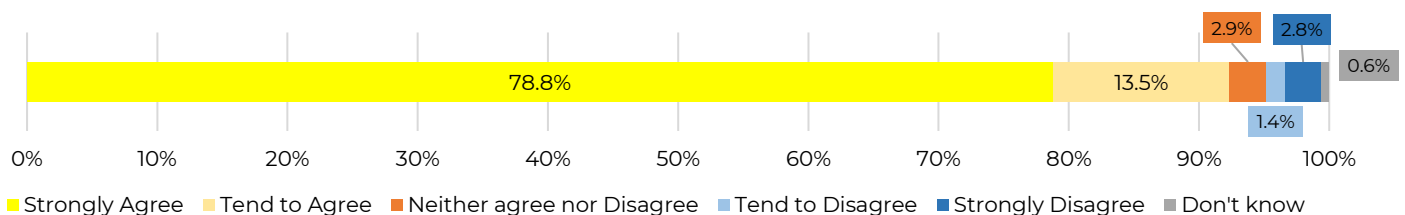
- 5.1.1. This chapter details the responses received about the proposals. The below summarises question 1 to question 14 of the questionnaire.
- 5.1.2. The analysis includes the findings of the responses to both the closed and open-ended questions. The responses to open-ended questions have been coded to aid analysis and interpretation. Please note, percentages are based on the total number of respondents who answered that question.
- 5.1.3. Please note, in most cases, the percentages have been rounded to the nearest whole number. Where a response is less than 1%, the percentages are shown to one or two decimal places (as appropriate) to ensure percentages total 100%.

**Q1. We are proposing station entrances from both the east side of the train tracks (near Church St) and the west side (near Railway Rd). How far do you agree or disagree that this would improve links between the wider community, the town centre and station?**

A total of 2,894 respondents answered this question, with a majority of residents either strongly agreeing (78.8%) (2,281 respondents) or tending to agree (13.5%) (391 respondents) with the statement that the proposed station entrances would improve links between the wider community, the town centre and the station.

- 5.1.4. See below Figure 5.1 for an overview of responses.

**Figure 5.1**



**Q2. To improve the area immediately around Golborne station we would be updating the existing town centre car park next to the proposed station.**

**The car park would be fully resurfaced and have upgraded lighting and CCTV. This would create a safer, more pleasant environment for users.**

**We propose to include a number of disabled bays, EV charging bays, a taxi drop off area and cycle parking.**

**To accommodate these improvements, there could be a reduction in the number of car parking spaces currently available.**

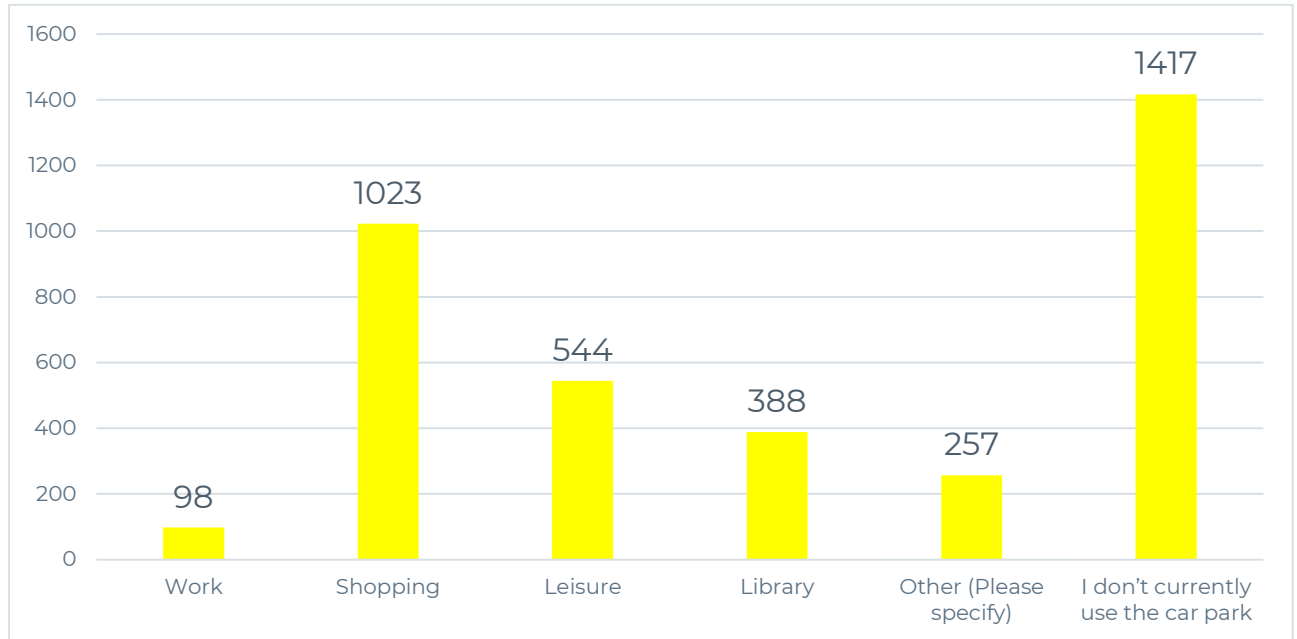
**Q2A. Do you use the car park currently? If so, for what purpose?**

- 5.1.5. 2,889 respondents answered this question. The most common responses highlighted that the car park was used by commuters for a range of reasons, with 35% (1,023 respondents) selecting shopping as the main purpose for using the car park. 19% (544 respondents) selected leisure, 13% (388 respondents) selected library and 3% (98 respondents) selected work. Just under half, 49%

(1,417 respondents) currently do not use the car park. 9% (257 respondents) selected other. Some reoccurring reasons listed where to visit the dentist, visit beauty shops (nail/ hairdressers), or visit GP/ chemist and to collect/drop-off children to school.

5.1.6. See below Figure 5.2 for an overview of responses.

**Figure 5.2**

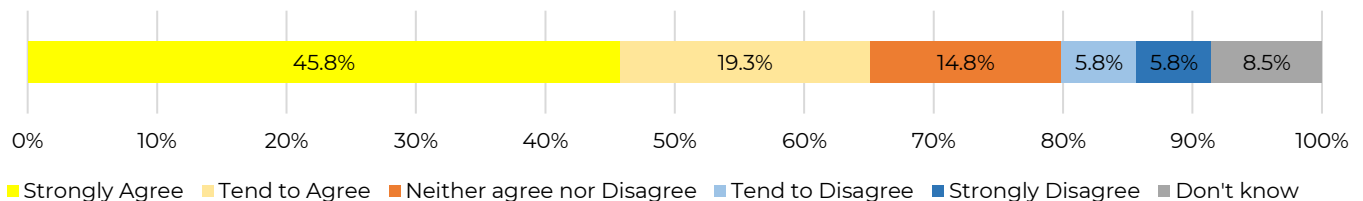


**Q2B. How far do you agree or disagree that the proposed changes would improve your experience when using the car park?**

5.1.7. 2,843 respondents answered this question. Just under half, 45.8% (1,302 respondents) strongly agree that the proposed changes would improve the experience using the car park. Additionally, 19.3% (548 respondents) tend to agree that these changes would improve experience using the car park.

5.1.8. Please see below Figure 5.3 for an overview of responses.

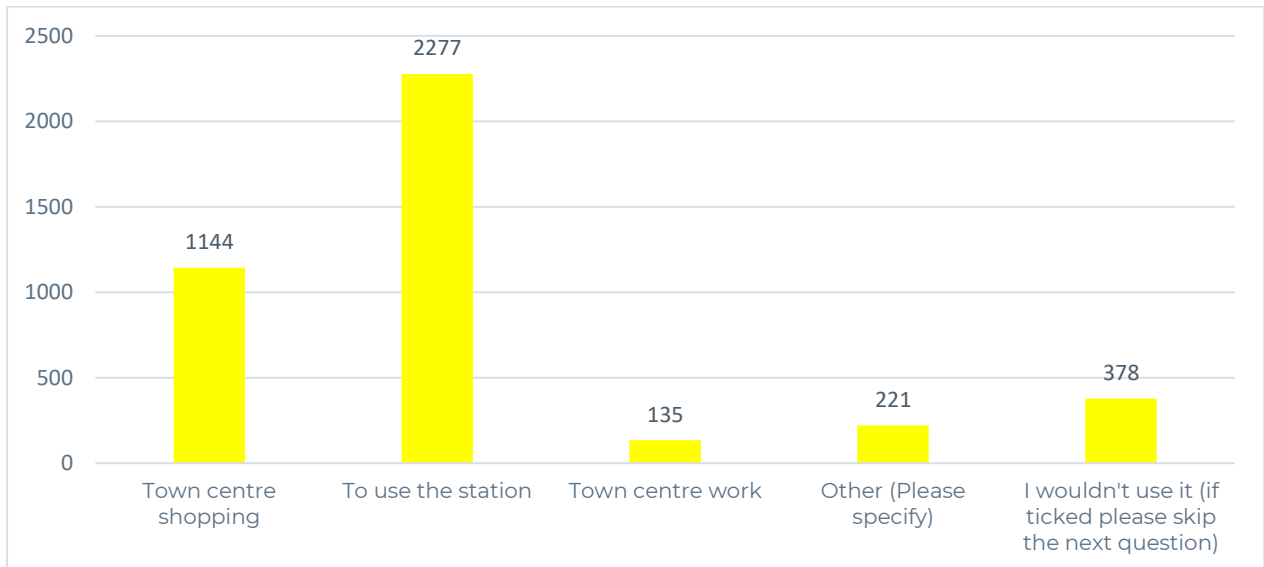
**Figure 5.3**



### Q2C. What would you use the improved parking facilities for?

- 5.1.9. 2,864 respondents answered this question. 80% (2,277 respondents) selected that they would use the improved parking facilities to use the station. 40% (1,144 respondents) selected town centre shopping, 13% (378 respondents) selected they would not use it. 8% (221 respondents) selected 'Other', of which the main reason was to visit the dentist or library.
- 5.1.10. Please see below Figure 5.4 for an overview of responses.

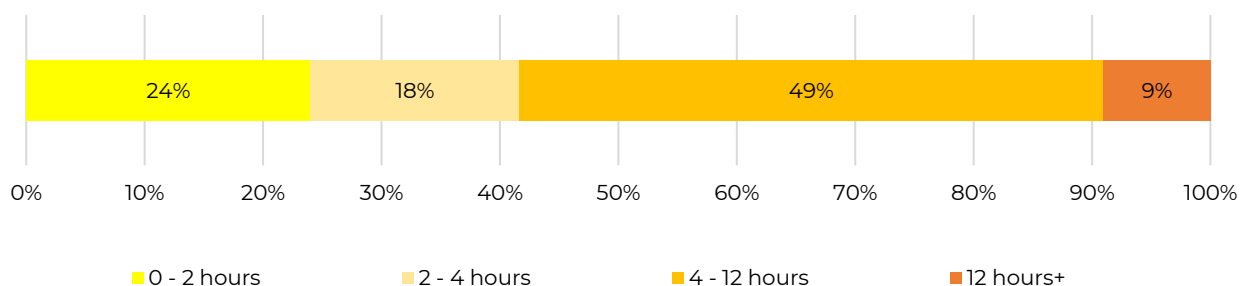
**Figure 5.4**



### Q3. To manage demand, the proposed changes to the car park will also consider whether time restrictions are needed on parking for both town centre and station use. This could include time limited parking and / or charging for long stay. How long on average would you anticipate parking at the car park?

- 5.1.11. 2,501 respondents answered this question. Just under half, 49% (1,234 respondents) selected between 4-12 hours. 24% (601 respondents) selected 0-2 hours, 18% (440 respondents) selected 2-4 hours and 9% (226 respondents) selected 12+ hours. The range of responses to this question indicate that there is a need for parking provision, specifically catering for short and long-term parking uses throughout the day.
- 5.1.12. Please see below Figure 5.5 for an overview of responses.

**Figure 5.5**



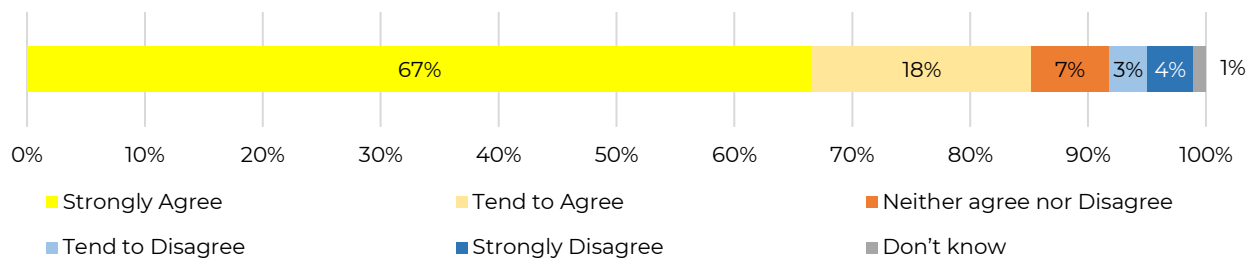
**Q4. To encourage people to walk, wheel and cycle to the station, the proposals include plans to improve ‘active travel’ links between the station and the town centre. This will include improved crossings and an accessible route between the town centre, station and car park, making it easier for all people to access the station. This element of the proposals is subject to further design work and consultation as appropriate.**

**How far do you agree or disagree that these new links would enhance the local area and improve access to Golborne Station?**

5.1.13. 2,849 respondents answered this question. Over half, 67% (1,899 respondents) strongly agree that the new links would enhance the local area and improve access to the station. Additionally, 18% (527 respondents) tend to agree. Together, this highlights the support for the proposed active travel links between the station and the town centre, such as improved crossings and accessible routes to encourage walking and cycling to the station.

5.1.14. Please see below Figure 5.6 for an overview of responses.

**Figure 5.6**



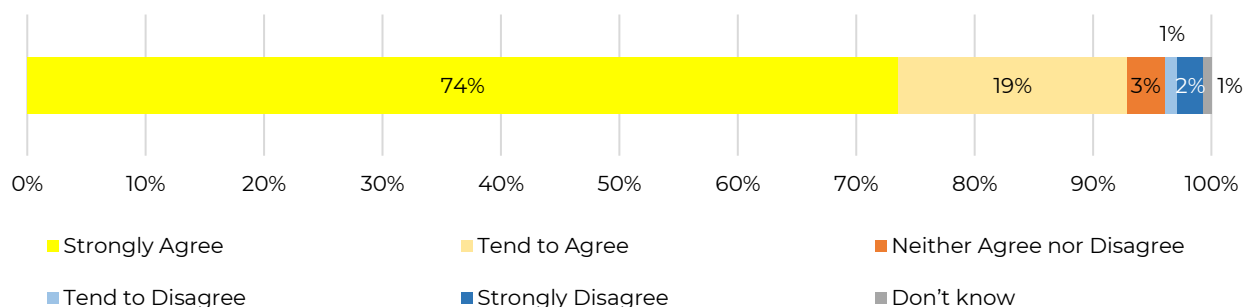
**Q5. We aim to ensure the station is safe to use and fully accessible. Proposals include step free access throughout with a footbridge across the tracks and lifts to both platforms, CCTV, lighting outside and within the station, and digital customer information screens with real time train information, passenger assistance intercom stations, seating and waiting shelters.**

**How far do you agree or disagree that this provision would enable you to access and use the station and feel safe?**

5.1.15. 2,889 respondents answered this question. 74% (2,125 respondents) strongly agree that provisions such as step free access, a footbridge, lifts, CCTV, lighting, digital screens, seating, and shelters would enable them access to the station and feel safe.

5.1.16. Please see below Figure 5.7 for an overview of response.

**Figure 5.7**





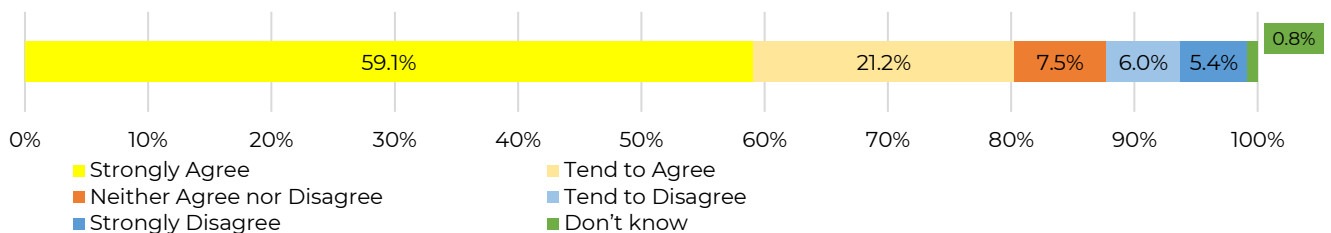
**Q6. The proposal does not include a ticket office. This aligns with rail industry practice based on expected passenger numbers. Train tickets will be available to purchase via ticket machines on both platforms, or on rail operator websites and apps.**

**How far do you agree or disagree that you will be able to purchase tickets for your journey?**

5.1.17. 2,882 respondents answered this question. 59.1% (1,703 respondents) strongly agree that they would be able to purchase tickets for journeys via ticket machines or rail websites/apps.

5.1.18. Please see below Figure 5.8 for an overview of response.

**Figure 5.8**

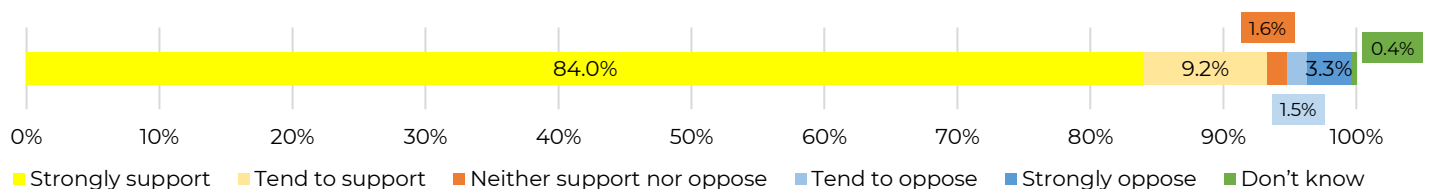


**Q7. Based on the information provided, to what extent do you support or oppose the proposed development of a new station at Golborne?**

5.1.19. 2,892 respondents answered this question. A strong majority, 84% (2,430 respondents) strongly support the proposed Golborne Station.

5.1.20. Please see below Figure 5.9 for an overview of response.

**Figure 5.9**



5.1.21. The feedback received indicated a good level of support from the local community for the building of Golborne Station.

5.1.22. Overall, most responses demonstrated support for the proposed Golborne Station. Of the supportive comments received, a key theme focused on how respondents think the proposals will regenerate Golborne and promote economic benefits in the area. Additionally, of the supportive comments received, respondents noted the proposals will provide an alternative to driving.

5.1.23. Another key theme raised by respondents was around the reduced pressure on other stations and how the proposals will reduce the need to travel to other stations. Another positive key theme raised

was that the proposals will improve connections to other areas. A small number of respondents flagged the proposals would help to serve new housing in Golborne.

- 5.1.24. When considering a support service destination, a key theme was suggestions around how a service to Manchester would be useful.
- 5.1.25. Some key themes raised specific to the station suggested the proposed Golborne Station should be staffed as well as suggestions that free car parking should be implemented at the station.
- 5.1.26. Of the few unsupportive comments received, the feedback from respondents noted concerns around whether there would be enough parking available. A smaller group of respondents indicated that the proposed Golborne Station would cause increased road traffic congestion locally.

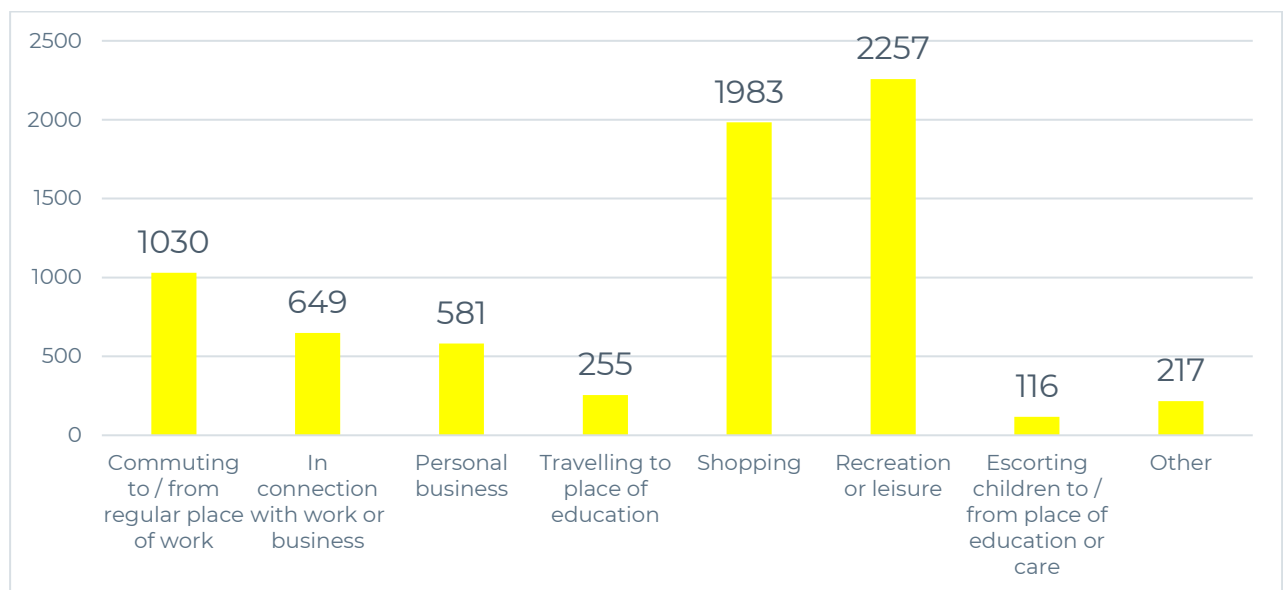
**Q8. Do you have any other comments you want to make about the proposals?**

- 5.1.27. A majority of respondents noted their support for building the proposed station and commented that the proposals are long overdue and should have been carried out years ago. A few comments noted the proposals will regenerate Golborne and bring economic benefits to the area.
- 5.1.28. Of the few unsupportive comments received, the main concern raised noted the station will cause congestion and increase traffic in the local area.

**Q9. It is proposed that Golborne Station will have an hourly service between Wigan and Stalybridge via Manchester Victoria (times of day to be determined). For what purpose would you use the new station at Golborne?**

- 5.1.29. 2,835 respondents answered this question (and chose more than one answer that applied to them). The most common answer selected by 80% (2,257 respondents) was recreation or leisure, followed by 70% (1,983 respondents) who selected shopping.
- 5.1.30. Please see below Figure 5.10 for an overview of response.

**Figure 5.10**

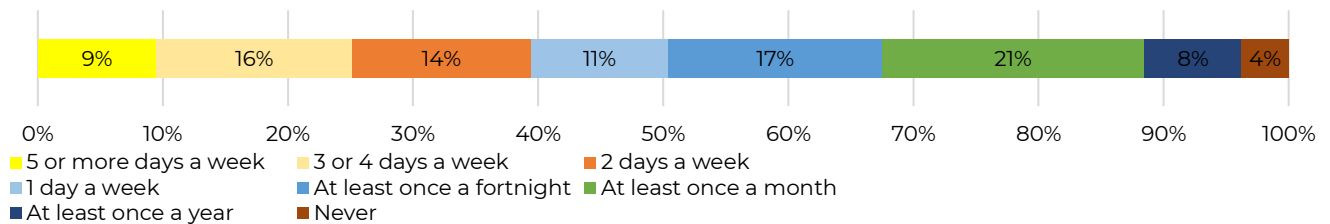


**Q10. How often would you use the new Golborne Station?**

5.1.31. 2,869 respondents answered this question. Responses were mixed: 21% (602 respondents) selected at least once a month, 17% (489 respondents) selected at least once a fortnight, 16% (449 respondents) respondents selected 3 or 4 days a week and 14% (410 respondents) selected 2 days a week.

5.1.32. Please see below Figure 5.11 for an overview of response.

**Figure 5.11**

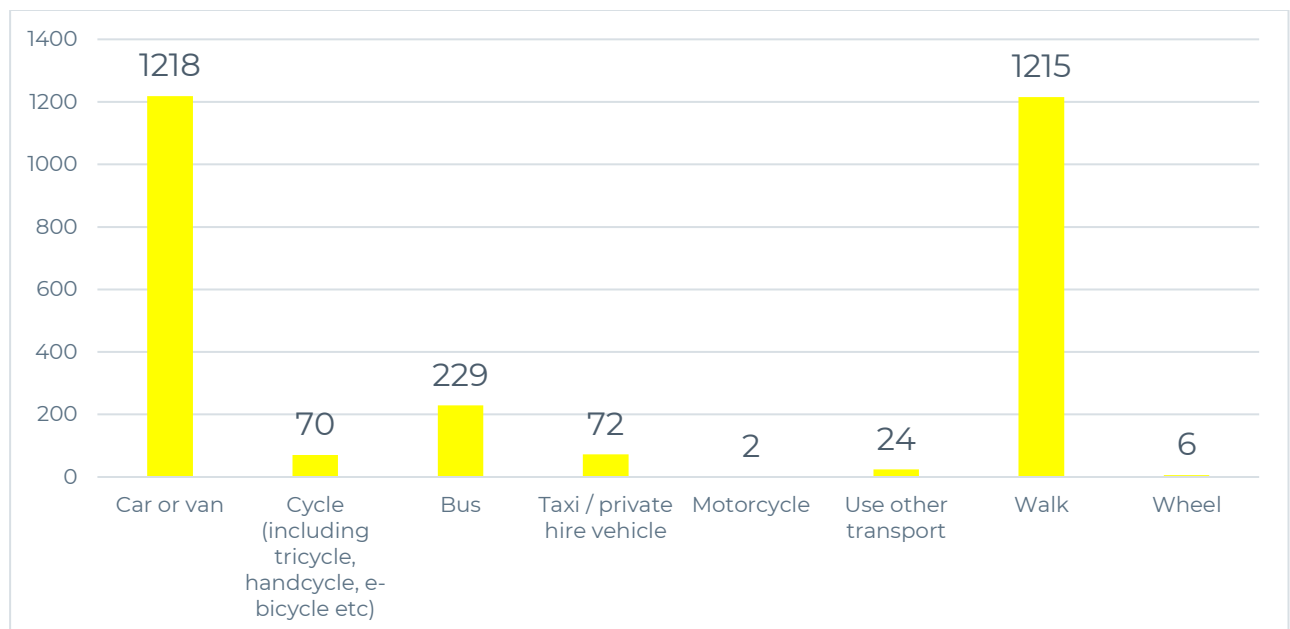


**Q11. Which of the following methods would you use most to travel to the station?**

5.1.33. 2,836 respondents answered this question. 42.95% (1,218 respondents) selected car/van as the method to travel to the station, 42.84% (1,215 respondents) selected walk as their method to access the station. Only 2.47% (70 respondents) selected cycle.

5.1.34. Please see below Figure 5.12 for an overview of response.

**Figure 5.12**

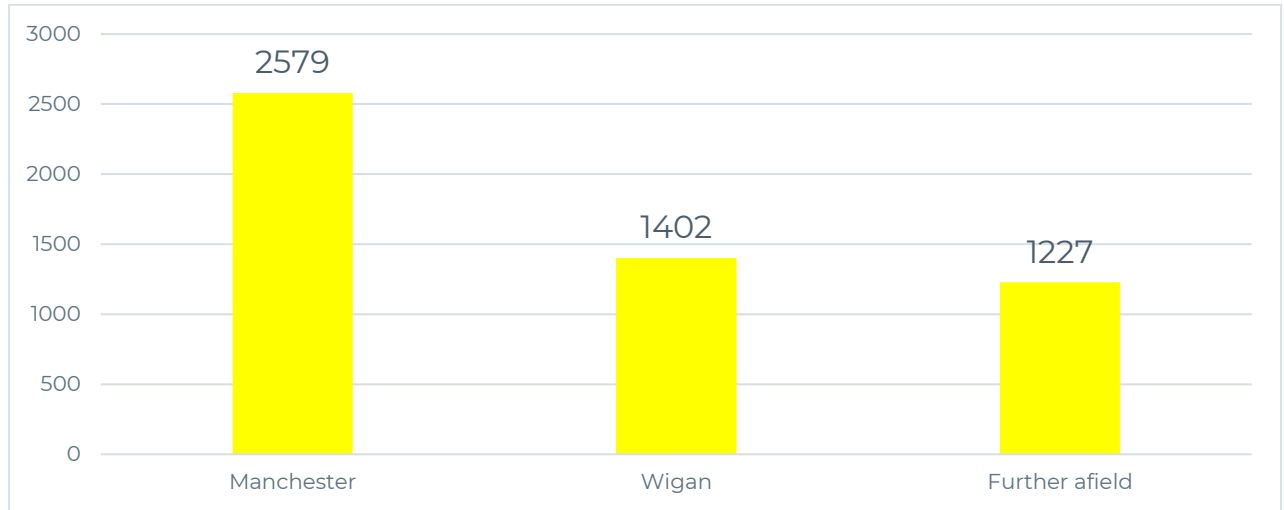


**Q12. What destination would you be travelling to from Golborne station?**

5.1.35. 2,804 respondents answered this question. 92% (2,579 respondents), a large majority selected travelling to Manchester from Golborne Station.

5.1.36. Please see below Figure 5.13 for an overview of response.

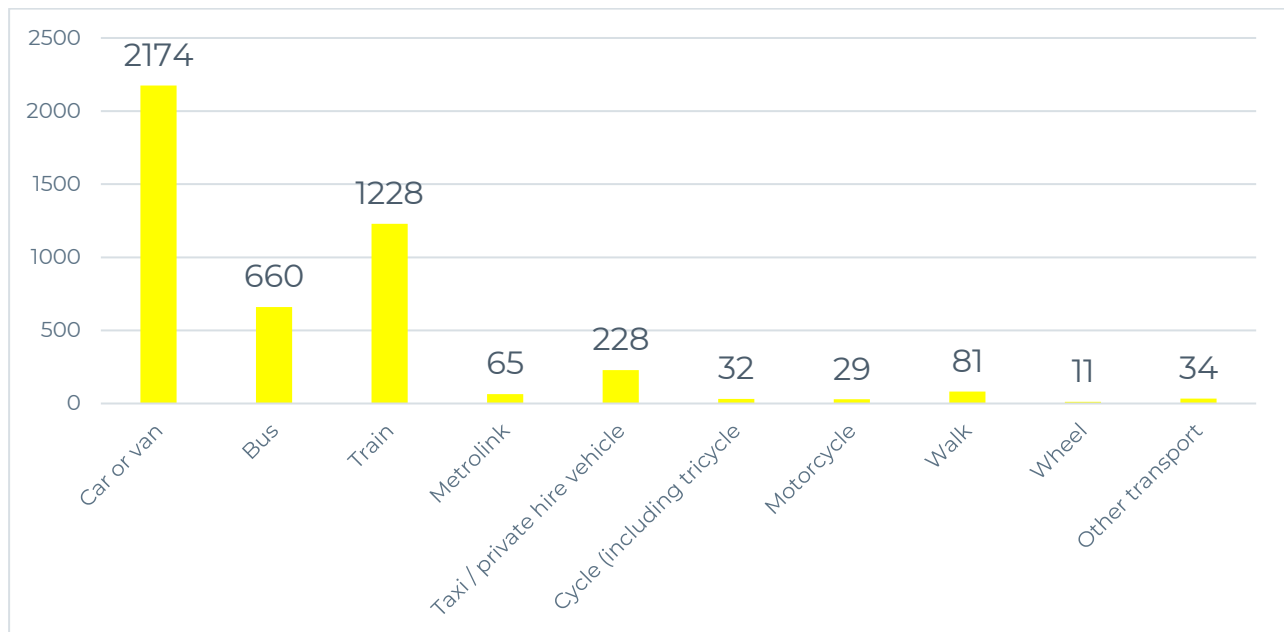
**Figure 5.13**



**Q13. Where you already travel to one of the destinations listed in the previous question, how do you currently make that journey?**

- 5.1.37. 2,822 respondents answered this question. 77% (2,174 respondents) selected car/van as their current journey transport. This highlights the heavy car dependency in the area currently and suggests an opportunity for a modal shift.
- 5.1.38. Please see below Figure 5.14 for an overview of response.

**Figure 5.14**

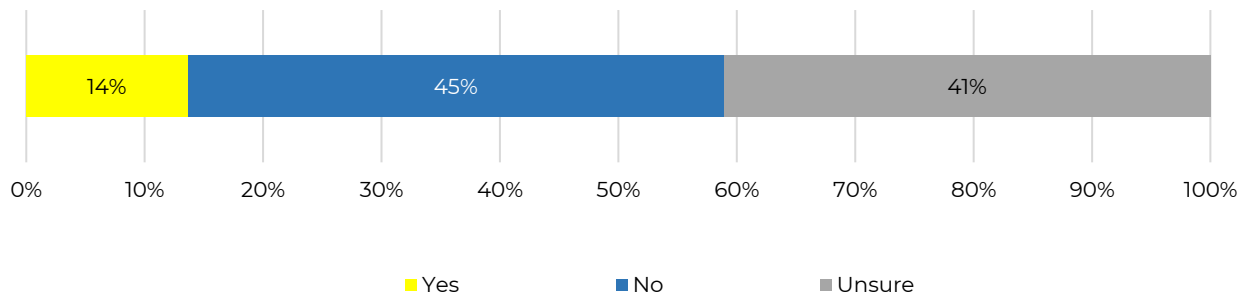


**Q14. Would you be interested in supporting the development of Golborne Station by joining a station adoption group?**

- 5.1.39. 2,835 respondents answered this question. The results show that out of 2,835 respondents, 14% said that they would be interested (387 respondents), while 41% were unsure (1,165 respondents) and 45% did not want to be involved (1,283 respondents).

5.1.40. Please see below Figure 5.15 for an overview of response.

**Figure 5.15**



## 6 CONCLUSION

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### 6.1 CONCLUSION OF REPORT

- 6.1.1. The consultation and engagement programme allowed stakeholders, residents, and the local community to give their views on the proposals for the development of Golborne Station. The feedback questionnaire allowed respondents to express their opinions on various aspects of the proposals.
- 6.1.2. Overall, a total of 2,898 responses, comprised of 2,883 online feedback questionnaires and 15 paper copies of feedback, were received through the consultation, which demonstrates a high level of interest from the community in Golborne.

### 6.2 SUMMARY OF RESULTS

- 6.2.1. In total, 14 questions were asked on the feedback form. The below summarises the key feedback raised through the feedback.
- 6.2.2. Overall, there was support for the proposed Golborne Station scheme. There was also agreement that the proposals would improve links between the wider community, the town centre, and the station.
- 6.2.3. There was agreement that the proposals for active travel would provide new links will enhance the local area and improve access to Golborne Station.
- 6.2.4. A key number of responses noted that the proposals at Golborne Station would regenerate Golborne, bringing economic benefit to the area as well as encouraging alternative travel modes to private vehicle use.
- 6.2.5. A key suggestion was that a service to Manchester would be useful.
- 6.2.6. Of the unsupportive comments received, the most common feedback shared concerns around increased congestion and traffic in the local area.
- 6.2.7. The feedback received is key to support the development of Golborne Station and it has been considered by the design team to enhance the proposals. Overall, 84% of the respondents strongly support the proposed Golborne Station. This suggests that the proposals are welcomed by the local community.
- 6.2.8. The project team further analysed the feedback received in a crosstabulation report. In this report the results of one question were compared against the results of another to determine any inter-relationships between the results. Please refer to **Appendix K** for a copy of the crosstabulation analysis.

## 6.3 RESPONSES TO ISSUES

6.3.1. Table 6.1 below summarises the key feedback received during the consultation process. The project team have provided a response to each of the key comments raised.

**Table 6.1: Feedback responses**

Feedback	Team response
<p>Supportive feedback that the proposals will improve links between the wider community, the town centre, and the station.</p> <p><i>“We are desperate for improved local travel connections, it will reduce road traffic.”</i></p> <p><i>“We are one of the only towns I know without a station. Will make travel significantly easier and probably reduce traffic.”</i></p> <p><i>“I believe it is desperately needed for local residents and to bring life back into the village.”</i></p> <p><i>“It feels like a fairly isolated area currently - a local train station will open up opportunities”</i></p>	<p>The team welcomes the supportive feedback for the improvement of transport connectivity.</p> <p>The proposals for a new railway station would serve to reconnect Golborne, one of the largest towns in the Metropolitan Borough of Wigan, to both Manchester city centre and across Greater Manchester as part of the Bee Network.</p>
<p>Supportive feedback that the proposals will promote active travel by providing new links, which will enhance the local areas and improve access to Golborne Station.</p> <p><i>“The station can offer a more sustainable travel option, reducing carbon emissions and promoting healthier lifestyles through increased walking and cycling.”</i></p> <p><i>“This would surely take some pressure of the likes of Newton-le-Willows station and provide people with further alternatives for travelling in the area and beyond.”</i></p> <p><i>“It will improve connections, reduce pressure on other stations and improve Golborne.”</i></p> <p><i>“It would be a fantastic opportunity to Travel without having to use a car particularly into Manchester and save time travelling there. much more environmentally beneficial.”</i></p>	<p>The supportive feedback for the active travel provision is welcomed.</p> <p>The upgraded links between the station and the town centre include improved crossings, an accessible route between the town centre, station, and car park, as well as improved walking and cycling links. Together, these upgrades will make traveling easier and more accessible for residents of all abilities.</p>

<p>Overall support for building the proposed station as respondents commented that proposals would introduce economic benefit into the area.</p> <p><i>“The station could act as a catalyst for urban regeneration projects, attracting investment and development to currently deprived areas around the station. This could lead to improved housing options, public spaces, and amenities.”</i></p> <p><i>“I think it will help to regenerate the area and bring business in.”</i></p> <p><i>“I also hope that having the railway station will lead to investment and reinvigoration of Golborne high street.”</i></p> <p><i>“Local businesses in the centre can only benefit from increased foot fall, especially coffee shops.”</i></p>	<p>Support for a new railway station in Golborne is welcomed.</p> <p>The existing lack of connectivity in Golborne makes it difficult to travel to work, school, education, and other cultural offers in Manchester. The creation of a new station would reduce the time to get into Manchester city centre to approximately 30 minutes. The new station would also support further economic investment in the town, promoting Golborne as an even better place to live, work and study.</p>
<p>Supportive/ positive comments around the proposals as they will provide an alternative to driving in the local area.</p> <p><i>“Provides opportunities for people to reduce car journeys therefore contributing to reducing carbon omissions.”</i></p> <p><i>“Having easy access to a train station (which would actually be in walking distance for me) would make a huge difference in my ability to reach Manchester for work and leisure without having to use the car.”</i></p> <p><i>“The development is much needed in order to bring economic opportunities to the area and reduce the number of car journeys.”</i></p>	<p>A new station in Golborne presents a significant opportunity to create local rail connectivity and give people an easier choice to catch a train rather than rely on the car.</p> <p>By improving the transport options for residents in Golborne, this new train link will encourage a viable alternative travel mode to private car use, offering faster journey times into the city centre and across Greater Manchester.</p>
<p>Suggestions for a service to Manchester.</p> <p><i>“I would love to be able to get a train to Manchester/Wigan or beyond from a station that is within walking distance of my home.”</i></p> <p><i>“It would be more helpful if we could have a train going to Warrington as well as to Manchester.”</i></p> <p><i>“We need more stations and trains in Greater Manchester.”</i></p>	<p>The new Golborne station should be accessible for most Golborne residents via active travel – walking, cycling or wheeling, if you are a user of a wheelchair, mobility aid or scooter. This means that a journey by car would not be necessary, and that local people can access the rail network more sustainably.</p> <p>Cycle storage facilities will also encourage active travel for residents and develops further integration between modes of transport. Bringing buses under local control as part of the Bee Network means that TfGM has been able to commit to developing a ‘Bus Plan’ to support</p>



	<p>people in travelling to and from Golborne station. This will enable residents in neighbouring communities to access the new Golborne station by sustainable modes of transport.</p> <p>Trains between Wigan and Manchester via Golborne will be the proposed service provision from the opening of the new station. TfGM would aspire to creating further connectivity from the station in the future, but this would be dependent on further engagement with the rail industry.</p> <p>The new Golborne Station is an example of our ambitions to connect our places to the public transport network. Greater Manchester wants local rail services to be part of the Bee Network by 2030, making it easier for us deliver an integrated transport network that serves the needs of local people. TfGM would aspire to increase train service options, but this would be dependent on further engagement with the rail industry and capacity constraints.</p> <p>Greater Manchester will undertake further work with rail industry partners to identify suitable locations for new stops and stations that have a strong business case and that support Greater Manchester's ongoing growth. It is also the intention that all new stations that are built by TfGM now and in the future will be owned and maintained by TfGM in the same way as Horwich Parkway is currently operated and managed.</p>
<p>Suggestions for more frequent trains (more than one train per hour).</p> <p><i>"Personally I would like to see more than one train an hour..."</i></p> <p><i>"If there is only one train an hour and it is cancelled then it wouldn't be worth waiting over an hour for the next train. If this happened a couple of times then I would stop using the station. At present, trains in general are not reliable."</i></p>	<p>A new station in Golborne presents a significant opportunity to create local rail connectivity and give people an easier choice to catch a train rather than rely on the car.</p> <p>Golborne is one of the largest towns in Greater Manchester without a railway station and its residents currently face a long car or bus journey, of over one-hour, to get into Manchester city centre. This lack of connectivity makes it difficult for people to get to work, school, education, or to enjoy Manchester's world-class cultural scene in a sustainable way.</p> <p>Introduction of a train service to Manchester city centre would reduce this to approximately 30 minutes. This new station would help make Golborne and its surrounding areas an even better place to live.</p> <p>The business case for the new Golborne station has been assessed based on one train per hour from its</p>

	<p>first day of opening. The station sits on the West Coast Main Line. Services calling at Golborne will need to be accommodated with current and future services along this route. TfGM would aspire to increase service options from the station in the future, but this would be dependent on further engagement with the rail industry and capacity constraints on the West Coast Main Line.</p> <p>Greater Manchester wants to integrate local rail services within the Bee Network by 2030, joining together journeys by bus, tram, train and active travel – walking, cycling and wheeling, if you are a user of a wheelchair, mobility aid or scooter. We recognise performance is an issue but through integrating rail into the Bee Network and looking at multimodal ticketing we have ambitions to ensure there is a good choice of public transport alternatives during times of disruption.</p>
<p>Suggestion to re-open the old station at Golborne.</p> <p><i>“There is already an old station at Golborne, I’m struggling to understand why that can’t be reopened and updated to be accessible etc, surely this would be more environmentally friendly and a cheaper endeavour than building a brand-new station?”</i></p>	<p>Although there were two stations that served Golborne; Golborne North (closed in 1952) and Golborne South (closed in 1961), no station infrastructure remains at either site.</p> <p>The proposed new station will be built in the location of the original Golborne South station. The only remaining infrastructure from the original station is the disused goods shed, so there will be a need to construct platforms and a bridge across the West Coast Main Line to access the platforms.</p>
<p>Suggestion for free parking at the station.</p> <p><i>“To encourage people to use the station to shop etc in Manchester the car park must be free otherwise I will continue to benefit the shops and leisure sites that provide free parking.”</i></p> <p><i>“I worry about car parking being an issue. There needs to be more free parking to make people use the station as a park and ride site rather than just driving into Manchester City centre.”</i></p>	<p>An improved and updated town centre car park has been proposed next to the new Golborne Station. The car park would be fully resurfaced and have upgraded lighting and CCTV, creating a safer, more pleasant environment for users. The car park would include disabled bays, EV charging bays, a taxi drop-off area, and cycle parking.</p> <p>Greater Manchester partners will continue working together to deliver a car parking plan for the new Golborne Station which can accommodate demand.</p>
<p>Suggestion for increased parking spaces (multi-storey parking).</p> <p><i>“The car park is full now without a station so would be chaos without more parking spaces.”</i></p> <p><i>“I do think though that there needs to be many more parking spaces as people will often drive to</i></p>	<p>The formalisation of the existing car parking is not anticipated to increase demand significantly and as it will continue to be available for public/non-station uses, it is not being promoted as a Park and Ride facility. Nonetheless, the proposals involve formalising the existing parking space, enhancing the layout of the car park and upgrading markings and signage.</p>

<p><i>the station, especially in periods of inclement weather.”</i></p> <p><i>“The addition of a second car park or multistorey would have to be considered a major component of the success or failure of this endeavour.”</i></p> <p><i>“The car park proposals need to be rethought. Perhaps multi storey or taking up part of the adjoining field?”</i></p>	<p>The proposed design will be informed by a Transport Assessment and will take into consideration the future demand assessment data detailed within the Golborne Car Park Demand Study that was produced by AECOM in 2023.</p> <p>Golborne Station is proposed as a new local station and as such it is important to avoid excessive provision of parking spaces and encourage sustainable and active travel modes to users of the station. Potential avenues for expanding the parking supply could be explored if future demand necessitates additional spaces.</p>
<p>Suggestion Golborne Station should be staffed.</p> <p><i>“Would feel much more positive if the station was staffed. Would have concerns around using an unstaffed station in evenings.”</i></p> <p><i>“Positive outcome for residents and businesses, although I feel the site should have a ticket office or on site staff.”</i></p> <p><i>“The station needs a human ticket office and a person on the platform. Lifts and ticket machines will be vandalized.”</i></p>	<p>Based on the expected number of passengers, the current proposal is for an unmanned station. This is in line with usual rail industry practices and is benchmarked against other stations with similar footfall.</p> <p>The station design will include adequate lighting, centrally managed CCTV and Customer Help Points to provide a safe and welcoming environment for passengers.</p> <p>The purchasing of tickets will be available at the station using the ticket machines or alternatively they can be purchased online before travel.</p>
<p>Suggestion to enhance safety in and around the station.</p> <p><i>“I might start using the train again but only if there is proper ticket office with staff available to ensure user safety.”</i></p> <p><i>“I support the addition of a station in the Golborne area, but I note as a member of staff on the railway that the station is situated on the fast lines which includes services between London and Scotland and I would worry that it becomes a potential suicide hotspot.”</i></p>	<p>As part of the design development, WSP are undertaking a Threat &amp; Vulnerability Risk Assessment for the station scheme. This will take into consideration suicide risk and potential hotspot areas and will identify mitigation measures and makes recommendations for the design team to consider when developing the design.</p> <p>TfGM will construct the station in line with Network Rail’s design safety standards, this will include trespass mitigations at the end of the platforms. We will also continue to work with Network Rail, British Transport Police and The Samaritans to develop strategies to prevent trespass on the railway.</p>
<p>Concerns around the station potential causing more traffic and congestion in the local area.</p> <p><i>“The traffic around Golborne centre is terrible at time and having a station here will make it worse.”</i></p>	<p>WSP is undertaking a Transport Assessment which looks at the existing conditions for active travel, public transport, and the local highway network. The Transport Assessment will take into consideration traffic flows and car park data provided by TfGM.</p>

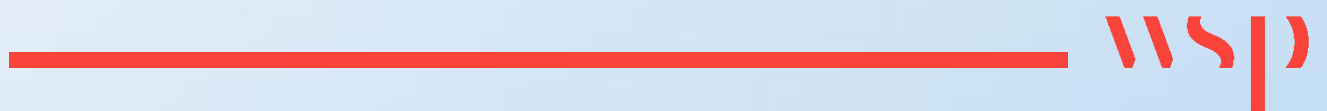
<p><i>“The road system in the area is not able to cope with the current traffic levels. A station would only increase traffic into an already gridlocked system. This development should only go ahead if there are improvements to the wider road network.”</i></p>	<p>Based on the development proposals, the Transport Assessment will carry out a trip distribution and generation exercise. This assessment will offer valuable insights into the impact of the development on vehicle flows in the local area.</p> <p>In addition to this, Golborne Station is proposed as a new local station, where the promotion of sustainable and active travel modes among station users will help alleviate traffic congestion and reduce the number of vehicles on the road network.</p>
<p>Concerns around the number of parking spaces to be provided and whether there will be enough parking provision provided.</p> <p><i>“Car parking will not be sufficient. The car park is already consistently full before the station is even built. It needs to be at least double the current size.”</i></p> <p><i>“There is inadequate provision for car parking. Currently the car park is approx 80% full for large parts of the day and at times is full.”</i></p>	<p>Golborne Station is proposed as a new local station and as such sustainable and active travel modes will be promoted to users of the station.</p> <p>The design of the car park will be informed by the Transport Assessment and will take into consideration the future demand assessment detailed within the Golborne Car Park Demand Study produced by AECOM in 2023.</p>
<p>Concerns raised around inconsiderate parking and parking impacting access to nearby schools and housing.</p> <p><i>“The surrounding areas consist of high-density housing and the streets are consistently full of parked vehicles. The main road through Golborne is already at capacity and this will only get worse with the proposed developments in the area.”</i></p> <p><i>“I am concerned that no additional car parks will be provided other than improving/resurfacing the current car park, and I don’t feel this would provide enough capacity for the expected numbers of people from Leigh to use the station and would make life as a resident of Railway Road a nightmare when trying to park at home.”</i></p>	<p>Golborne Station is proposed as a new local station and as such sustainable and active travel modes will be promoted to users of the station.</p> <p>As part of the Transport Assessment, a trip generation and distribution exercise will be undertaken to forecast the impact of the station development on vehicle flows in the local area.</p> <p>The formalisation of the existing car parking is not anticipated to increase demand significantly and as it will continue to be available for public/non-station uses, it is not being promoted as a Park and Ride facility.</p>

## **6.4 NEXT STEPS**

- 6.4.1. TfGM and Wigan Council will carefully consider all comments received during the engagement and consultation to inform the decision-making on the next steps of the proposals.
- 6.4.2. TfGM and Wigan Council will continue to engage directly with residents, landowners, and stakeholders as the scheme progresses.
- 6.4.3. The planning application will be submitted in autumn 2024.

# Appendix A

**CONSULTATION WEBSITE**





[Follow \(60\)](#)


Unfortunately, you can't participate in this project anymore because it has been archived

## Golborne Rail Station

Transport for Greater Manchester (TfGM) is working with Wigan Council to develop proposals for a new rail station in Golborne.

A new station in Golborne presents a significant opportunity to create local rail connectivity and give people an easier choice to catch a train rather than rely on the car. Golborne is one of the largest towns in Greater Manchester without a railway station and its residents currently face a long car or bus journey, of over one-hour, to get into Manchester city centre. Introduction of a train service to Manchester city centre would reduce this to approximately 30 minutes. This lack of connectivity makes it difficult for people to get to work, school, education, or to enjoy Manchester's world-class cultural scene. This new station would help make Golborne and its surrounding areas an even better place to live.



The current proposal, subject to consultation and business case, is to build a new station near to the site of the previous Golborne Station which will have an hourly service between Wigan and Stalybridge (via Manchester Victoria). The station will be fully accessible and include a new footbridge across the railway with passenger lifts to all platforms. Also included in the design will be a variety of passenger amenities including cycle storage, ticket vending machines, real time train information, passenger help points, seating and waiting shelters.

Further enhancements are proposed around the new station including improved town centre parking, better options for travelling to and from the station by introducing improved walking, wheeling, cycling and scooting links. We will also be looking at possible links to the east of the train tracks, providing an alternative route to the town centre.

Your views will be used to inform the next stages of the development of the scheme, ahead of the final business case being submitted to the government early in 2025.

If you have any questions about this consultation or need any support to respond, you can get in touch with us:

- By calling **0161 244 1000** (support for non-English speakers is also available on this number)
- By emailing [hello@beenetwork.com](mailto:hello@beenetwork.com)
- At one of the local drop-in sessions detailed in the "You can take part by" section

### You can take part by:

- Responding online
- Completing a paper copy of the survey, which are available to pick up at:
  - **Golborne Library** (Tanners Lane, Golborne, Warrington, WA3 3AW)
  - **Golborne Sports and Social Club** (Stone Cross Lane, Lowton, Golborne, Warrington, WA3 2SE)
  - **Parkside Sports and Community Club** (Hugo Johnson Playing Fields, Rivington Avenue, Golborne, WA3 3HG)

Or can be requested by calling **0161 244 1000** or emailing [hello@beenetwork.com](mailto:hello@beenetwork.com)

- Providing your feedback at one of the **public drop-in sessions**:

• **Golborne Library** Wednesday 10th January 10:00 – 13:00

• **Golborne Sports and Social Club** Wednesday 24th January 13:30 – 16:30

• **Parkside Sports and Community Club** Thursday 08th February 18:00 – 21:00

The consultation runs from **Thursday 4 January 2024 for six weeks until 11.59 pm on Thursday 15 February 2024.**

### About

Ended on 15 Feb 2024

2,916 participants

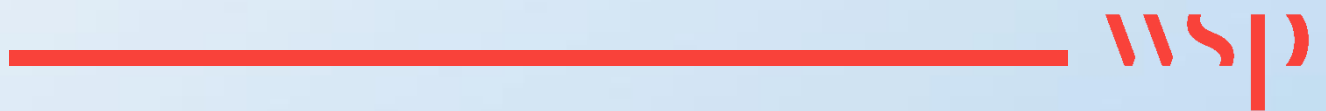
2898 survey submissions

3 events

[Share](#)

# Appendix B

## CONSULTATION BOARDS







BEE NETWORK

## Next stop: Golborne

Have your say on plans  
for a new rail station



Transport for  
Greater Manchester



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AUTHORITY



Wigan  
Council



BEE NETWORK

We would like to hear  
your thoughts on  
ambitious Bee Network  
plans for a new railway  
station at Golborne.

This would be the  
first station to be built  
in Greater Manchester  
for over 20 years –  
reconnecting Golborne  
to the railway.



Transport for  
Greater Manchester



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MANCHESTER  
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AUTHORITY



Wigan  
Council



## BEE NETWORK

### We want people to have their say...

A new station in Golborne presents a significant opportunity to create local rail connectivity and give people an easier choice to catch a train rather than rely on the car. Golborne is one of the largest towns in Greater Manchester without a railway station and its residents currently face a long car or bus journey, of over one-hour, to get into Manchester city centre. Introduction of a train service to Manchester city centre would reduce this to approximately 30 minutes. This lack of connectivity makes it difficult for people to get to work, school, education, or to enjoy Manchester's world-class cultural scene. This new station would help make Golborne and its surrounding areas an even better place to live.



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Council



## BEE NETWORK



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Council

### Proposals include:

- An hourly service between Wigan and Stalybridge via Manchester Victoria (times of day to be determined).
- A safe, comfortable and fully accessible station with step-free access throughout, a footbridge across the tracks and lifts to both platforms. There would also be, CCTV, enhanced lighting, outside and within the station, and digital customer information screens with real-time train information, passenger assistance intercom stations, seating and waiting shelters.
- Station entrances from both the east side of the train tracks (near Church St) and the west side (near Railway Rd).
- Improved 'active travel' links between the station and the town centre, including improved crossings and an accessible route between the town centre, station and car park, making it easier for all people to access the station.
- Improved and updated town centre car park adjacent to the proposed station. The car park would be fully resurfaced and have upgraded lighting and CCTV. This would create a safer, more pleasant environment for users. It would include a number of disabled bays, EV charging bays, a taxi drop-off area, and cycle parking.
- Train tickets available to purchase via ticket machines on both platforms, or on rail operator websites and apps.





**BEE NETWORK**

## How to take part:

You can give us your views at:  
[www.participate.wigan.gov.uk/en-GB/projects/golborne-rail-station](http://www.participate.wigan.gov.uk/en-GB/projects/golborne-rail-station)  
 between **Thursday 4 January 2024**  
 and **Thursday 15 February 2024**.



Paper copies of the survey are available at  
**Parkside Leisure Centre, Golborne Library**  
 or **Golborne Sports and Social Club**.

You can also contact us on **0161 244 1000**  
 or **hello@beenetwork.com** to request a  
 paper copy to be sent to you along with a free  
 post envelope or to request an alternative  
 format of the survey. Lines are open Monday  
 to Friday 7am to 8pm. Weekends and Bank  
 Holidays 8am to 8pm.



Transport for  
Greater Manchester



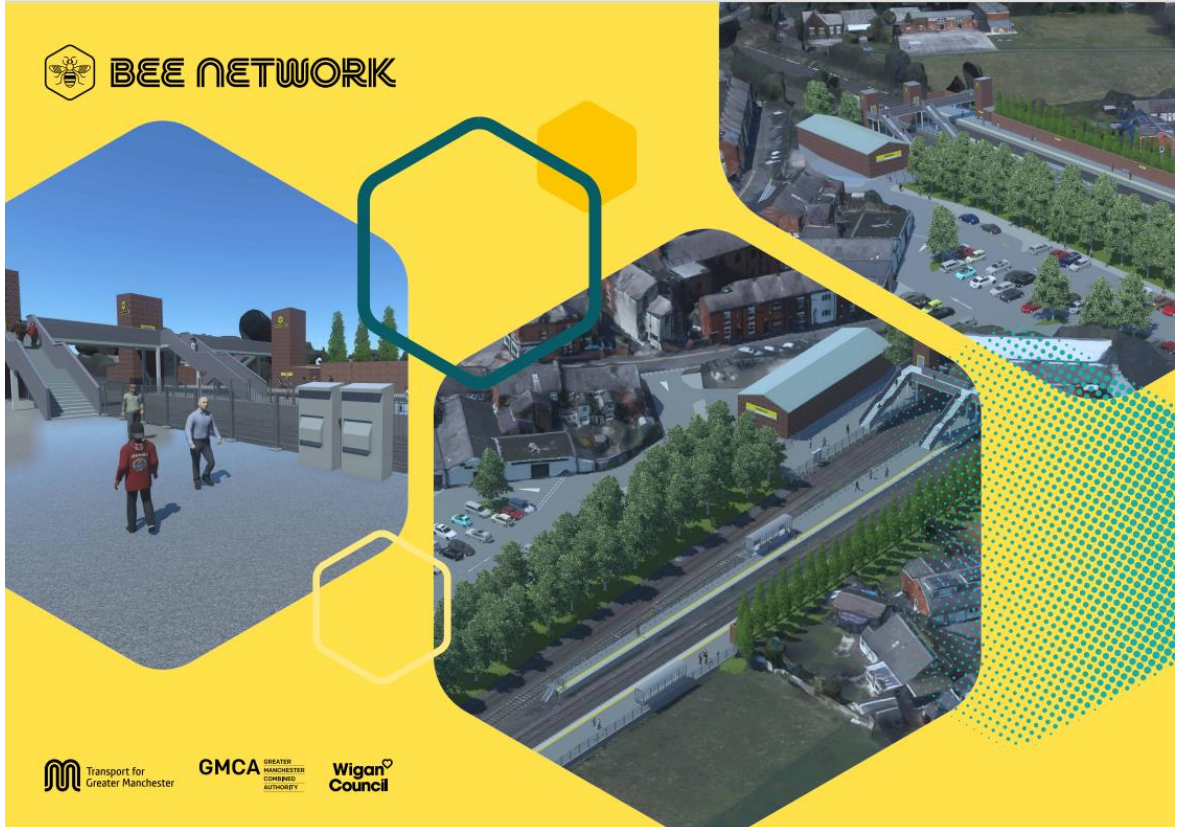
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**BEE NETWORK**



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Greater Manchester



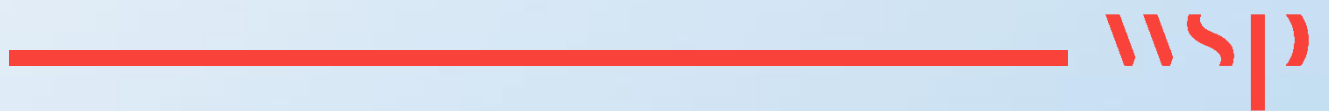
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Wigan  
Council

# Appendix C

## SLIDE DECK



# Golborne New Station

Public Consultation Launch  
4<sup>th</sup> January 2024



## What we will run through

Scheme

Public Consultation Lunch

Next steps ?



## Scheme Update





## Overview



 BEE NETWORK



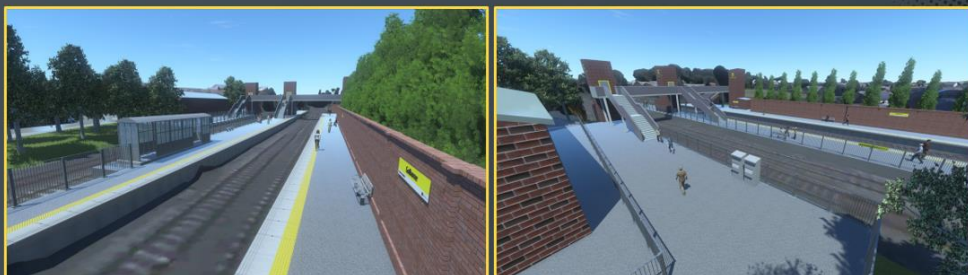
 BEE NETWORK



## Accessible station design...



## Customer amenities...





## Wider Town Centre Enhancements

- **Improved active travel measures** – will provide enhanced access for cyclists and pedestrians including improved crossings and an accessible route between the town centre, station and car park, making it easier for all people to access the station.
- **Improvements to Town Centre parking** – fully resurfaced including disabled bays and a number of EV charging bays. A taxi drop off area and cycle parking is also included. Design will include CCTV and lighting for improved safety.
- **Exploring options for a new 'eastern' access to town centre** – will seek to address east/west severance and provide improved access to the station and town centre for the wider community, supporting our vision of an 'active travel' station.
- **Improved Public Realm** – providing more green space around the station with improved landscaping, trees, shrubs.
- **Improved Highways Crossings / Signals** - on the High Street and Tanners Lane to improve connections for pedestrians and those walking, wheeling and cycling.



## Unlocking Golborne's Potential...



## Public Consultation Overview



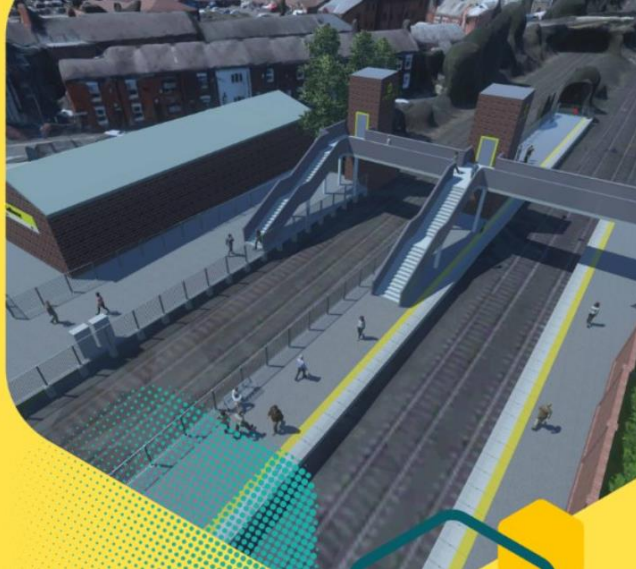




BEE NETWORK

## Next stop: Golborne

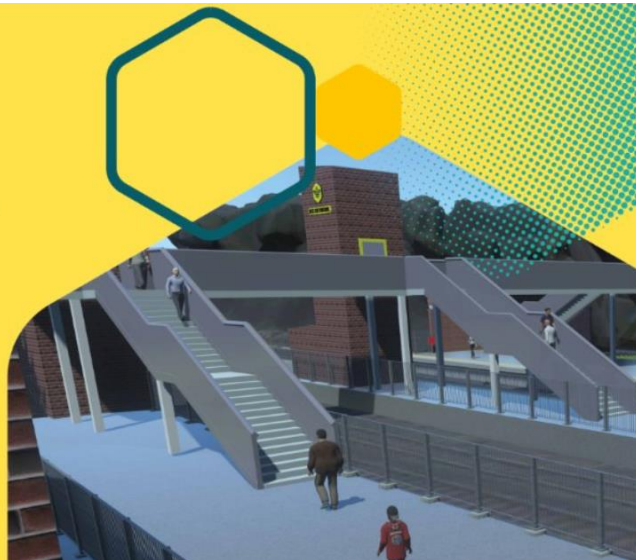
Have your say on plans  
for a new rail station



BEE NETWORK

We would like to hear  
your thoughts on  
ambitious Bee Network  
plans for a new railway  
station at Golborne.

This would be the  
first station to be built  
in Greater Manchester  
for over 20 years –  
reconnecting Golborne  
to the railway.



### Public Consultation – seeking views on various elements of proposed scheme

1 train per  
hour

Cycle  
storage

Platform  
shelters &  
seating

Help Points

Wider Town  
Centre  
proposals

Enhanced  
town centre  
parking

Ticket  
buying  
facilities

Fully  
accessible  
station

Improved  
active travel  
connections

New eastern  
access to  
town centre

Customer  
Information  
Screens

**6 week consultation - Thursday 4 Jan until 11.59pm on Thursday 15 Feb 2024.**

### How to take part

#### By completing the questionnaire:

Complete the questionnaire and post it back to us in the pre-paid envelope. If you want more copies, they are available to pick up at:

- Golborne Library
- Golborne Sports and Social Club
- Parkside Sports and Community Club

or can be requested by calling **0161 244 1000** or emailing **hello@beenetwork.com**

#### By responding online:



At [www.participate.wigan.gov.uk/en-GB/projects/golborne-rail-station](http://www.participate.wigan.gov.uk/en-GB/projects/golborne-rail-station)

#### By giving feedback at one of the public drop-in sessions:

- **Golborne Library**  
Tanners Lane, Golborne, Warrington, WA3 3AW  
Wednesday 10 January  
10am – 1pm
- **Golborne Sports and Social Club**  
Stone Cross Lane, Lowton, Golborne, Warrington, WA3 2SE  
Wednesday 24 January  
1.30pm – 4.30pm
- **Parkside Sports and Community Club**  
Hugo Johnson Playing Fields, Rivington Avenue, Golborne, WA3 3HG  
Thursday 8 February  
6pm – 9pm

#### If you have any questions about this consultation or need any support to respond, you can get in touch with us:

- By calling **0161 244 1000** (support for non-English speakers is also available on this number).
- By emailing **hello@beenetwork.com**.
- At one of the public drop-in sessions.



## Next Steps

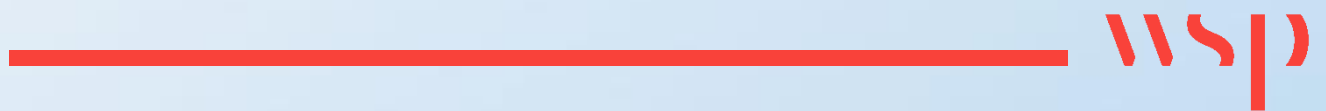


## Next Steps...

- Business case to government - End Jan 24
- Site surveys – Jan to spring 24
- Public consultation – 4 Jan to 15 Feb (6 weeks)
- Wider user group engagement – Feb to Apr 24
- Planning Application to local authority – Jun 24
- Detailed design – 2025
- Construction – 2026
- Opening - 2027

# Appendix D

**LETTER DROP**



Dear Resident,

January 4<sup>th</sup>, 2024

**SCHEME: PROPOSED NEW RAIL STATION IN GOLBORNE TOWN CENTRE**

Transport for Greater Manchester (TfGM) is working with Wigan Council to develop plans for a new rail station in Golborne.

The proposed new station in Golborne creates an opportunity for a new local rail service between Wigan and Manchester.

The current proposal, subject to consultation, is to build a new station near to the site of the previous Golborne Station. The proposed station will be fully accessible and will include a new footbridge across the railway with passenger lifts to all platforms. Cycle parking, ticket machines, customer information systems, passenger help points, seating and waiting shelters are also planned in the design.

The proposals also include improved town centre parking, improvements for walking, wheeling, cycling and scooting and potentially creating a link to the east of the train tracks to create an alternative route to the town centre and station.

You can give us your views at: [www.participate.wigan.gov.uk/en-GB/projects/golborne-rail-station](https://www.participate.wigan.gov.uk/en-GB/projects/golborne-rail-station) between Thursday 4 January 2024 and 2359 on Thursday 15 February 2024.

Paper copies of the survey are available at Parkside Sports and Community Club, Golborne Library or Golborne Sports and Social Club.

You can also contact us on 0161 244 1000 or [hello@beenetwork.com](mailto:hello@beenetwork.com) to request a paper copy to be sent to you along with a free post envelope or to request an alternative format of the survey.

Lines are open Monday to Friday 7am to 8pm. Weekends and Bank Holidays 8am to 8pm.

Yours faithfully

**Transport for Greater Manchester**

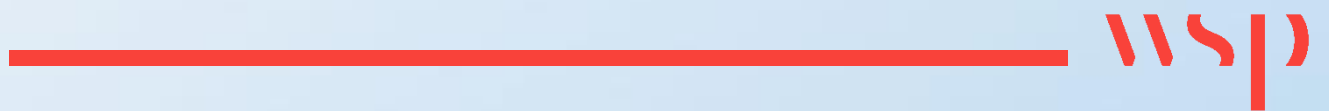


**Every journey. Every day.**



# Appendix E

POSTER







BEE NETWORK

# Next stop: Golborne

Have your say on plans  
for a new rail station

## How to take part

**Complete the questionnaire and  
post it in the pre-paid envelope:**

More copies available at:

- Golborne Library
- Golborne Sports and Social Club
- Parkside Sports and Community Club.

Or request by calling **0161 244 1000** or  
emailing [hello@beenetwork.com](mailto:hello@beenetwork.com)

### Online:



At [www.participate.wigan.gov.uk/en-GB/projects/golbornerail-station](http://www.participate.wigan.gov.uk/en-GB/projects/golbornerail-station)



### At a public drop-in session:

- **Golborne Library**  
Tanners Lane, Golborne, Warrington, WA3 3AW  
Wednesday 10 January 10am – 1pm
- **Golborne Sports and Social Club**  
Stone Cross Lane, Lowton, Golborne,  
Warrington, WA3 2SE  
Wednesday 24 January 1.30pm – 4.30pm
- **Parkside Sports and Community Club**  
Hugo Johnson Playing Fields,  
Rivington Avenue, Golborne, WA3 3HG  
Thursday 8 February 6pm – 9pm

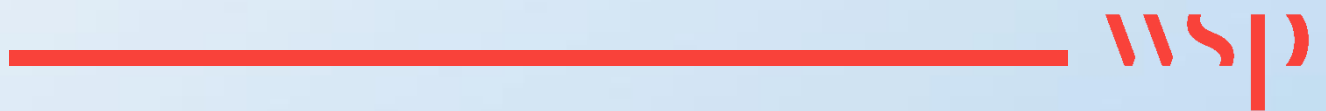
**If you have any questions about this  
consultation or need any support to  
respond, get in touch with us by:**

- Calling **0161 244 1000** (support for non English speakers is also available on this number).
- Emailing [hello@beenetwork.com](mailto:hello@beenetwork.com).
- At one of the public drop-in sessions.

The consultation runs from  
**Thursday 4 January 2024** for  
six weeks until **11.59pm on**  
**Thursday 15 February 2024.**

# Appendix F

## CONSULTATION BOOKLET





BEE NETWORK

# Next stop: Golborne

Have your say on plans  
for a new rail station

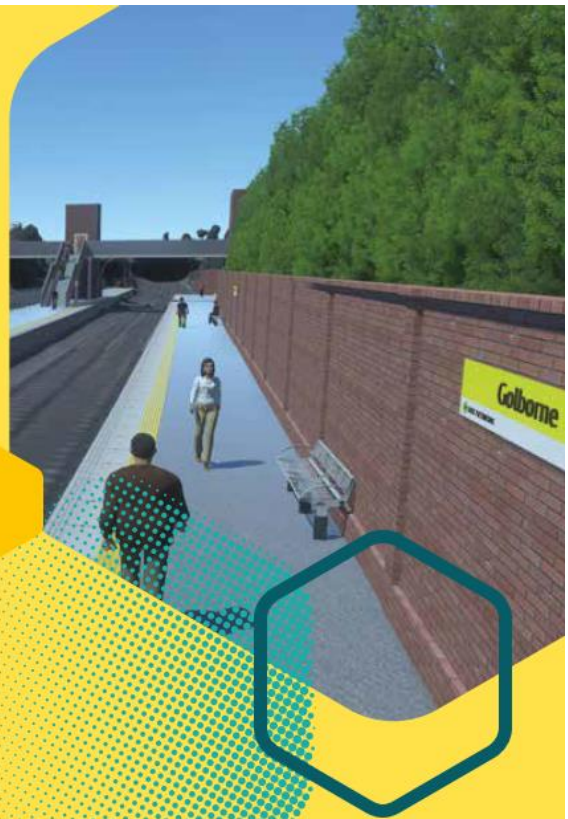


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Council



## Transport for Greater Manchester (TfGM) and Wigan Council are developing proposals for a new Golborne rail station



Golborne is one of the largest towns in Greater Manchester without a rail station. Travelling into Manchester city centre by bus or car takes over an hour.

A new rail station for Golborne would enable train travel to Manchester city centre in around 30 minutes – making Golborne and the surrounding areas even better places to visit and live.

It would be part of our plans to connect local rail to the Bee Network – Greater Manchester's bold vision for a fully joined up London-style transport network. Improved connections would make it easier for people to get to work, education, or to enjoy Greater Manchester's world-class culture.

Subject to consultation and business case, a new station for Golborne is proposed near the site of the former Golborne Station. It would be served by hourly trains between Wigan and Stalybridge (via Manchester Victoria).

It would be fully accessible, with a new footbridge across the railway and passenger lifts to all platforms. Proposed amenities include:

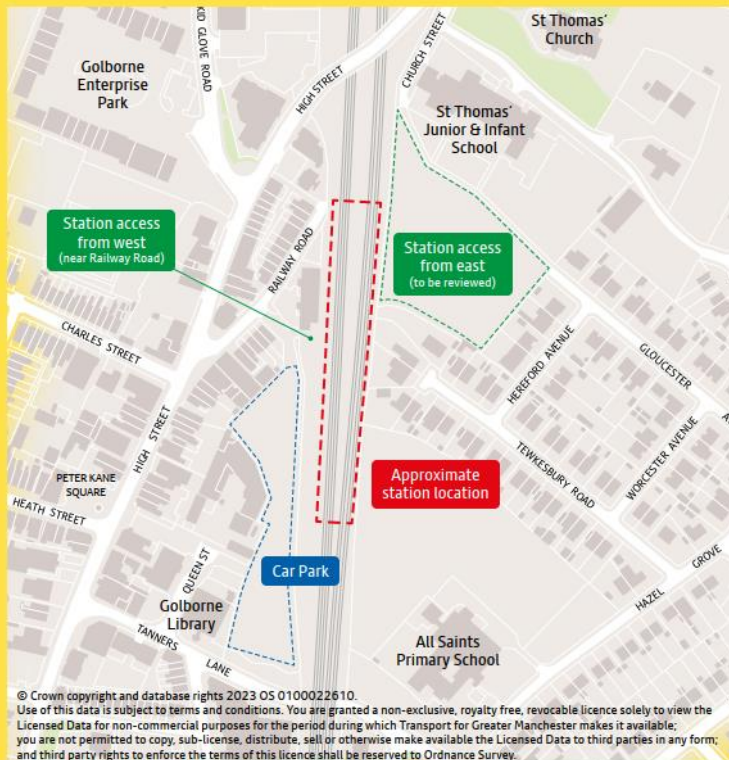
- Cycle parking
- Ticket vending machines
- Real time train information
- Passenger help points
- Seating and waiting shelters

Also proposed are improved town centre parking and better options for travelling to and from the station by walking, cycling or wheeling.

Possible links to Golborne town centre to the east of the tracks are also being considered.

**The consultation runs from  
Thursday 4 January 2024 for  
six weeks until 11.59pm on  
Thursday 15 February 2024.**





## We want people to have their say...

Your views will inform the development of the station proposals ahead of the final business case being submitted to government.

Questions cover current proposals for the station and surrounding area, as well as potential uses of the new station and its facilities.

We also ask questions to help us understand who we're hearing from and how representative that is of local communities.

All questions are optional, but we'd like to gather as much detail as possible. Additional comments can be left at the end of the questionnaire.

**Thank you for taking part...**

## How to take part

### By completing the questionnaire:

Complete the questionnaire and post it back to us in the pre-paid envelope. If you want more copies, they are available to pick up at:

- Golborne Library
- Golborne Sports and Social Club
- Parkside Sports and Community Club

or can be requested by calling **0161 244 1000** or emailing **hello@beenetwork.com**

### By responding online:



At **www.participate.wigan.gov.uk/en-GB/projects/golborne-rail-station**

### By giving feedback at one of the public drop-in sessions:

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6pm – 9pm

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- At one of the public drop-in sessions.

**beenetwork.com**  
**0161 244 1000**

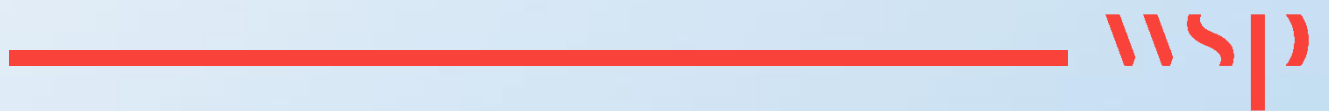


### Follow us on social media:

- ✕ @beenetwork
- f /beenetworkgm
- ig @beenetworkGM.

# Appendix G

## PULL-UP BANNER





# BEE NETWORK

## Next stop: Golborne

Have your say on plans  
for a new rail station

We would like to hear your thoughts on ambitious Bee Network plans for a new railway station at Golborne. This would be the first station to be built in Greater Manchester for over 20 years – reconnecting Golborne to the railway.

### How to take part

Complete the questionnaire and post it in the pre-paid envelope:

More copies available at:

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- Parkside Sports and Community Club.

Or request by calling 0161 244 1000 or emailing [hello@beenetwork.com](mailto:hello@beenetwork.com)

### Online:



At [www.participate.wigan.gov.uk/en-GB/projects/golbornerail-station](http://www.participate.wigan.gov.uk/en-GB/projects/golbornerail-station)

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Wigan  
Council

# Appendix H

## QUESTIONNAIRE



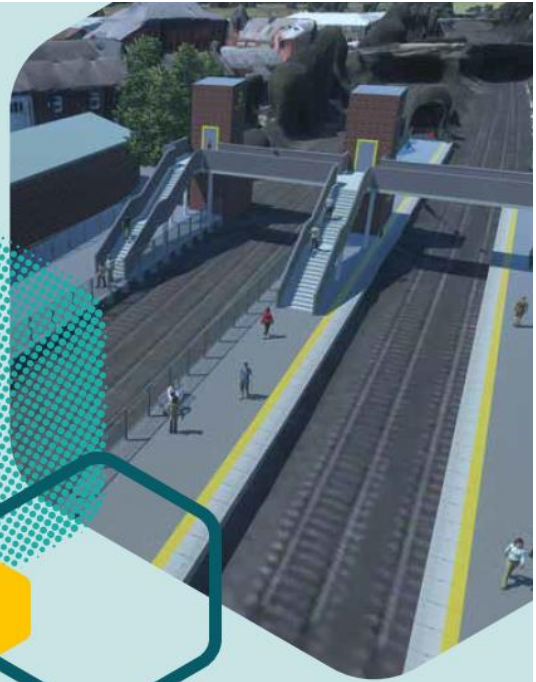




BEE NETWORK

# Next stop: Golborne

Have your say on plans  
for a new rail station



Transport for  
Greater Manchester

GMCA

GREATER  
MANCHESTER  
COMBINED  
AUTHORITY

Wigan  
Council

## How to take part

### By completing the questionnaire:

Complete the questionnaire and post it back to us in the pre-paid envelope. If you want more copies, they are available to pick up at:

- Golborne Library
- Golborne Sports and Social Club
- Parkside Sports and Community Club

or can be requested by calling **0161 244 1000** or emailing **hello@beenetwork.com**

### By responding online:



At [www.participate.wigan.gov.uk/en-GB/projects/golborne-rail-station](https://www.participate.wigan.gov.uk/en-GB/projects/golborne-rail-station)

### By giving feedback at one of the public drop-in sessions:

- **Golborne Library**  
Tanners Lane, Golborne, Warrington, WA3 3AW  
Wednesday 10 January  
10am – 1pm
- **Golborne Sports and Social Club**  
Stone Cross Lane, Lowton, Golborne, Warrington, WA3 2SE  
Wednesday 24 January  
1.30pm – 4.30pm
- **Parkside Sports and Community Club**  
Hugo Johnson Playing Fields, Rivington Avenue, Golborne, WA3 3HG  
Thursday 8 February  
6pm – 9pm

### If you have any questions about this consultation or need any support to respond, you can get in touch with us:

- By calling **0161 244 1000** (support for non-English speakers is also available on this number).
- By emailing **hello@beenetwork.com**.
- At one of the public drop-in sessions.

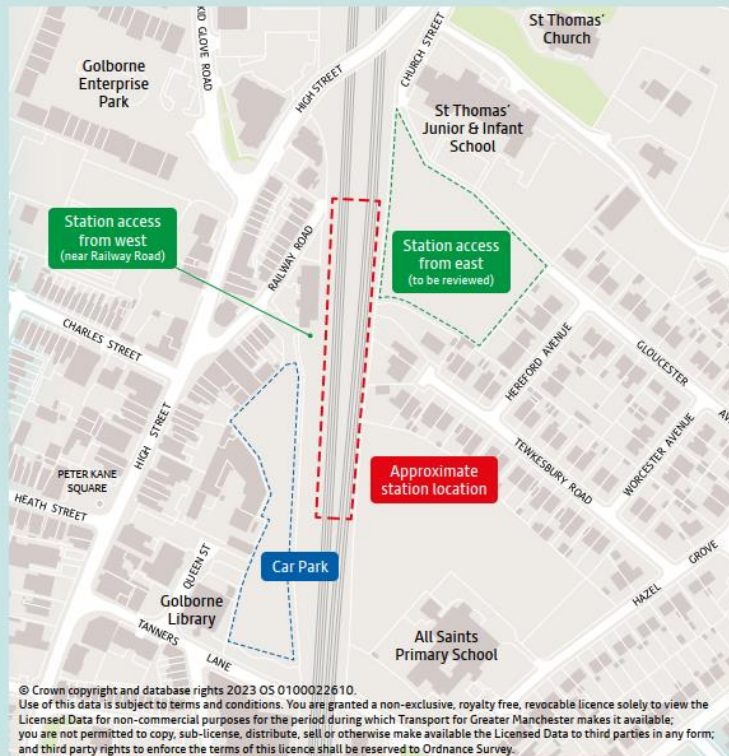
## Questions about proposals for Golborne station and surrounding area

### We'd like to know:

- Your views on proposals for the new station and surrounding area, potential use of the new station and its facilities.
- Who we're hearing from and how representative that is of local communities.

All questions are optional, but we'd like to gather as much detail as possible. Additional comments can be left at the end of the questionnaire.

The consultation runs from **Thursday 4 January 2024** for six weeks until **11.59pm on Thursday 15 February 2024**.



1

We are proposing station entrances from both the east side of the train tracks (near Church St) and the west side (near Railway Rd) shown in the image on the previous page.

**How far do you agree or disagree that this would improve links between the wider community, the Town Centre and station?**

- ☐ Strongly agree
- ☐ Tend to agree
- ☐ Neither agree nor disagree
- ☐ Tend to disagree
- ☐ Strongly disagree
- ☐ Don't know

2

To improve the area immediately around Golborne station we would be updating the existing town centre car park next to the proposed station.

The car park would be fully resurfaced and have upgraded lighting and CCTV. This would create a safer, more pleasant environment for users.

We propose to include a number of disabled bays, EV charging bays, a taxi drop off area and cycle parking.

To accommodate these improvements, there could be a reduction in the number of car parking spaces currently available.





**a. Do you use the car park currently?**  
If so, for what purpose? (tick all that apply)

- ☐ Shopping
- ☐ Work
- ☐ Leisure
- ☐ Library
- ☐ Other (please specify)

- ☐ I don't currently use the car park

**b. How far do you agree or disagree that the proposed changes would improve your experience when using the car park?**

- ☐ Strongly agree
- ☐ Tend to agree
- ☐ Neither agree nor disagree
- ☐ Tend to disagree
- ☐ Strongly disagree
- ☐ Don't know

**c. What would you use the improved parking facilities for?**  
(tick all that apply)

- ☐ To use the station
- ☐ Town centre shopping
- ☐ Town centre work
- ☐ Other (please specify)

- ☐ I wouldn't use it (if ticked please go to question 4)

### 3

To manage demand, the proposed changes to the car park will also consider whether time restrictions are needed on parking for both town centre and station use. This could include time limited parking and / or charging for long stay.

If you aren't going to use the car park please skip this question.

**How long on average would you anticipate parking at the car park?**

- ☐ 0 – 2 hours
- ☐ 2 – 4 hours
- ☐ 4 – 12 hours
- ☐ 12 hours +

### 4

To encourage people to walk, wheel and cycle to the station, the proposals include plans to improve 'active travel' links between the station and the town centre. This will include improved crossings and an accessible route between the town centre, station and car park, making it easier for all people to access the station. This element of the proposals is subject to further design work and consultation as appropriate.

**How far do you agree or disagree that these new links would enhance the local area and improve access to Golborne Station?**

- ☐ Strongly agree
- ☐ Tend to agree
- ☐ Neither agree nor disagree
- ☐ Tend to disagree
- ☐ Strongly disagree
- ☐ Don't know

### 5

We aim to ensure the station is safe to use and fully accessible. Proposals include step free access throughout with a footbridge across the tracks and lifts to both platforms, CCTV, lighting outside and within the station, and digital customer information screens with real time train information, passenger assistance intercom stations, seating and waiting shelters.

**How far do you agree or disagree that this provision would enable you to access and use the station and feel safe? (tick one option only)**

- ☐ Strongly agree
- ☐ Tend to agree
- ☐ Neither agree nor disagree
- ☐ Tend to disagree
- ☐ Strongly disagree
- ☐ Don't know

6

The proposal does not include a ticket office. This aligns with rail industry practice based on expected passenger numbers. Train tickets will be available to purchase via ticket machines on both platforms, or on rail operator websites and apps.

**How far do you agree or disagree that you will be able to purchase tickets for your journey?** (tick one option only)

- ☐ Strongly agree
- ☐ Tend to agree
- ☐ Neither agree nor disagree
- ☐ Tend to disagree
- ☐ Strongly disagree
- ☐ Don't know

7

**a. Based on the information provided, to what extent do you support or oppose the proposed development of a new station at Golborne?** (choose one option only)

- ☐ Strongly agree
- ☐ Tend to agree
- ☐ Neither agree nor disagree
- ☐ Tend to disagree
- ☐ Strongly disagree
- ☐ Don't know

**b. Why do you say this?**

8

**Finally, do you have any other comments you want to make about the proposals?**

**The following questions help to understand how you might use the proposed Golborne Station.**

9

It is proposed that Golborne Station will have an hourly service between Wigan and Stalybridge via Manchester Victoria (times of day to be determined).

**For what purpose would you use the new station at Golborne?** (tick all that apply)

- ☐ Commuting to / from regular place of work
- ☐ Travelling to place of education
- ☐ Shopping
- ☐ Escorting children to / from place of education or care
- ☐ Personal business
- ☐ Recreation or leisure
- ☐ In connection with work or business
- ☐ Other

10

**How often would you use the new Golborne Station?** (tick one option only)

- ☐ 5 or more days a week
- ☐ 3 or 4 days a week
- ☐ 2 days a week
- ☐ 1 day a week
- ☐ At least once a fortnight
- ☐ At least once a month
- ☐ At least once a year
- ☐ Never



# 11

Which of the following methods would you use most to travel to the station? (tick one option only)

- ☐ Car, or van
- ☐ Bus
- ☐ Cycle (including tricycle, handcycle, e-bicycle etc)
- ☐ Walk
- ☐ Wheel
- ☐ Taxi / private hire vehicle
- ☐ Motorcycle
- ☐ Use other transport

# 12

What destination would you be travelling to from Golborne station? (tick all that apply)

- ☐ Manchester city centre
- ☐ Wigan
- ☐ Further afield (please specify)

# 13

Where you already travel to one of the destinations listed in question 12, how do you currently make that journey? (tick all that apply)

- ☐ Car, or van
- ☐ Bus
- ☐ Train
- ☐ Use Metrolink
- ☐ Cycle (including tricycle, handcycle, e-bicycle etc)
- ☐ Walk
- ☐ Wheel
- ☐ Taxi / private hire vehicle
- ☐ Motorcycle
- ☐ Other transport

# 14

Community rail delivers wide-ranging community engagement initiatives and community-led projects, which play an important role in social inclusion, wellbeing, community confidence and economic development.

Would you be interested in supporting the development of Golborne Station by joining a station adoption group?

- ☐ Yes
- ☐ No
- ☐ Unsure

If yes, please provide your contact details

## About you

We must consider how different people will be affected by our strategies and policies, and we also want to make sure we hear from people from all of Greater Manchester's diverse backgrounds. Therefore, to help us ensure we hear from a range of voices, and to help identify any possible discrimination or barriers for particular groups of people, we are sending you this brief questionnaire. The personal information you give us will remain strictly confidential and we will not use it in a way that could identify you. If there are questions you would prefer not to answer, please choose the 'prefer not to say' option.

What is your postcode please?

- 1
- 2 ☐ Prefer not to say

Which of the following age brackets you fall into?

- 1 ☐ Under 16
- 2 ☐ 16
- 3 ☐ 17-18
- 4 ☐ 19-24
- 5 ☐ 25-34
- 6 ☐ 35-44
- 7 ☐ 45-54
- 8 ☐ 55-59
- 9 ☐ 60-64
- 10 ☐ 65-74
- 11 ☐ 75+
- 12 ☐ Prefer not to say

How would you describe your gender?

- 1 ☐ Woman (including trans woman)
- 2 ☐ Man (including trans man)
- 3 ☐ Non-binary / gender fluid
- 4 ☐ In another way (can you tell us more?)

- 5 ☐ Prefer not to say

**Are your day-to-day activities limited because of a long-term health problem, impairment or disability?**

1 ☐ No

2 ☐ Yes

3 ☐ Yes, mobility impairment

4 ☐ Yes, hearing impairment

5 ☐ Yes, visual impairment

6 ☐ Yes, mental health condition

7 ☐ Yes, learning disability

8 ☐ Yes, lung condition / breathing difficulties

9 ☐ Other (What health problem or disability limits your activities?)

10 ☐ Prefer not to say

Can you tell us more?

**How would you describe your ethnicity?**

**White**

1 ☐ English / Welsh / Scottish / Northern Irish / British

2 ☐ Irish

3 ☐ Gypsy or Irish Traveller

4 ☐ Any other White background

**Mixed / multiple ethnic background**

5 ☐ White and Black Caribbean

6 ☐ White and Black African

7 ☐ White and Asian

8 ☐ Any other Mixed / multiple ethnic background

**Asian**

9 ☐ Indian

10 ☐ Pakistani

11 ☐ Bangladeshi

12 ☐ Chinese

13 ☐ Any other Asian background

**Black**

14 ☐ African

15 ☐ British

16 ☐ Caribbean

17 ☐ Any other Black background

18 ☐ Arab

19 ☐ Any other Ethnic group

99 ☐ Prefer not to say

**How do you describe your sexuality?**

1 ☐ Bisexual

2 ☐ Gay or lesbian

3 ☐ Heterosexual or straight

4 ☐ Pansexual

5 ☐ Asexual

6 ☐ Other sexuality

7 ☐ Prefer not to say

**How do you describe your religion?**

1 ☐ No religion

2 ☐ Buddhist

3 ☐ Christian

4 ☐ Hindu

5 ☐ Jewish

6 ☐ Muslim



7 ☐ Sikh

8 ☐ Any other


9 ☐ Prefer not to say


**Anything you'd like to add?**


**beenetwork.com**  
**0161 244 1000**

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# Appendix I

**SOCIAL MEDIA POST**



 **Mayor of Greater Manchester** @MayorofGM · Jan 9

 @BeeNetwork is working with @WiganCouncil to develop a new Golborne railway station

Click the link below to have your say on the proposals:

...

[Show more](#)



# Have your say: **Golborne Station**

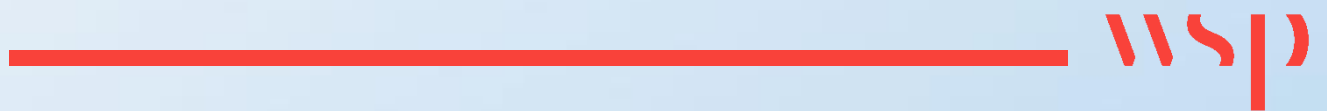


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9:04 PM · Jan 11, 2024 · 969 Views

# Appendix J

## CODING THEMES



## QUESTION 7: TO WHAT EXTENT DO YOU SUPPORT OR OPPOSE THE PROPOSED DEVELOPMENT OF A NEW STATION AT GOLBORNE. WHY DO YOU SAY THIS?

### Supportive comments

Support building the proposed station	205
Will regenerate Golborne and bring economic benefits to the area / increase business	169
Will provide an alternative to driving	139
Support, will mean not having to travel to other stations / will reduce pressure on other stations	137
Will improve connections with other areas: Employment and education opportunities	127
Will improve connections with other areas: Generally / No Reason Given	107
Will reduce traffic congestion	78
Will improve connections with other areas: Social and Leisure opportunities	68
Will be a better alternative to the bus service	59
Will be better for the environment / air quality	40
Long overdue / should have been done years ago	36
Will help to serve new housing in Golborne	23
Will be a better use of money than HS2	1

### Support service to destination

A service to Manchester would be useful	221
A service to Wigan would be useful	52
A service to Liverpool would be useful	38
A service to Warrington would be useful	24
A service to Leigh would be useful	14
A service to Newton-le-Willows / Earlestown would be useful	8
A service to Ashton would be useful	8
A service to London would be useful	4
A service to Manchester Airport would be useful	3
A service to Stalybridge would be useful	1
A service to Lowton would be useful	1

### Unsupportive comments

Station will cause congestion / increase traffic in local area	36
Not needed / unnecessary (e.g. already have Newton le Willows nearby)	34
Waste of money / not value for money / spend money elsewhere	21
Limited destinations / lack of locations served	12
Insufficient demand for a train station	10
Oppose building the proposed station	7
Spend the money on regeneration / social programmes instead	5
Train services are unreliable / delayed - no benefit of using train	4
Will attract anti-social behaviour (e.g. youths hanging around)	4
Oppose Loss of greenspace / residential gardens	3
Spend the money on expanding the Tram (Metrolink) instead	2
Spend the money on improving the road network instead	2

## Suggestions

### General Suggestions

Suggest more than one train per hour needed / improve frequency	17
Suggest alternative location a station (other than Golborne)	11
Never should have closed the station at Golborne / Should re-open the old station at Golborne instead	10
Suggest that services that call at Golborne also service another station (other than Golborne)	7
Suggest some West Coast Main Line services should call at Golborne	6
Suggest alternative location a station (somewhere else in Golborne)	2

### Suggestions related to station access (i.e. reaching the station)

Suggest free car parking at the station	26
Suggest car park needs to be enlarged/multi storey car park	18
Suggest access improvements to station would be needed: Bus services	12
Suggest access improvements to station would be needed: Road	11
Suggest access improvements to station would be needed: Pedestrians	9
Suggest parking permits around the station	9
Suggest access improvements to station would be needed: Cyclists	7
Suggest providing a bus stop for rail replacement buses at the station	2

### Suggestions related to the proposed station itself (e.g. facilities)

Suggest Golborne station should be staffed	30
Suggest improvements to enhance safety in the station and the surrounding area	11
Suggest that station should be fully accessible (e.g. for mobility impaired users)	5
Suggest Golborne station include facilities such as a café/ kiosk/ convenience store/ toilets	3
Suggest ticket barriers are installed at the station	1
Suggest that station should include ramps (as well as lifts)	1
Suggest using National Rail branding (rather than BEE NETWORK)	1
Suggest platforms should only be on the slow lines (not the fast lines)	1
Suggest station should have an access from other side (e.g. High Street)	1



Concerned comments	
Concerned about whether there is enough parking available	68
Concerned about inconsiderate parking for those using the station	12
Concerned about access and parking impacting on nearby schools	11
Concerned about personal safety at station	11
Concerned about duration of parking at station (e.g. limited hours)	3
Concerned about impact on other services / rail lines	3
Concerned about whether there is enough demand for a station in Golborne	1
Concern about construction period being disruptive	1
Concerned about flooding and flood risk in the area near the proposed station	1

Other comments	
Improve bus services in Golborne	21
Criticism of organisation (e.g. UK Govt. / GM Mayor / TfGM / Local Authority)	11
Query / need more information	9
Out of scope comment	6
Not sure / Confused by proposals	6
No comment / nothing to add / Not applicable	4
Improve cycling and walking infrastructure in Golborne	2
Criticism of Consultation / Won't be listened to	2
Criticism of pro-environmental policies	1
Request for contact by TfGM	1
Criticism of accessibility (e.g. lack of access for those without internet, other languages)	1



## QUESTION 8: FINALLY, DO YOU HAVE ANY OTHER COMMENTS YOU WANT TO MAKE ABOUT THE PROPOSALS?

### Supportive comments

Support building the proposed station	249
Long overdue / should have been done years ago	106
Will regenerate Golborne and bring economic benefits to the area / increase business	88
Will reduce traffic congestion	35
Will improve connections with other areas: Employment and education opportunities	35
Will provide an alternative to driving	33
Support, will mean not having to travel to other stations / will reduce pressure on other stations	26
Will improve connections with other areas: Generally / No Reason Given	26
Will improve connections with other areas: Social and Leisure opportunities	25
Will be a better alternative to the bus service	14
Will be better for the environment / air quality	8
Will help to serve new housing in Golborne	5

### Support service to destination

A service to Manchester would be useful	49
A service to Liverpool would be useful	32
A service to Wigan would be useful	15
A service to Warrington would be useful	15
A service to Newton-le-Willows / Earlestown would be useful	12
A service to Leigh would be useful	8
A service to London would be useful	4
A service to Lowton on would be useful	3
A service to Stalybridge on would be useful	2
A service to Ashton would be useful	2
A service to Manchester Airport would be useful	1

### Unsupportive comments

Station will cause congestion / increase traffic in local area	31
Not needed / unnecessary (e.g. already have Newton le Willows nearby)	25
Waste of money / not value for money / spend money elsewhere	19
Oppose building the proposed station	12
Limited destinations / lack of locations served	9
Train services are unreliable / delayed - no benefit of using train	8
Will attract anti-social behaviour (e.g. youths hanging around)	7
Spend the money on improving the road network instead	7
Spend the money on expanding the Tram (Metrolink) instead	4
Spend the money on regeneration / social programmes instead	4
Insufficient demand for a train station	3
Oppose Loss of greenspace / residential gardens	2

## Suggestions

### General Suggestions

Suggest more than one train per hour needed / improve frequency	37
Never should have closed the station at Golborne / Should re-open the old station at Golborne instead	12
Suggest some West Coast Main Line services should call at Golborne	11
Suggest alternative location a station (other than Golborne)	8
Suggest that services that call at Golborne also service another station (other than Golborne)	6
Suggest extending the Metrolink to Golborne instead	3
Suggest alternative location a station (somewhere else in Golborne)	2
Suggest station should be a freight hub / include freight facility	1
Ensure sufficient capacity on train services (e.g. enough carriages on trains)	1

### Suggestions related to station access (i.e. reaching the station)

Suggest car park needs to be enlarged/multi storey car park	86
Suggest free car parking at the station	81
Suggest access improvements to station would be needed: Bus services	51
Suggest access improvements to station would be needed: Pedestrians	40
Suggest access improvements to station would be needed: Cyclists	27
Suggest access improvements to station would be needed: Road	26
Suggest parking permits around the station	24
Suggest providing a bus stop for rail replacement buses at the station	7
Suggest car parking should be limited to discourage arrival by car	6

### Suggestions related to the proposed station itself (e.g. facilities)

Suggest Golborne station should be staffed	49
Suggest improvements to enhance safety in the station and the surrounding area	29
Suggest Golborne station include facilities such as a café/ kiosk/ convenience store/ toilets	15
Suggest that station should be fully accessible (e.g. for mobility impaired users)	11
Suggest improvements to the stations appearance (i.e. construction materials / cladding, planting / net zero design, etc)	7
Suggest platforms should only be on the slow lines (not the fast lines)	7
Suggest station should only have a single entry/exit point	4
Suggest that station should include ramps (as well as lifts)	3
Suggest ticket barriers are installed at the station	2
Suggest station should have an access from other side (e.g. High Street)	2
Suggest quiet space in the station for those with anxiety / other conditions	1

Concerned comments	
Concerned about whether there is enough parking available	112
Concerned about inconsiderate parking for those using the station	36
Concerned about personal safety at station	18
Concerned about access and parking impacting on nearby schools	16
Concerned about duration of parking at station (e.g. limited hours)	14
Concern about construction period being disruptive	9
Concerned about flooding and flood risk in the area near the proposed station	4
Concerned about lack of car parking spaces for parent and child users	2
Concerned about whether there is enough demand for a station in Golborne	1
Concerned about impact on other services / rail lines	1

Other comments	
No comment / nothing to add / Not applicable	36
Query / need more information	30
Improve bus services in Golborne	28
Criticism of organisation (e.g. UK Govt. / GM Mayor / TfGM / Local Authority)	23
Out of scope comment	14
Criticism of Consultation / Won't be listened to	7
Not sure / Confused by proposals	4
Criticism of pro-environmental policies	4
Criticism of Questionnaire / Survey	2
Improve cycling and walking infrastructure in Golborne	2
Criticism of Consultation Materials (website etc.)	1
Criticism of rail operators (e.g. Northern, Avanti West Coast)	1
Question about re-routed services / service patterns	1
Request for contact by TfGM	1

## ANYTHING YOU WOULD LIKE TO ADD?

### Supportive comments

Support building the proposed station	77
Long overdue / should have been done years ago	20
Will regenerate Golborne and bring economic benefits to the area / increase business	15
Will provide an alternative to driving	8
Will improve connections with other areas: Generally / No Reason Given	8
Will improve connections with other areas: Social and Leisure opportunities	6
Will improve connections with other areas: Employment and education opportunities	5
Will be a better alternative to the bus service	4
Support, will mean not having to travel to other stations / will reduce pressure on other stations	3
Will help to serve new housing in Golborne	2
Will be better for the environment / air quality	1

### Support service to destination

A service to Manchester would be useful	15
A service to Liverpool would be useful	10
A service to Warrington would be useful	8
A service to Wigan would be useful	4
A service to London would be useful	4
A service to Stalybridge would be useful	2
A service to Newton-le-Willows / Earlestown would be useful	1
A service to Manchester Airport would be useful	1
A service to Leigh would be useful	1

### Unsupportive comments

Waste of money / not value for money / spend money elsewhere	9
Spend the money on improving the road network instead	5
Not needed / unnecessary (e.g. already have Newton le Willows nearby)	5
Oppose building the proposed station	4
Limited destinations / lack of locations served	4
Spend the money on regeneration / social programmes instead	4
Station will cause congestion / increase traffic in local area	3
Train services are unreliable / delayed - no benefit of using train	1
Spend the money on expanding the Tram (Metrolink) instead	1
Insufficient demand for a train station	1

Suggestions	
General Suggestions	
Suggest more than one train per hour needed / improve frequency	7
Suggest alternative location a station (other than Golborne)	5
Suggest that services that call at Golborne also service another station (other than Golborne)	4
Suggest some West Coast Main Line services should call at Golborne	2
Ensure sufficient capacity on train services (e.g. enough carriages on trains)	1
Never should have closed the station at Golborne / Should re-open the old station at Golborne instead	1
Suggestions related to station access (i.e. reaching the station)	
Suggest free car parking at the station	7
Suggest car park needs to be enlarged/multi storey car park	5
Suggest access improvements to station would be needed: Bus services	4
Suggest access improvements to station would be needed: Pedestrians	4
Suggest access improvements to station would be needed: Cyclists	3
Suggest access improvements to station would be needed: Road	1
Suggestions related to the proposed station itself (e.g. facilities)	
Suggest improvements to enhance safety in the station and the surrounding area	3
Suggest Golborne station include facilities such as a café/ kiosk/ convenience store/ toilets	3
Suggest Golborne station should be staffed	2
Suggest that station should be fully accessible (e.g. for mobility impaired users)	1

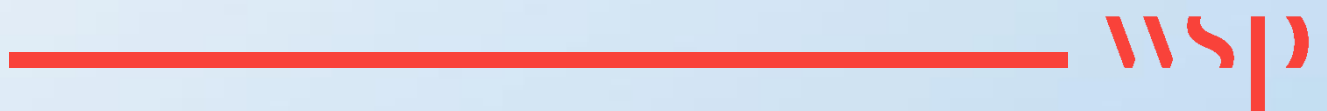


Concerned comments	
Concerned about whether there is enough parking available	15
Concerned about inconsiderate parking for those using the station	3
Concerned about access and parking impacting on nearby schools	3
Concerned about whether there is enough demand for a station in Golborne	2
Concerned about duration of parking at station (e.g. limited hours)	1

Other comments	
Criticism of Questionnaire / Survey	41
No comment / nothing to add / Not applicable	34
Out of scope comment	14
Query / need more information	10
Improve bus services in Golborne	10
Criticism of organisation (e.g. UK Govt. / GM Mayor / TfGM / Local Authority)	6
Not sure / Confused by proposals	2
Criticism of Consultation / Won't be listened to	2
Criticism of accessibility (e.g. lack of access for those without internet, other languages)	1
Improve cycling and walking infrastructure in Golborne	1

# Appendix K

## **CROSSTABULATION REPORT**



## Requested crosstabulations for TfGM Golborne report

This summary provides the results of analysis requested by TfGM in relation to the proposed Golborne Railway Station, for inclusion within the Engagement Report.

### Methodology

The results of one question were compared against the results of another in order to determine any inter-relationship between the results. For some questions, this was simple as there was no additional data sorting or manipulation required. However, there were two key areas where new data had to be calculated, or the responses had to be consolidated in order to be presented in a meaningful way.

- TfGM asked for analysis based on travel time to reach the proposed station by cycling, walking or driving. To do this, WSP used an isochrone tool to calculate travel time to two points – the eastern and western accesses to the new station. This gave an area within a travel time, which was merged to provide a single travel time area to access Golborne Station. Intervals were selected based on the time taken to travel to the station via the three modes. The second part of the task was to take the complete, useable postcodes that were provided by respondents, to calculate which travel time area they were located within. This was then added back into the dataset, so that the respondent could be identified as being a certain travel time from the station. For example, respondent X is located 5-10 minutes' walk from the station, and is 0-5 minutes cycle from the station. These details were then used in the cross-tabulation.
- Some of the questions included within the analysis had an option to select more than one response – or to 'tick all that apply'. Cross-tabulation for these questions is more complex as there are a combination of answers from respondents that give their response. For example, selecting bus, train, and cycle. When efforts were made to analyse respondents by the combination of their responses – this resulted in several groups that only contained a single respondent. There were also a large number of categories, which made it more difficult to draw any meaningful conclusions. The analysis therefore presents each category individually – so when interpreting these results, it should be noted that a respondent's answer can appear under more than one category. For example if they selected walk and cycle, then their response would appear in both the walk and cycle cross-tabulations.

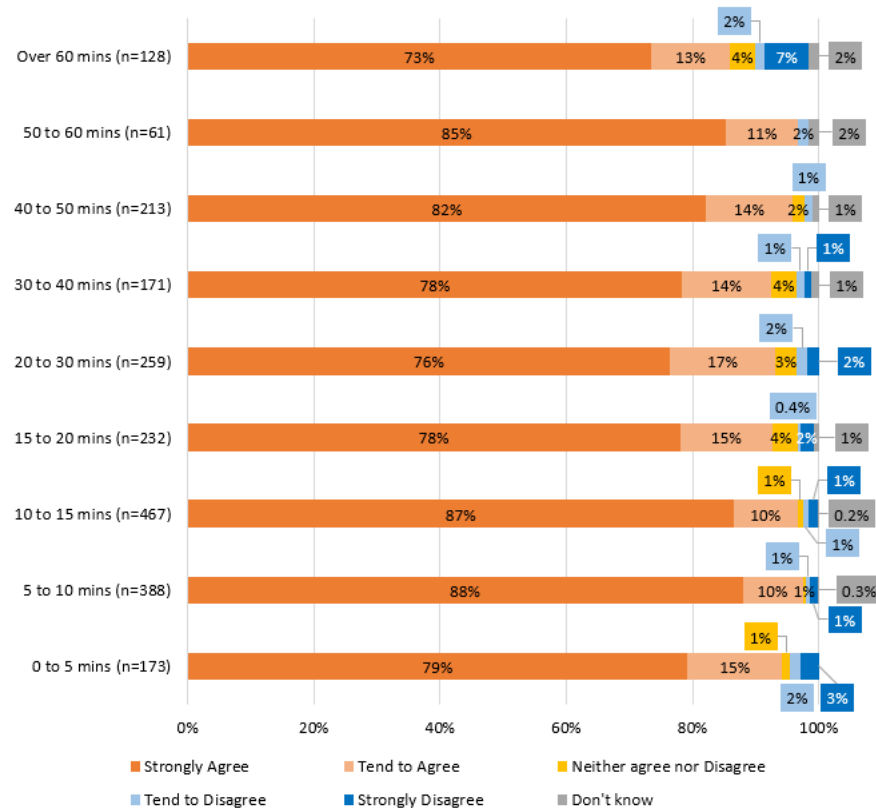
**Question 1: How far do you agree or disagree that accesses on both the west and east sides of the station would improve links between the wider community, the Town Centre and station?**

**Vs**

**Walking, Cycling and Driving Isochrones**

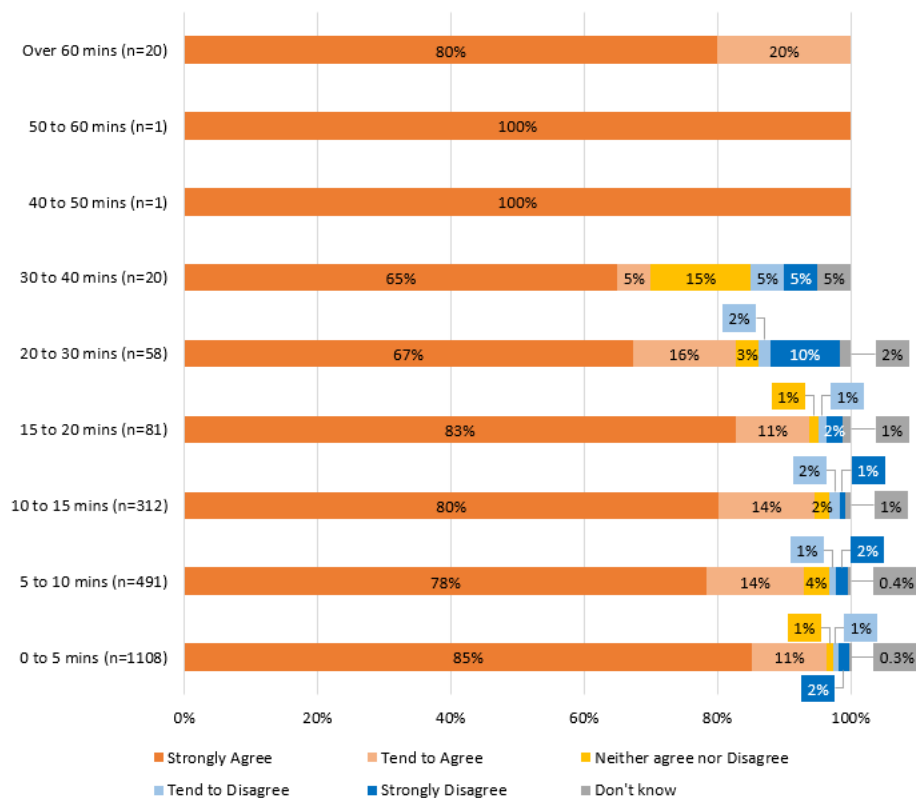
Figure 1 shows the extent of agreement with the proposed western and eastern entrances, split by walking travel time to reach the proposed station. As Figure 1 shows, respondents are vastly in agreement with the proposed western and eastern entrances. In all walking travel time bands, the level of strong agreement is close to three-quarters of respondents, while the level of disagreement is very small in all travel time bands. The walking travel time to the proposed station does not appear to show a significant trend. Those over 60 minutes' walk from the station are those with the least agreeable responses, but this is still in a small minority compared to those agreeing, as is the case in all travel time bands. The greatest level of agreement is in the 5-10 minutes' walk category, where 98% of respondents agree with the western and eastern entrances, either strongly or tend to agree.

Figure 1: Extent of agreement vs walking travel time



For the cycling isochrone (Figure 2), a weak trend is evident that agreement generally decreases as the journey time to the station by bicycle increases. However, this is not consistent across all groups. It should be noted that beyond the 20-30 minute cycling journey time zone, the number of respondents is very low and should be considered with caution. Among those groups with larger numbers of respondents, the level of agreement with the western and eastern station accesses, are consistently high. The group with the largest proportion of respondents that disagree, are in the 20-30 minutes cycling journey time band – although this is still a minority (12% disagree overall, versus 83% agree overall).

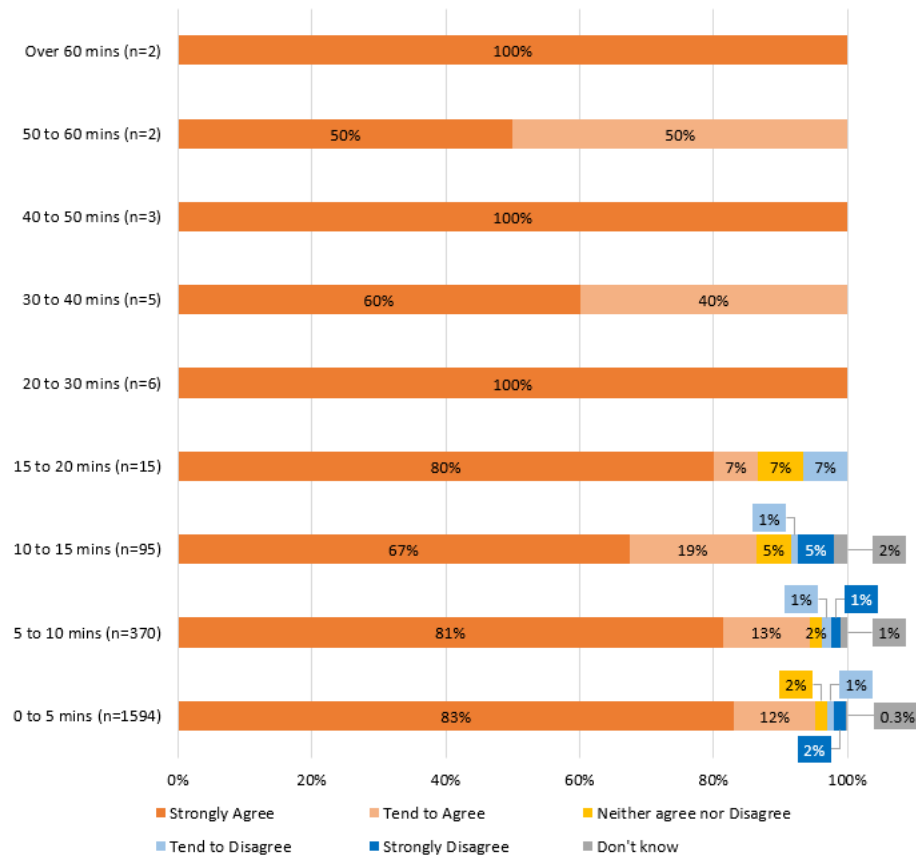
Figure 2: Extent of agreement vs cycling travel time



The final isochrone considers attitudes towards the proposed western and eastern station accesses, by driving travel time bands. It should be noted in Figure 3, that few respondents were from postcodes beyond the 10-15 minutes driving journey time. There is an evident trend that those living closest to the proposed station are more agreeable with the proposals, while this decreases as driving travel time increases.



Figure 3: Extent of agreement vs Driving travel time



**Question 1: How far do you agree or disagree that accesses on both the west and east sides of the station would improve links between the wider community, the Town Centre and station?**

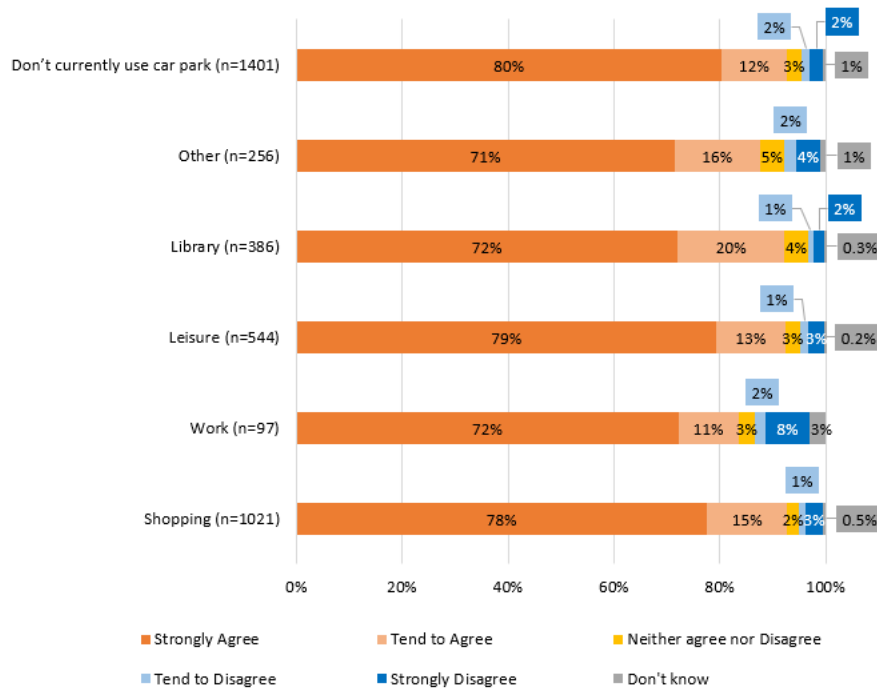
**Vs**

**Question 2a: Do you use the car park currently? If so, for what purpose?**

The next cross-tabulation shown in Figure 4, presents attitudes towards providing accesses on both the west and east sides of the station, against the purposes for using the car park which is currently on the site. It should be noted that this was a tick all that apply question. Therefore, the purposes are presented as a total of all respondents, and therefore some respondents' replies may appear under several categories. As Figure 4 shows, the proportion of respondents with the highest level of agreement were those that use the current car park for shopping (93% overall – of which 78% strongly agree), followed by those that do not currently use

the car park (92% overall, 80% strongly agreeing). Meanwhile, the group with the least supportive attitude were those that use the current car park for work (83% agree overall), and this group also had the largest proportion in disagreement (10% overall). It should be noted that the pattern in all cases did not show considerable variation and the current use of the car park does not significantly affect support for the eastern and western entrance proposals.

Figure 4: Extent of agreement vs current use of car park



#### Question 2a: Do you use the car park currently? If so, for what purpose?

Vs

#### Question 2c: What would you use the improved parking facilities for?

This crosstabulation of these questions presents two 'tick all that apply' questions, so it should be noted that respondents could have selected more than one option for each question. Here, the current use of the car park (the colour groups in Figure 5) is cross-tabulated with what the improved facilities would be used for (i.e. the groups down the left of the bar chart). Some findings shown in this chart include:

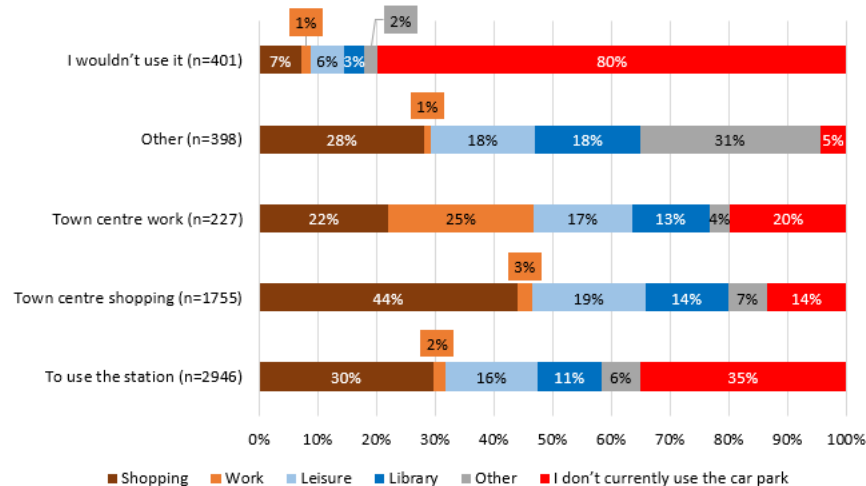
- Of those that wouldn't use the improved station car park facilities, 80% don't currently use the existing car park.
- Of those that would use the improved car park for work in the town centre, a quarter are already using the existing car park for work, and a further 56%

are using it for other purposes. With 20% stating they don't use the existing car park; this suggests that there is opportunity for new car park users for work purposes (such as commuting).

- Of those that would use the improved car park for town centre shopping, 44% use the existing car park for that purpose, and 14% of those that would use the improved car park for town centre shopping, do not currently use it.
- Of those that would use the improved car park to use the station, 35% do not use the existing car park.

As a note of caution, those that may use the improved car park who do not use the existing car park, may be travelling by other modes – and so do not necessarily indicate new trips into Golborne.

Figure 5: Current use of car park vs use of improved parking facilities



#### Question 2a: Do you use the car park currently? If so, for what purpose?

Vs

#### Question 11: Which of the following methods would you use most to travel to the station?

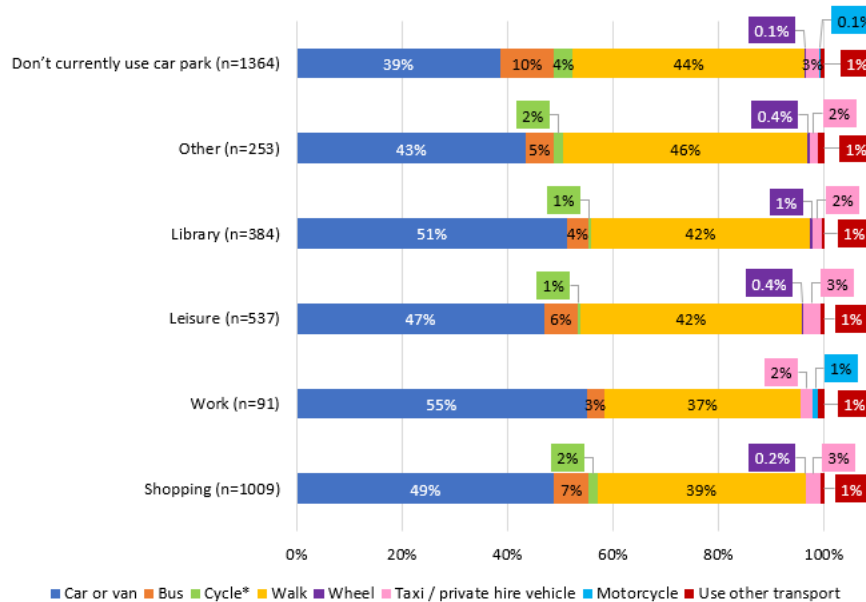
The results of this cross-tabulation are shown in Figure 6, and split current use of the existing car park, by what modes of transport would be used most to travel to the new Golborne Station. Findings from this cross-tabulation include:

- Of those that don't currently use the existing car park, 44% would walk to the new station, while 39% would use car or van, and 10% would use bus.
- Of those that use the existing car park for other purposes, 46% would walk and 43% would use car or van.
- 51% of those using the existing car park to visit the library would travel to the station by car or van, while 42% would walk.

- Of those using the existing car park for leisure, 47% would use car or van and 42% would walk.
- Over half of those that use the existing car park for work (55%) would use car or van to access the station, while 37% would walk.
- Finally, of those that currently use the existing car park for shopping, 49% would travel to the station by car or van, while 39% would walk.

The main modes that would be used to access the new station are car or van, and walking. For those that use the current car park for work, the level of car use to access the station would be above half of respondents (55%). Of those that don't currently use the car park, 39% reported that they would use car or van to access the station – suggesting new car trips are being generated.

Figure 6: Current use of car park vs methods used to access station



\*including tricycle, handcycle, e-bicycle etc

#### Question 2a: Do you use the car park currently? If so, for what purpose?

Vs

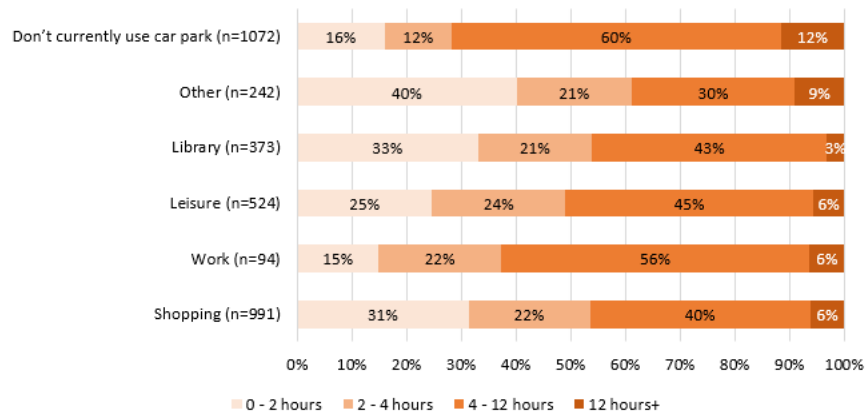
#### Question 3: How long on average would you anticipate parking at the car park?

Next, current use of the existing car park was split by how long respondents felt that they would anticipate parking at the car park. A relatively small proportion of respondents said that they would use the car park for more than 12 hours. Of those that don't currently use the car park, the results in Figure 7 show that 60% would use the car park for a duration of 4-12 hours, suggesting a considerable

increase in use as a result. Over half of those using the existing car park for work would also use it for a duration of 4-12 hours in future. Of those using the current car park for other purposes, 40% would use the car park for between 0-2 hours.

Across all groups, there are variations in anticipated parking duration, with those that do not use the existing car park, tending to select a longer duration, while those that use the existing car park for other purposes selecting shorter durations. For those that currently use the existing car park to shop, there is a broad split between those that would use it for a short period of time (31%) and those that would use it for a longer duration (40%).

Figure 7: Current use of car park vs anticipated parking duration



#### Question 2a: Do you use the car park currently? If so, for what purpose? Vs

##### Walking, Cycling and Driving Isochrones

The next section considers current use of the existing car park against the travel time bands for walking, cycling and driving – as calculated using isochrones and postcode data.

The results in Figure 8 appear to show that there is a bell-curve evident in terms of those that use the existing car park for shopping, based on the walking distance bands. The proportion that use the current car park for shopping increases as walking travel time increases, up to the 15-20 minute walking time, before this falls away again with increasing travel time. Similarly those that don't currently use the car park decrease proportionally as the walking travel time increases, until the 15-20 minute walking travel time, after which the proportion that do not currently use the car park, increases up to 64% of those that are more than 60 minutes' walk away. What this indicates is that increasing walking travel time from the station site decreases the proportion of respondents that don't use the car park, up to a point at which walking distance is so great, that respondents



increasingly do not use the car park – perhaps indicating that they use other centres.

Figure 8: Purpose of car park use vs walking travel time

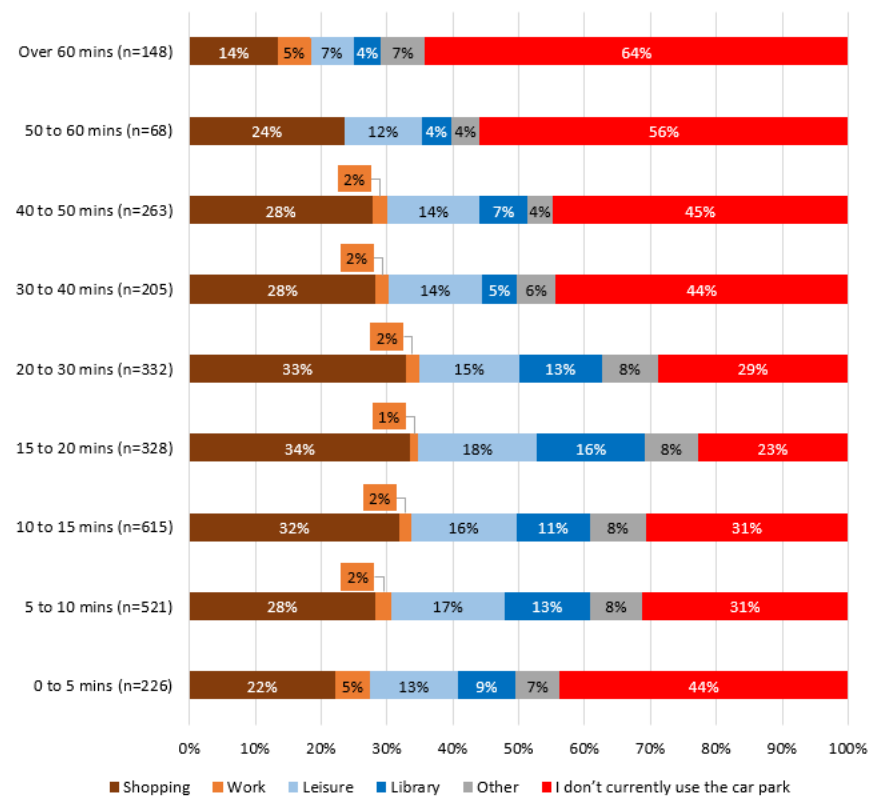
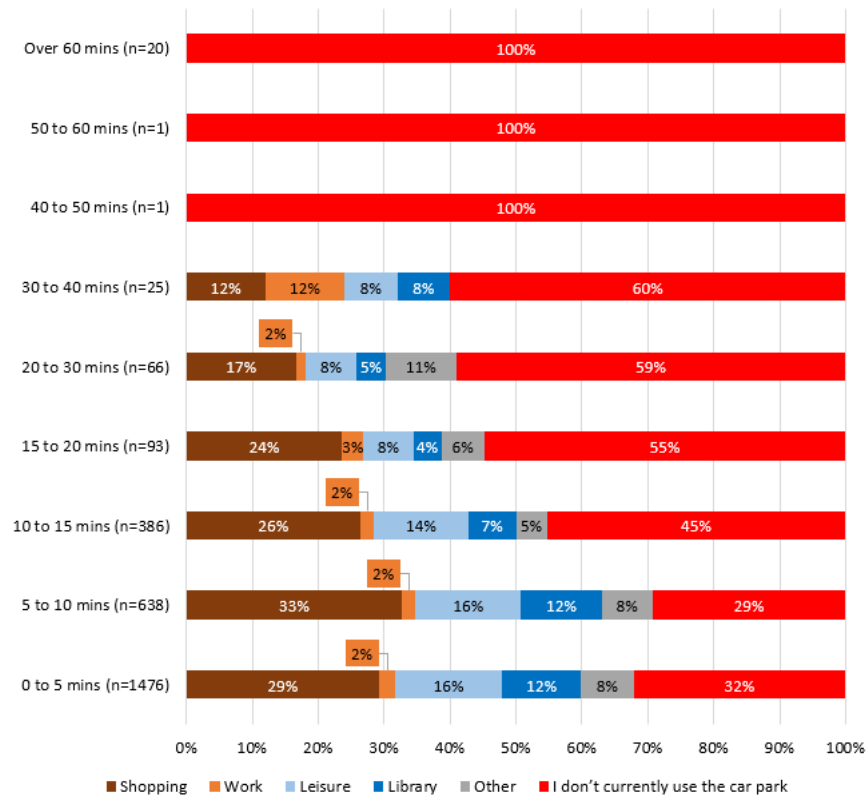


Figure 9 presents the cross-tabulation split by cycling travel time bands. The results indicate that existing use of the current car park decreases as the cycling travel time increases. Around 29% of those that are a 5-10 minute cycle travel time away, do not use the existing car park, while this increases to 59% of those that are 20-30 minutes cycle away. The groups that are beyond a 30 minute cycle travel time are low in respondent count, and this should be considered when viewing the respondents in those groups. No respondents that are more than 40 minutes cycle distance from the proposed station location, use the current car park.

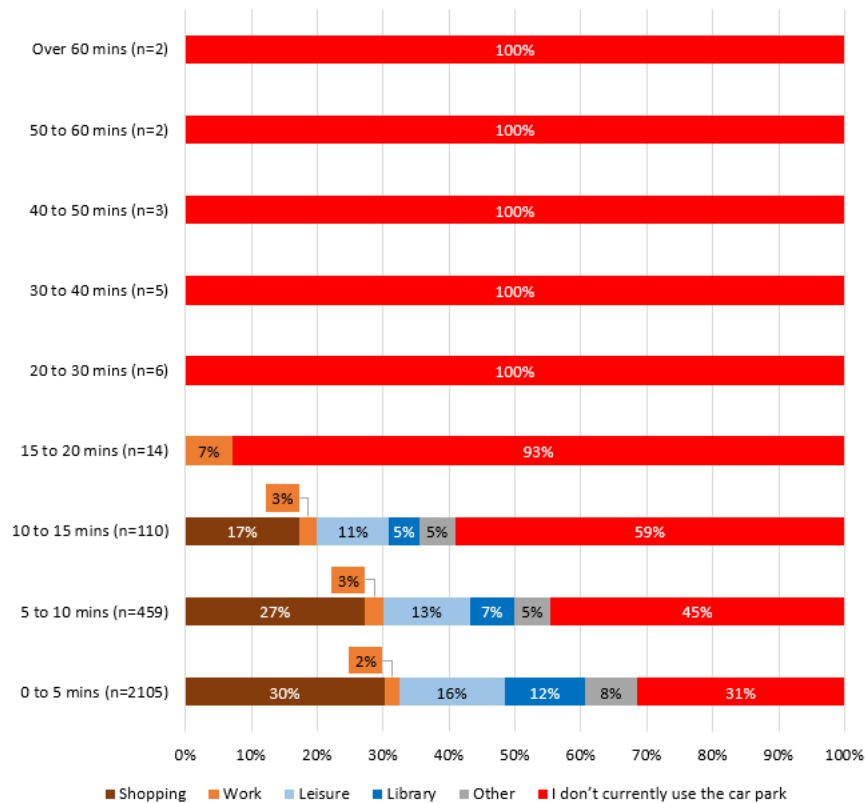
Figure 9: Purpose of car park use vs cycling travel time



The final isochrone presents bandings by travel time by driving. As this cross-tabulation includes car parking, this is a useful cross-tabulation in that the two variables are related. As Figure 10 shows, those that are within a 5 minute drive of the proposed station location are the most likely to use the existing car park, with 69% doing so for a purpose and 31% indicating that they don't use the car park. The proportion of respondents that do not use the car park increases to 45% among those that are 5-10 mins drive away and then to 59% among those that are 10-15 mins drive away. Once beyond this distance, the number of respondents in each group declines significantly.

A potential reason for the decrease in use of the existing car park with increasing driving travel time from Golborne, is that the area has several other settlements within easy reach. As such, respondents that are further away may be looking to other centres for their shopping, leisure and work uses. Ashton-in-Makerfield is within a 10 minute drive of Golborne, as is Newton-le-Willows, while Wigan, St Helens and Warrington are within a 20 minute drive.

Figure 10: Purpose of car park use vs Driving travel time



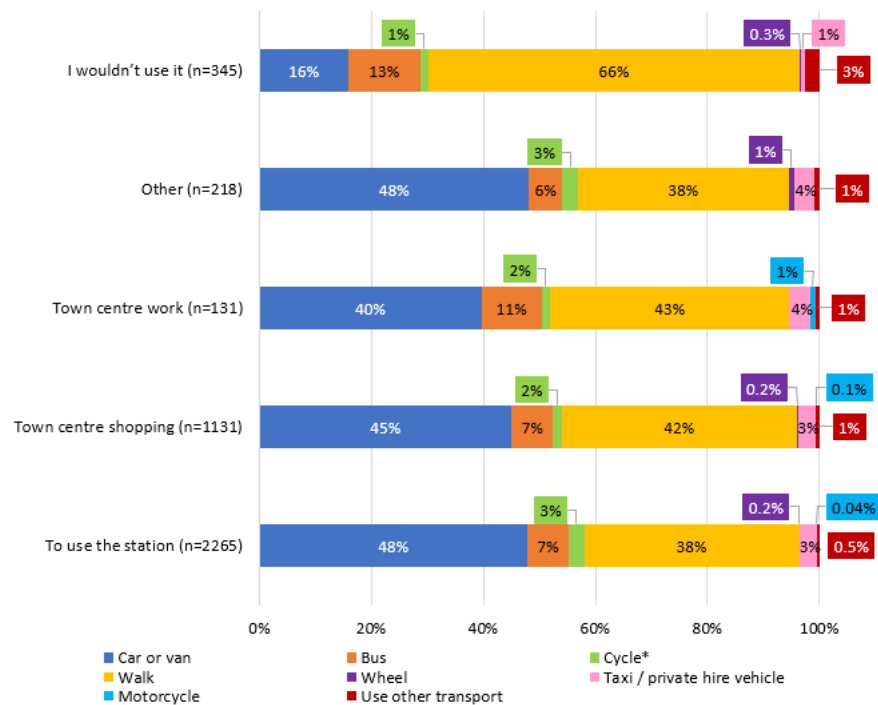
**Question 2c: What would you use the improved parking facilities for?**  
Vs

**Question 11: Which of the following methods would you use most to travel to the station?**

Next, respondents were asked what purposes they would use the improved parking facilities for, and which methods they would use to travel to the station. The results in Figure 11 demonstrate that of those that would not use the improved car parking facilities, 66% would travel to the station on foot, while 16% said they would use the car (but not use the car park) and 13% said they would use the bus to make their journey. Of those that would use the car park for other purposes, 48% would arrive by car or van and 38% would walk. Of those using the car park for work, 43% would walk to the station, 40% would drive by car or van, and 11% would use the bus. Of those respondents that said they would use the new improved parking to use the station, 48% would arrive by car or van, while 38% would walk.

Across all groups (except those that would not use the improved car park) the most mentioned modes of travel to the station were by car or van, or on foot. Bus use varied between 6% and 13% - with this being greatest for those that would not use the car park. A smaller proportion would use taxi or cycle – and there were small numbers of respondents that would use motorcycle, wheel or use other types of transport not listed.

Figure 11: Use of improved parking facilities vs method used to travel to station



\*including tricycle, handcycle, e-bicycle etc

**Question 2c: What would you use the improved parking facilities for?**  
Vs

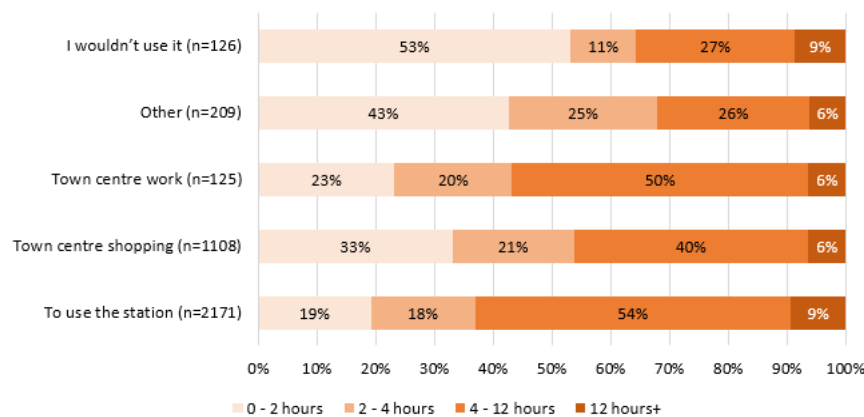
**Question 3: How long on average would you anticipate parking at the car park?**

Figure 12 indicates that those that would be using the improved car park for making use of the new station, were those that would use the station for the longest duration. Over half of those using the car park to use the station would do so for a duration of 4-12 hours, suggesting this may include a large number of commuters using the station for a day working in one of the major towns or cities. The figures shown in Figure 12, demonstrate that the largest group of respondents were those that would use the car park in order to use the station – this is marked by there being 2,171 respondents that would do so – considerably

larger than the other groups, and comprising 75% of the total of 2,898 questionnaire respondents.

Around half of those using the car park for town centre work would use the car park for a duration of 4-12 hours, suggesting that they may park there before returning to the town centre to work. Of those that said they would not use the station car park, over half said that they might use it for 0-2 hours duration. It should be noted that the questionnaire asked those that do not plan to use the car park, to skip this question – although some responses were still received.

Figure 12: Use of improved parking facilities vs anticipated parking duration



#### Question 9: For what purpose would you use the new station at Golborne?

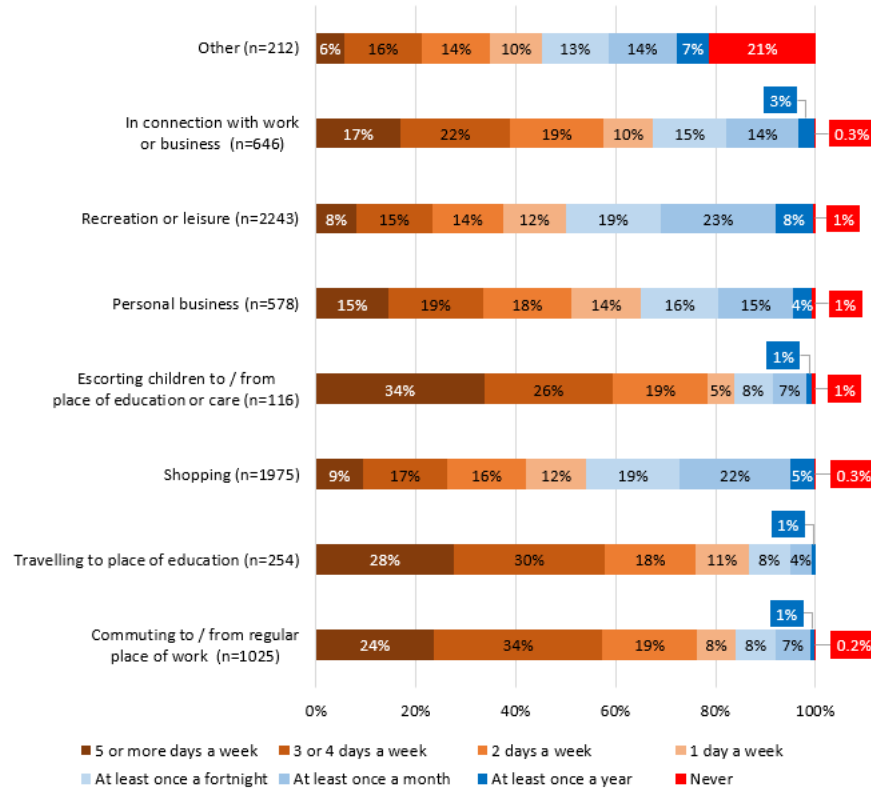
Vs

#### Question 10: How often would you use the new Golborne Station?

The next cross-tabulation is shown in Figure 13 and compares the planned frequency of using Golborne Station by the purpose of using the station. As Figure 13 indicates, the most frequent users were those Escorting children to / from a place of education or care (60% indicating this would be 3 or more days a week). Other frequent users include those travelling to a place of education (58% doing so 3 or more days a week) and commuting to and from a place of work (58% doing so 3 or more days a week). The least frequent users were those that would use the station for 'other' purposes (21% never doing so and 34% at least once a fortnight). Recreation and leisure users were also planning to use the station less frequently – despite this being a frequently mentioned purpose – with 50% stating they would use the station less than once a fortnight. Shopping users were also less frequent, with 46% planning to use the station less than once a fortnight.



Figure 13: Purpose vs frequency of using new Golborne Station



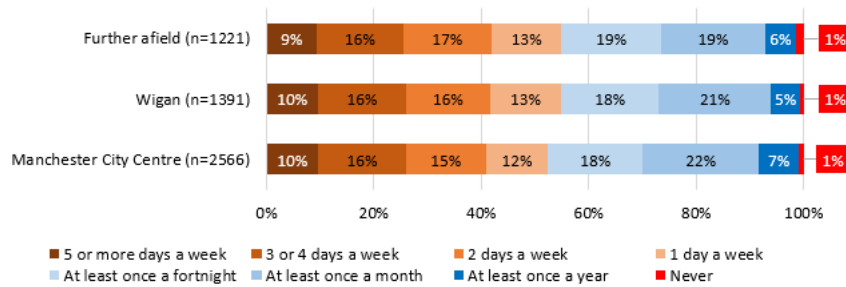
#### Question 10: How often would you use the new Golborne Station?

Vs

#### Question 12: What destination would you be travelling to from Golborne station?

Respondents were asked about what destinations they would plan to travel to from Golborne Station, with the options being Manchester City Centre, Wigan, or another location further afield. The results shown in Figure 14 indicate that there is very little difference in the planned frequency of trips to the three locations.

Figure 14: Frequency of using new Golborne station vs destination



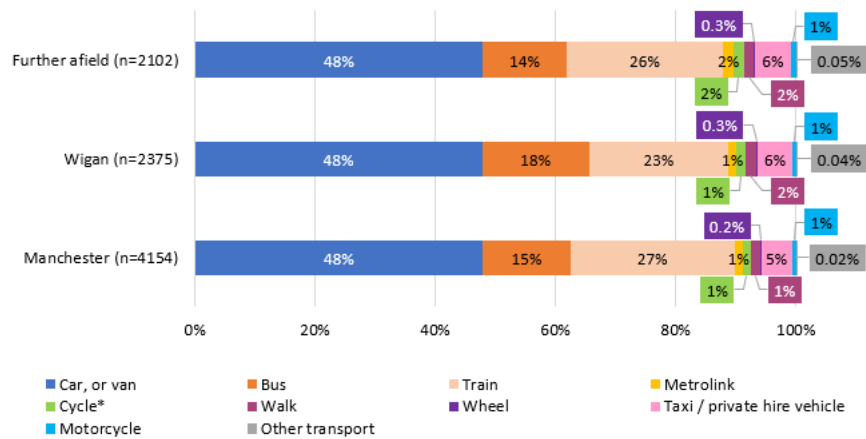
**Question 12: What destination would you be travelling to from Golborne station?**

**Vs**

**Question 13: Where you already travel to one of the destinations listed in question 12, how do you currently make that journey?**

Figure 15 shows how respondents currently make the journey to the destinations of Manchester, Wigan and further afield, at the current time when the Golborne Station has not yet opened. Despite this, around quarter of respondents travel by train, while in all cases, around a half travel by car or van. As there was little difference in the frequency of trips, there is also little difference between the modes used by respondents. It should be noted that this question allowed respondents to select more than one choice, for instance if their journey had several legs – which may explain the prevalence of train, but from other stations.

Figure 15: Destination travelling to vs mode used



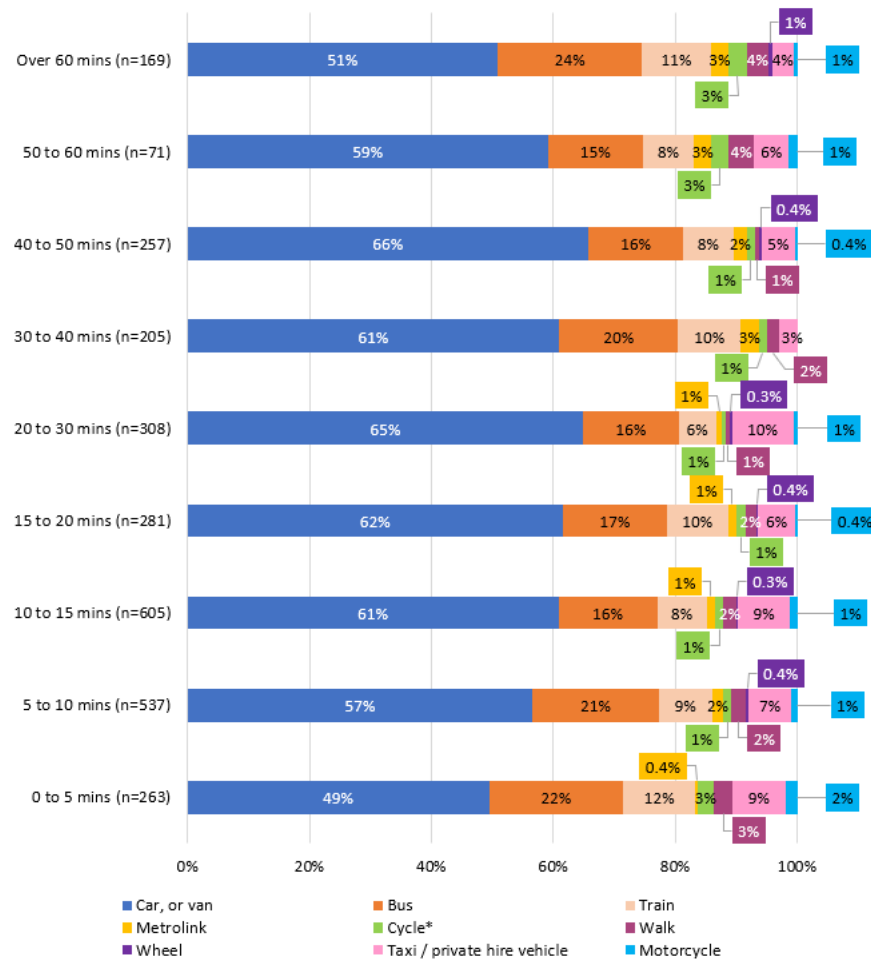
\*including tricycle, handcycle, e-bicycle etc

**Question 13: Where you already travel to one of the destinations listed in question 12, how do you currently make that journey?**

## Vs Walking, Cycling and Driving Isochrones

The final set of isochrone cross-tabulations are shown in Figures 16, 17 and 18. Firstly, looking at the walking travel time bands – the journeys are consistently mostly made by car or van. There is some indication that those living at a further walking time from the proposed station, are more likely to use car or van or the bus. Interestingly, there are some respondents that indicate that they walk to their destination in Manchester, Wigan or further afield. This may be due to the multiple modes selected by each respondent.

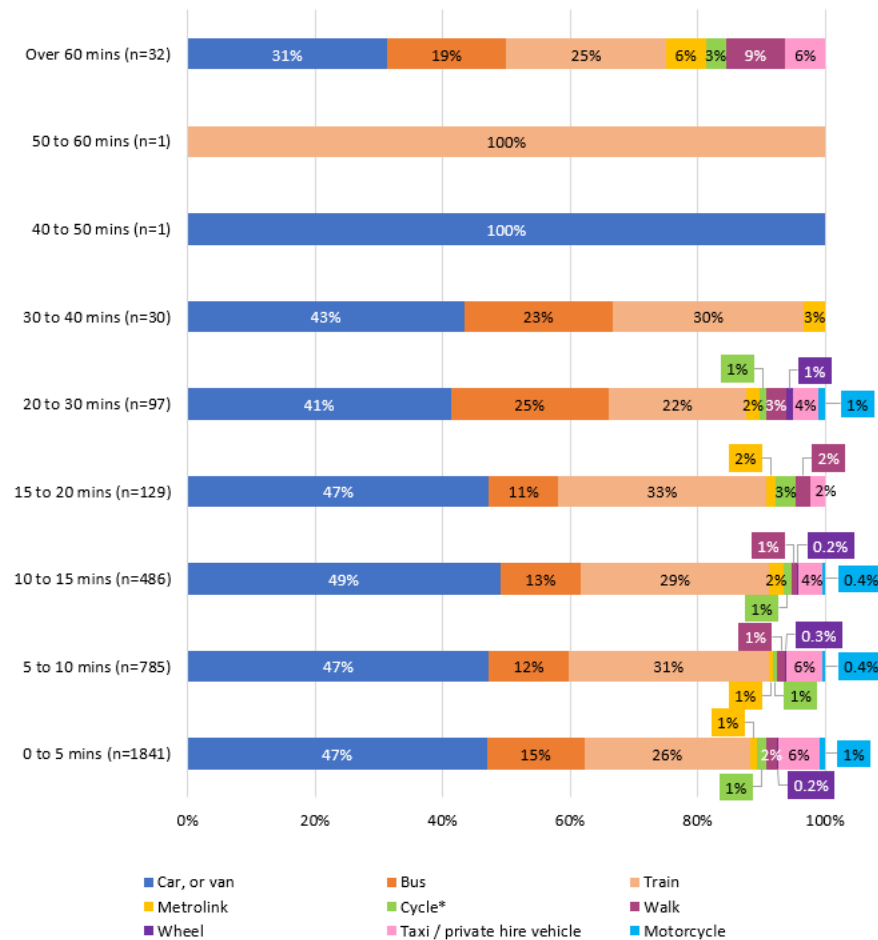
Figure 16: How making journey vs walking travel time



Looking at Figure 17 for cycling travel time, the main modes used to reach Manchester, Wigan or further afield are car or van (the largest proportion), train,

or bus. There is no evident pattern in mode use to reach the destinations depending on cycling travel time from the proposed station.

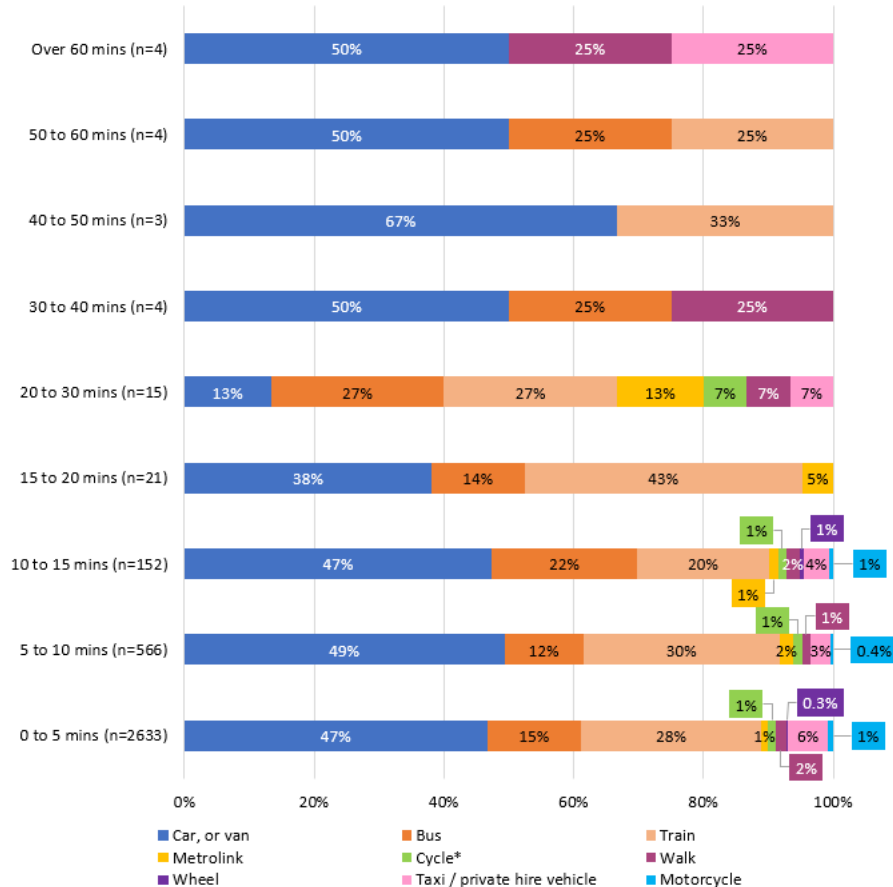
Figure 17: How making journey vs cycling travel time



\*including tricycle, handcycle, e-bicycle etc

Finally, Figure 18 shows the cross-tabulation between the modes used to reach Manchester, Wigan or further afield, split by the driving travel time from the proposed station location. Among the groups with a reliable number of respondents, there is no evidence that driving travel time from the proposed station location has any impact on the mode choices for Manchester, Wigan or further afield.

Figure 18: How making journey vs Driving travel time



\*including tricycle, handcycle, e-bicycle etc

**Question 2b: How far do you agree or disagree that the proposed changes would improve your experience when using the car park?**

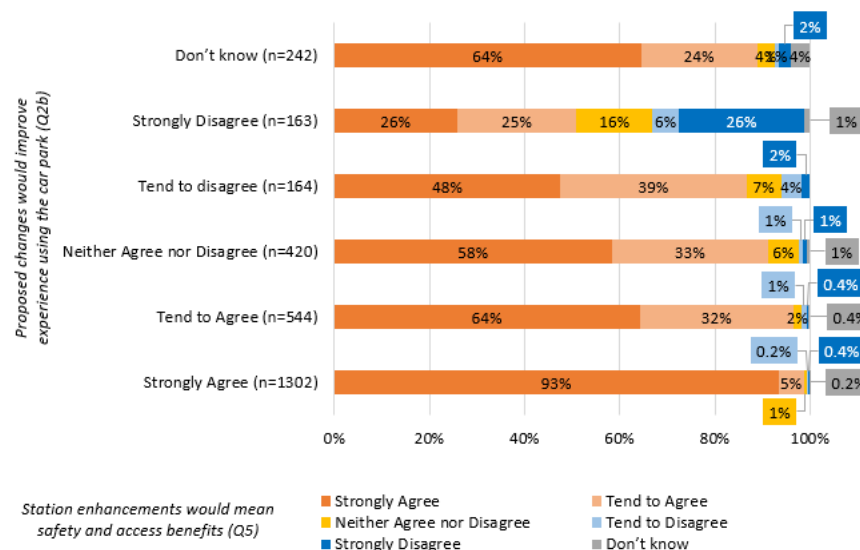
**Vs**

**Question 5: How far do you agree or disagree that this provision would enable you to access and use the station and feel safe?**

Respondents were asked to what extent they agreed or disagreed that proposed changes would improve their experience of the car park (Q2b), which was cross-tabulated with those that felt access improvements and safety enhancements such as lighting and CCTV would enable them to access the station more easily and to feel safe (Q5). The results in Figure 19 show the level of agreement with an improved experience of using the car park (categories to left of chart) cross-tabulated with those that feel the measures implemented at the station would

benefit safety and access (colour groupings). Of those that strongly agreed that the car park enhancements would improve their experience, 94% also strongly agreed that the measures implemented at the station would be beneficial in terms of safety and access. As the level of agreement with the positive impact of car park enhancements decreased, so did the level of agreement with the measures implemented at the station. However, the level of support for these station-based measures being beneficial in terms of safety and access remained high, even among those that did not feel the car park enhancements would be beneficial. For example, even among those that strongly disagreed that the car park enhancements would improve their experience, there were still over half of respondents (51%) that agreed that the station based measures would be beneficial in terms of safety, with a far smaller proportion that disagreed the station measures would be beneficial (32% disagree overall).

Figure 19: Agree that proposed changes would improve experience vs provision would increase safety



### Modal shift

A final piece of analysis on the data was to determine of those people that currently use the existing car park for shopping or work (Q2a), how many felt that an eastern entrance would improve links (Q1). Then, of these, how many said they wouldn't plan to use the improved new car park for work or shopping (Q2c). This would demonstrate a modal shift from car park use. The analysis was performed and revealed that 49 respondents currently use the car park for shopping or work, and either Strongly Agreed or Tended to Agree with the proposed new accesses. Of these 49 respondents, 13 gave answers that indicated that they would not use the improved car park for shopping or work. Of these 13, a total of 12 said they would use the improved car park in order to use the station, while one respondent said that they wouldn't use the improved car park.



### Summary of cross-tabulations:

Below are a list of the main findings from the requested cross-tabulations:

- Respondents are to a considerable extent strongly supportive of the planned eastern and western station accesses, which does not appear to be affected by proximity to the station in terms of walking, [cycling](#) and driving journey time. There is a marginal indication that approval declines slightly with increasing travel time by cycle or driving, but the response remains overwhelmingly in agreement with the proposals.
- Respondents are generally very supportive of the planned eastern and western station accesses, regardless of their current use of the car park.
- Current and anticipated use of the current and improved car park respectively, appears to be consistent. There are 20% of respondents that don't currently use the car park, but say they would plan to do so. However, it is not clear whether those that may use the improved car park who do not use the existing car park, may currently be travelling by other modes.
- Car or van and walking are the main anticipated means of travelling to the proposed station, regardless of current car park use. Car or van use does appear marginally greater on work related trips.
- Those using the existing car park anticipate a longer duration use of the improved car park.
- A bell-curve is evident in existing car park use based on the walking distance bands. The proportion using the car park increases as walking travel time increases, up to the 15-20 minute walking time, before this falls away again with increasing travel time.
- Existing use of the current car park decreases as the cycling travel time increases
- Those within a 5 minute drive of the proposed station location are the most likely to use the existing car park, while this falls away with increasing travel time.
- The planned method of reaching the proposed Golborne station and using the improved car park for all purposes was by car or van, or on foot. For those that would not use the car park, the main mode was on foot – although some respondents still said that they would drive (and presumably park elsewhere).
- Those planning on using the improved car park to use the station were most likely to remain for a long duration of up to 12 hours – while town centre workers were also more likely to park for a long duration. For all purposes, a relatively low proportion of respondents would park for more than 12 hours.
- Those travelling for commuting, education-related trips and childcare-related trips were generally planning to use Golborne station more frequently, when compared to those for shopping, [leisure](#) or other trips.
- For journeys to Manchester, Wigan and further afield, there is no significant difference in the planned frequency of using Golborne station for such journeys, or the modes currently used for those journeys.
- There appears to be no correlation between the mode choice for journeys to Manchester, Wigan and further afield, and the travel time to the proposed station location by walking, [cycling](#) or driving.

- The support for the measures at the station to benefit safety and access were widespread among respondents, even among those that disagreed with the proposed car park improvements.
- Modal shift analysis indicated that 13 respondents that use the existing car park for work or shopping, did not plan to use the improved car park for those same purposes. Of these, all but one planned to use the car park to make use of the new Golborne Station.



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