

Date: 30 September 2016

Subject: Salford Central Update

Report of: Tony Lloyd, GM Interim Mayor, Portfolio Lead for Transport and Jon Lamonte, Portfolio Lead Chief Executive for Transport

## PURPOSE OF REPORT

To provide an overview of the current position with regards to delivering platform improvements at Salford Central rail station and to set out proposals for a phased approach to delivery in order to secure the maximum service provision and realise the full potential benefits of the works required at the station.

## RECOMMENDATIONS:

Members are recommended to:

- (i) note and comment on the content of the report;
- (ii) endorse the proposed phased approach to delivering the works at Salford Central rail station; and
- (iii) note the requirement for additional local funding for the platform extensions, and associated railway operational works, to deliver the benefits that accommodating longer trains at Salford Central station will deliver.

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## RISK/ FINANCIAL/ LEGAL CONSEQUENCES/DETAILS

Risk Management – N/A

Legal Considerations – N/A

Financial Consequences – Revenue – N/A

Financial Consequences – Capital see paragraph 3.5

## BACKGROUND PAPERS:

N/A

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution (paragraph 14.2) or in the process (paragraph 13.1 AGMA Constitution) agreed by the AGMA Executive Board:		Yes
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the AGMA Scrutiny Pool on the grounds of urgency?	No	
AGMA Commission	TfGMC	Scrutiny Pool
N/A	N/A	N/A

## **1. INTRODUCTION**

- 1.1 As part of the Ordsall Chord rail scheme, new lines will be introduced and the two existing Chat Moss/Liverpool lines will be realigned to pass through the former disused platforms at Salford Central station.
- 1.2 In 2011 Central Salford Urban Regeneration Co-commissioned Network Rail to assess the future platform needs at the station alongside the Ordsall Chord design development to provide an integrated outcome. To exploit the new lines and to enhance operational capacity three platform faces (platforms 3, 4 and 5) are to be brought back into use by TfGM, Salford City Council and Network Rail.
- 1.3 An allocation of £20.5 million (Growth Deal Majors) was agreed at the GMCA on 28 March 2014 to cover platform reinstatement and station enhancement to deliver improved connectivity and accommodate growth.
- 1.4 The station scheme that was approved by GMCA in March 2014 was based on a design for at least 6 car platforms to deliver the targeted passenger growth.
- 1.5 A subsequent review by Network Rail at the end of 2014 reported that the emerging design for the Ordsall Chord (signalling and track layout) would mean that Salford Central could only accommodate 4 car trains.
- 1.6 During 2015 Salford City Council and TfGM officers worked closely with Network Rail to understand how the improved connectivity and passenger growth could still be delivered, including via stopping more 'short' trains; extensions to platforms 3,4 and 5; or selective door opening, which would leave front and rear doors closed, but would still allow longer trains to use the platforms.
- 1.7 The options above each present operational, timetable and financial challenges; and no single design solution fulfils both the Ordsall Chord and Salford Central project requirements.
- 1.8 In May 2016 further information came to light from train operators, post the award of the new Northern and Trans Pennine Express franchises. For example, Trans Pennine Express has stated its intention to use 5 car trains from 2018; and although not committed in the current franchise it is quite likely that longer trains will be deployed in Manchester in the medium term.

## **2. CURRENT POSITION**

- 2.1 TfGM has undertaken a number of workshops with industry partners to understand and develop a timetable that fully exploits the plans for Salford Central and will continue to work in partnership with Salford City Council,

Northern (Arriva), Trans Pennine Express, Rail North, Network Rail and Freight Operating Companies.

- 2.2 All parties fully appreciate the developing nature of the area surrounding Salford Central rail station, understand the prime location in which the station is situated and the need to improve station quality, capacity and connectivity.
- 2.3 There is also strong support for the restored platforms from developers in the area surrounding the station. The potential increase in services at Salford Central has been used to help secure tenants for developments. In July 2016 a number of developers wrote to TfGM to express their support for an enhanced service provision at the station.
- 2.4 Works to provide for longer trains would require extending the current design to include the New Bailey Street bridge area (including the structure, signalling and track) to the east of the station. Now that the Ordsall Chord signalling has been installed, there is a new signal gantry to the west of the station that prevents expansion in that direction. Accordingly, the only way to extend the platforms is towards New Bailey Street bridge, an addition to the original scope (which preceded both the Ordsall Chord scheme and the franchise award).
- 2.5 Whilst various options for stopping trains at Salford Central have been discussed in detail by stakeholders, all recognise that the current design and its physical constraints that restrict platform lengths to four car trains present a significant challenge to stopping additional services at the new platforms in the future, which in turn underplays the full potential of the station.

### **3. PROPOSED WAY FORWARD**

- 3.1 In light of the issues illustrated above and to ensure that the opportunity for the station to deliver the maximum benefits once the Ordsall Chord is in place, TfGM, Salford City Council and Network Rail are considering a phased approach to the enhancements at Salford Central, as follows:
  - Phase 1 – Platforms 1 and 2 platform and canopy enhancement delivered (NR CP5 scheme), feasibility design for works required to accommodate longer trains at platforms 3, 4 and 5; and
  - Phase 2 – Platforms 3, 4 and 5 reinstatement and extensions delivered. Operational works may also be required to facilitate longer trains.
- 3.2 Given the challenges described above TfGM and Salford City Council will work with Network Rail to progress designs and a delivery plan for platforms 1 and 2, enhanced to meet GM requirements, suitable for the growing area of the city. Network Rail would continue to aim to deliver the works by December 2017.
- 3.3 The primary aim of the Network Rail scheme is to address the stepping distance between the trains and the platforms. Consequently, additional

customer facing enhancements such as higher specification waiting facilities will be considered to enhance the Network Rail scheme. This will be funded from the Growth Deal and CP5 monies.

- 3.4 In parallel, TfGM will undertake additional feasibility and design activities in respect of platforms 3, 4 and 5 to develop a scheme which maximises the opportunity for as many trains as possible to stop at the station in future.
- 3.5 The feasibility and design activities will inform the costs required to accommodate longer trains at the station, which will be over and above those required for the original scope of the additional platforms project. Current estimates for this work are of the order of £20 million, which is not included in the already over-programmed Network Rail budget, and will therefore have to be found locally. The aim would be to complete this work by the end of 2019.

#### **4. RECOMMENDATIONS**

- 4.1 Recommendations are set out at the front of this report.

**Dr Jon Lamonte**  
**Chief Executive, TfGM**