

TRANSPORT FOR GREATER MANCHESTER COMMITTEE REPORT FOR INFORMATION

Sub Committee: Capital Projects and Policy
Date: 13 October 2017
Subject: Rail Infrastructure Update
Report of: Head of Projects Group

PURPOSE OF REPORT

To provide an update to Members on recent progress in respect of a number of rail station infrastructure schemes and initiatives in Greater Manchester.

RECOMMENDATIONS

Members are asked to:

1. note the contents of this report and the progress which has been made on the various rail schemes and initiatives in recent months; and
2. note that a further update report will be submitted in February 2018.

BACKGROUND DOCUMENTS

Report to Capital Projects and Policy Sub-Committee, 23 June 2017.

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1. Introduction and Background

1.1 This report provides Members with a summary of the background and an update on the progress and current position in relation to the following rail station infrastructure schemes and initiatives:

- The Rail Station Improvement Strategy (RSIS);
- Rail Station Accessibility;
- Salford Central Rail Station;
- Hattersley Rail Station;
- Rail Station Based Park and Ride;
- Cycle Facilities at Rail Stations;
- Rochdale Underpass;
- Northern's Station Investment Fund (SIF); and
- Bolton Platform 5.

2. Rail Station Improvement Strategy

2.1 The Rail Station Improvement Strategy (RSIS) was initially established to improve existing passenger security and information systems at 51 rail stations across Greater Manchester, as funding became available. To date, passenger help points, CCTV, real time information screens and public announcement systems have been delivered at 46 rail stations. Enhancements at the remaining five stations (namely Hall I' th' Wood, Ashburys, Hattersley, Ince and Strines) are due to be delivered by Spring 2018, as part of the next tranche of improvement works.

2.2 Growth Deal Two funding has been identified for the provision of further safety, security and information systems at rail stations across Greater Manchester.

2.3 Following a review by TfGM within the context of the potential to devolve the management and operation of rail stations within Greater Manchester, a revised scope and a phased approach to delivery was developed and agreed¹.

2.4 Phase 1 provides one or more of help points, CCTV, real time information screens and public announcement systems at Manchester Victoria, Hall I' th' Wood, Ashburys, Hattersley, Ince, Strines, Glossop, Atherton, Hadfield, Bromley Cross, Lostock, Appley Bridge, Bredbury, Flowery Field, Woodsmoor, Bryn, Moston, Dinting, Gorton, Navigation Road, Godley, Hyde Central, Hag Fold, Glazebrook and Hyde North.

¹ Capital Projects and Policy Sub-Committee 10 February 2017.

- 2.5 The Phase 2 scope includes platform tactile strips to enhance safety at up to 13 rail stations (Ashburys, Hattersley, Ince, Strines, Atherton, Appley Bridge, Flowery Field, Woodsmoor, Moston, Gorton, Godley, Glazebrook and Hyde North), and a public announcement system upgrade at Horwich Parkway.
- 2.6 Phase 1 works commenced in September 2017, with Bromley Cross, Dinting, Bredbury and Hag Fold the first stations to receive enhancements. All Phase 1 works are planned to be delivered by April 2018.
- 2.7 Design and development activities for Phase 2 are underway. Once designs and cost estimates have been completed, TfGM will deliver tactile strips at as many stations as can be afforded within the Growth Deal Two funding envelope. Delivery is forecast to be carried out in 2018.
- 2.8 A complete list of the stations and associated scope is provided at Appendix 1.

3. Rail Station Accessibility

- 3.1 It is recognised that accessibility covers a wide range of issues which impact on the ability of passengers to use rail. Accessibility includes the whole journey experience from planning the journey, getting to the station and travelling on the train.
- 3.2 The above point notwithstanding, following on from the discussion that took place at the June meeting of this sub-committee, this section of the report focuses on step-free accessibility to platforms.
- 3.3 Under the Equality Act 2010 provision was made to ensure that station operators take reasonable steps to ensure that they do not discriminate against disabled people. Consequently, station operators are required to deliver a service to disabled people which is comparable to that delivered to able-bodied people.
- 3.4 To this end, where a station is not step-free, or there is a physical barrier preventing disabled people accessing a rail station, a Train Operating Company (TOC) will provide an accessible form of road transport between an inaccessible station and the nearest accessible station on the passenger's desired route, or intermediate point required by the passenger; thus meeting the provision of the Act.
- 3.5 Since it was considered neither practical nor affordable to deliver all accessibility improvements in one comprehensive intervention, TfGM undertook a comprehensive audit, assessment and validation exercise with regards to step-free access for all rail stations within Greater Manchester in 2009/10. This exercise was undertaken with a view to informing the prioritisation of future investment.

3.6 A number of data sets were assembled and assessed for each station as follows:

- whether a station had steps, or steep ramps.
- the estimated capital and on-going costs;
- footfall;
- disability data at sub-ward level for Attendance Allowance and Disability Living Allowance Mobility Award; and
- proximity to the nearest accessible station.

3.7 The output from this analytical process was a top ten list of rail stations that were considered in most in need of step-free access.

3.8 TfGMC's Policy and Resources Committee endorsed the approach on 11 September 2009, and on 19 November 2010, and agreed the ranking of the top ten stations in priority order, based on a geographical pairing arrangement, whereby a station on the periphery of Greater Manchester be prioritised, followed by an inner station or vice versa. The stations are listed below.

Station
1. Blackrod (completed winter 2012)
2. Mills Hill (designs underway)
3. Appley Bridge
4. Walkden
5. Irlam
6. Hindley
7. Newton for Hyde
8. Daisy Hill
9. Broadbottom
10. Swinton

3.9 With regards to the accessibility of Greater Manchester's rail stations more widely, the rail industry (using its available accessibility data²) considers that existing step-free access at rail stations in Greater Manchester can be broadly categorised as stations providing level access, lifts or ramps with a slope of 1 in 12 or better, to all platforms) 42 (44%) of the 96³ stations in the Greater Manchester ticketing boundary are considered to be accessible. Details of the accessibility status of each of these stations, based on these criteria, are included at Appendix 2.

3.10 The above notwithstanding, it should be noted that the construction of new ramps at rail stations requires, in line with DfT guidance, either a 1 in 20 gradient or better or a specific derogation from this, should such a gradient not be deliverable due to cost or spatial constraints.

² <http://www.nationalrail.co.uk/>

³ Excludes MUFC Halt.

- 3.11 Network Rail continues to progress development activities to provide step-free access at Mills Hill rail station, funded through DfT's Access for All programme (2015-19). The proposed design comprises a ramp to the Manchester-bound platform, with a lift and steps to the Rochdale-bound platform. The designs are well underway with scheme completion planned by the end of March 2019, subject to internal Network Rail approval which will be sought before the end of 2017. TfGM continues to press Network Rail for delivery as early as possible. To complement the Network Rail scheme TfGM is looking at the potential to improve the car park and access from the car park to the station.
- 3.12 In addition, officers will also continue to explore potential funding opportunities to provide access improvements to the remaining priority stations across Greater Manchester, including work which is underway to re-evaluate the list, with a view to securing funding commitments through the rail Initial Industry Plan (IIP) for delivery in CP6 (2019-2024).

4. Salford Central Rail Station

- 4.1 To maximise the benefits of the enhancing the station, TfGM and Salford City Council are working with the rail industry to enable the best service provision at the station by reassessing the scheme to account for longer trains.
- 4.2 It is planned that enhancements at the station will be delivered in a phased approach, as detailed below, as agreed by the Greater Manchester Combined Authority (GMCA) in September 2016.
- Phase 1a – Platforms 1 and 2, platform and canopy enhancement delivered (Network Rail CP5 scheme);
 - Phase 1b - Feasibility design for works required to accommodate longer trains at the currently out of use 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.
- 4.3 The primary aim of the Network Rail CP5 scheme is to address the significant stepping distance between the trains and the platforms. In light of this, additional customer facing enhancements such as higher specification waiting facilities, will be considered for funding from Growth Deal and other CP5 monies in order to enhance the Network Rail scheme.
- 4.4 TfGM is currently awaiting details of further design options and a delivery programme from Network Rail; details of which will be reported to this sub-committee in due course.

- 4.5 The Phase 1b GRIP 2 feasibility study commenced in August 2017. In the first instance, the study will assess options for accommodating additional services that can be delivered within the Growth Deal funding allocation and by the funding deadline of March 2021. The study will identify further options to accommodate additional, longer services through works that could be delivered beyond this deadline, should further funding be found.
- 4.6 The GRIP 2 study, which will outline the options available for accommodating longer trains, associated costs, programmes and key risks, is due to be completed in March 2018.

5. Hattersley Rail Station

- 5.1 Hattersley rail station has previously benefitted from enhanced passenger information systems funded through the Northern Rail franchise. In addition, Growth Deal Two funding will allow Tameside Council to deliver further enhancements to complement the new Local Sustainable Transport Fund (LSTF) funded car park.
- 5.2 Tameside Council is progressing outline designs and costs, for options for an enhanced ticket office in line with TfGM's objectives, to devolve the management and operation of rail stations. These enhancements are planned to be delivered within the current Growth Deal spending period.

6. Rail Station Park and Ride

- 6.1 Hindley Park and Ride was previously placed on hold due to a legal matter related to ownership rights over Network Rail land. Network Rail is continuing to resolve this matter, although at present timescales for resolution have not been identified.
- 6.2 TfGM is also undertaking a wider review of car parking with a view to developing a Greater Manchester Park and Ride strategy.
- 6.3 TfGM has allocated funds to undertake designs to formalise and enhance the existing park and ride facility at Mills Hill rail station, to complement the Network Rail Access for All scheme. Designs are expected to be completed in early 2018. Work to identify funding options for the delivery of these improvements remains ongoing.

7. Cycle Facilities at Rail Stations

- 7.1 As part of CCAG2, further funding has been secured for the provision of additional cycle parking facilities at rail stations; and a prioritised list of

potential stations for investment has been generated by ranking GM stations based on criteria including:

- Proximity to proposed CCAG2 infrastructure;
- GIS (Geographic Information System) analysis to determine the potential cycle catchment area for stations;
- Analysis of the populations within the cycle catchment area to determine the propensity to cycle;
- Patronage; and
- The elimination of stations located within the M60, with a view to maximising return on investment, recognising that “full length” cycle journeys are more likely for shorter distances.

7.2 “Cycle and Ride” stations for inclusion in the CCAG2 programme include Walkden, Cheadle Hulme, Wigan Wallgate and Wigan North Western (considered as one station for the purposes of Cycle and Ride), and Stalybridge.

7.3 The proposed enhancements will include:

- Covered cycle parking with CCTV, signage and lighting improvements where appropriate;
- Off-station cycle access improvements such as cycle lanes or shared toucan crossings on-highway, to be delivered by the local highway authority; and
- On-station cycle access improvements, for example, provision of routes to cycle parking.

7.4 Delivery is planned in 2018.

7.5 From a longer term perspective, the level of cycle parking at a number of regional centre stations is acknowledged to be below the level to which Greater Manchester (GM) would aspire. It has historically been challenging to find locations for cycle parking in areas which work well from a user perspective and are also acceptable from a station operation perspective.

7.6 TfGM is currently developing a GM Cycling and Walking strategy which will be supported by a formal Local Cycling and Walking Infrastructure Plan (LCWIP). The aim is to develop a cohesive network of cycling infrastructure in a prioritised way. Cycle parking will be considered as part of this work, both at a network level and for specific locations. This will also include further work to identify the most appropriate GM cycle parking model(s) going forward.

7.7 As part of the work to develop a LCWIP, it is planned to undertake a specific study on stations, analysing catchments in some detail using GIS

data to identify those areas where residents are most likely to find cycling to a station attractive. This information will then be used to prioritise future interventions.

8. Rochdale Underpass

- 8.1 With funding from Rochdale Council, TfGM is designing enhancements for a section of the underpass, in line with the recently completed scheme, along with an enhancement to the front of the station.

9. Station Investment Fund (SIF)

- 9.1 Northern has committed approximately £30 million to enhance stations across the franchise, and is currently developing a programme of works covering:

- Phase 1 - Waiting shelters, waiting rooms and toilet improvements, seating, additional ticket vending machines and customer help points, customer information screens, PA, accessibility improvements and CCTV, ticket barriers, and new parking spaces; and
- Phase 2 - Northern Connect - staffed stations (Bolton, Deansgate, Heald Green, Horwich Parkway, Manchester Oxford Road, Manchester Victoria, Rochdale, and Salford Crescent) with Wifi, and catering facilities.

- 9.2 The first tranche of works has started on site and is due to be completed in 2018. Further details are provided in Appendix 3.

- 9.3 Details of further tranches will be finalised over the coming months and TfGM will advise Members accordingly.

10. Bolton Platform 5

- 10.1 Network Rail is delivering major improvement work at Bolton station by reinstating a fifth platform to help increase capacity, giving greater operational flexibility leading to reduced delays and speeding up journey times.

- 10.2 Works at the station include; reinstating platform 5, rebuilding existing platforms, adjusting station canopies, remodelling tracks and signalling through the station and installing an emergency exit footbridge on platform 5.

- 10.3 Platform 5 has now been opened and ongoing electrification works in this location remain.

11. Recommendations

11.1 Recommendations are outlined on the front page of this report.

Alex Cropper

Head of Projects Group

Appendix 1 – RSIS stations and Scope

No	Station	ORR footfall	Phase 1					Phase 2
			CIS	PA	Help points	CCTV	Upgrade PA Induction Loop(s)	Tactile Strips
1	Manchester Victoria	6,851,175	✓	★	N/A	★	★	★
2	Hall I' th' Wood	128,316	✓	✓	✓	✓	✓	★
3	Ashburys	83,264	★	✓	✓	★	✓	✓
4	Hattersley	55,000	★	✓	✓	✓	✓	✓
5	Ince	22,200	★	✓	✓	✓	✓	✓
6	Strines	21,112	★	★	✓	✓	★	✓
7	Glossop	898,836	★	✓	★	★	✓	★
8	Atherton	448,934	★	★	✓	★	✓	✓
9	Hadfield	393,092	★	★	★	★	✓	★
10	Bromley Cross	381,002	★	★	✓	★	✓	★
11	Lostock Parkway	268,914	★	★	✓	★	✓	★
12	Appley Bridge	241,314	★	✓	✓	x	✓	✓
13	Bredbury	215,162	★	✓	✓	✓	✓	★
14	Flowery Field	197,450	★	✓	★	✓	✓	✓
15	Woodsmoor	187,182	★	★	✓	✓	✓	✓
16	Bryn	172,428	★	★	★	x	✓	★
17	Moston	134,966	★	✓	✓	SIF	✓	✓
18	Dinting	134,220	★	✓	★	x	✓	★
19	Gorton	128,666	★	✓	✓	✓	✓	✓
20	Navigation Road	85,890	★	✓	✓	x	✓	★
21	Godley	69,814	★	✓	✓	✓	✓	✓
22	Hyde Central	69,502	x	✓	✓	✓		★
23	Hag Fold	56,600	★	★	✓	★	✓	★
24	Glazebrook	49,524	x	✓	✓	x	★	✓
25	Hyde North	43,938	x	✓	✓	SIF	✓	✓
26	Horwich Parkway	629,416	★	✓	★	★	★	★

KEY



equipment already installed



equipment to be provided (Phase 2 work subject to design, prioritisation and available funds).



equipment is low priority and has been removed from scope

SIF

(Station Improvement Fund) Northern will deliver this equipment.

Appendix 2 – Accessibility Status of Stations

Station	Accessibility	Station	Accessibility
Altrincham	Accessible	Horwich Parkway	Accessible
Appley Bridge	Not Accessible	Humphrey Park	Accessible
Ardwick	Not Accessible	Hyde Central	Not Accessible
Ashburys	Not Accessible	Hyde North	Not Accessible
Ashton-under-Lyne	Accessible	Ince	Not Accessible
Atherton	Accessible	Irlam	Not Accessible
Belle Vue	Not Accessible	Kearsley	Not Accessible
Blackrod	Accessible	Levenshulme	Not Accessible
Bolton	Accessible	Littleborough	Accessible
Bramhall	Not Accessible	Lostock	Not Accessible
Bredbury	Not Accessible	Manchester Airport	Accessible
Brinnington	Not Accessible	Manchester Oxford Road (not Plat 1)	Accessible
Broadbottom	Not Accessible	Manchester Piccadilly	Accessible
Bromley Cross	Not Accessible	Manchester Victoria	Accessible
Bryn	Not Accessible	Marple	Accessible
Burnage	Accessible	Mauldeth Road	Accessible
Castleton	Accessible	Middlewood	Not Accessible
Chassen Road	Accessible	Mills Hill	Not Accessible
Cheadle Hulme	Accessible	Moorside	Not Accessible
Clifton	Accessible	Moses Gate	Not Accessible
Daisy Hill	Not Accessible	Mossley (GM)	Not Accessible
Davenport	Not Accessible	Moston	Accessible
Deansgate	Accessible	Navigation Road	Accessible
Denton	Not Accessible	Newton for Hyde	Not Accessible
Dinting	Accessible	Orrell	Not Accessible
East Didsbury	Accessible	Patricroft	Not Accessible
Eccles	Not Accessible	Pemberton	Not Accessible
Fairfield	Not Accessible	Reddish North	Not Accessible
Farnworth	Not Accessible	Reddish South	Not Accessible
Flixton	Accessible	Rochdale	Accessible
Flowery Field	Not Accessible	Romiley	Not Accessible
Gathurst	Not Accessible	Rose Hill (Marple)	Accessible
Gatley	Accessible	Ryder Brow	Not Accessible
Glazebrook	Accessible	Salford Central	Accessible
Glossop	Accessible	Salford Crescent	Accessible
Godley	Not Accessible	Smithy Bridge	Accessible
Gorton	Not Accessible	Stalybridge	Accessible
Greenfield	Not Accessible	Stockport	Accessible
Guide Bridge	Accessible	Strines	Not Accessible
Hadfield	Accessible	Swinton (GM)	Not Accessible
Hag Fold	Not Accessible	Trafford Park	Not Accessible
Hale	Accessible	Urmston	Accessible
Hall l' th' Wood	Not Accessible	Walkden	Not Accessible
Hattersley	Not Accessible	Westhoughton	Not Accessible
Hazel Grove	Accessible	Wigan North Western	Accessible
Heald Green	Not Accessible	Wigan Wallgate	Accessible
Heaton Chapel	Not Accessible	Woodley	Not Accessible
Hindley	Not Accessible	Woodsmoor	Not Accessible

Appendix 3 – Northern SIF Projects

Station	Enhancement
Ardwick	Ticket Vending Machine, CCTV (to cover TVM only)
Bolton	Ticket Vending Machine
Burnage	Ticket Vending Machine
Deansgate	Ticket Vending Machine
East Didsbury	Ticket Vending Machine
Eccles	Ticket Vending Machine
Farnworth	Ticket Vending Machine
Flixton	Ticket Vending Machine, Replacement Shelter and Refurbished Shelter
Gatley	Ticket Vending Machine
Glazebrook	Ticket Vending Machine, Replacement Shelter
Heald Green	Ticket Vending Machine, Waiting Room Refurb
Horwich Parkway	Ticket Vending Machine
Humphrey Park	Ticket Vending Machine, CCTV
Kearsley	Ticket Vending Machine, Replacement Shelters
Lostock	Ticket Vending Machine, Replacement Shelters
Manchester Oxford Road	Ticket Vending Machine
Manchester Victoria	Ticket Vending Machine, Customer Information Screens
Moses Gate	Ticket Vending Machine
Patricroft	Ticket Vending Machine, CCTV and Replacement Shelter
Rochdale	Ticket Vending Machine, Waiting Room Refurbishment
Salford Central	Ticket Vending Machine
Salford Crescent	Ticket Vending Machine
Trafford Park	Ticket Vending Machine
Urmston	Ticket Vending Machine