

## TRANSPORT FOR GREATER MANCHESTER COMMITTEE REPORT FOR INFORMATION

Date: 13 July 2018  
Subject: Rail Station Accessibility Programme  
Report of: Rail Programme Manager (Operations)

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### PURPOSE OF REPORT

Update on work to reprioritise the Rail Station Accessibility Programme (RSAP) and to inform the next round of Department of Transport (DfT) Access for All (AfA) bids.

### RECOMMENDATIONS

Members are asked to:

- Note the content of the report;
- Note or comment as appropriate on the progress made on the reprioritised list; and
- Note that an update report will be provided to the committee in September 2018 prior to the AfA bid submission in October 2018.

### BACKGROUND DOCUMENTS

Policy and Resource Committee report 19 November 2009 – Rail Station Accessibility Programme.

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## **1. Introduction and Background**

- 1.1 This paper provides an update on work to reprioritise the Rail Station Accessibility Programme (RSAP) and to inform the next round of Department of Transport (DfT) Access for All (AfA) bids.
- 1.2 It is recognised that extensive work is needed to address accessibility issues and the provision of the necessary facilities to encourage travel by train by passengers with disabilities and mobility restraints.
- 1.3 Across Greater Manchester approximately 41% of rail stations are stepped access and a further 14% with steep ramps.
- 1.4 Although the responsibility for addressing this issue lies with Network Rail and the train operating companies, historically GMCA has also invested in improvements in this area.
- 1.5 Since it is considered neither practical nor affordable to deliver all the improvements required across Greater Manchester in one comprehensive intervention, in 2009, TfGM undertook an assessment of issues associated with rail station accessibility, from which a defined and prioritised programme of accessibility improvements was identified; RSAP.
- 1.6 The 2009 prioritised RSAP list however has not been actively updated since. This paper revisits the existing list, sets out a re-prioritised programme methodology and presents a revised list together with next steps; including opportunities for future feasibility studies and funding.

## **2. Previous Accessibility Assessment**

- 2.1 To inform the 2009 prioritised programme, a number of data sets were assembled and assessed for each rail station including:
  - whether the rail station had steps, or steep ramps (1 in 11 or steeper);
  - the estimated capital and on-going costs of the proposed scheme;
  - annual footfall;
  - disability data at sub-ward level for Attendance Allowance and Disability Living Allowance Mobility Award; and
  - distance to the nearest accessible rail station.
- 2.2 The output from this analytical process was a top ten list of rail stations requiring 'step free' access.
- 2.3 TfGMC's Policy and Resources Committee endorsed the approach on 11th September 2009, and on 19th November 2010 endorsed the ranking of top ten station 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.

2.4 The Policy and Resources Committee endorsed RSAP top 10 rail stations were as follows:

Rank	Rail Station	Station Categorisation	2012/13 Footfall (000's)
1	Blackrod	Periphery	246
2	Mills Hill	Inner	198
3	Appley Bridge	Periphery	178
4	Walkden	Inner	162
5	Irlam	Periphery	135
6	Hindley	Inner	163
7	Newton for Hyde	Periphery	120
8	Daisy Hill	Inner	116
9	Broadbottom	Periphery	98
10	Swinton	Inner	71

2.5 Since the list was generated, two rail stations have been funded and/or delivered:

- Blackrod: In 2012 TfGM delivered a step free access scheme which was in part funded locally and with a contribution from DfT of £246,000; and
- Mills Hill: Passengers are set to benefit from a new ramp and lift as part of the Great North Rail Project and the Access for All programme. Starting in September 2018 and completing in spring 2019, £3.1 million is to be invested to build a new lift and ramp.

### 3. Reprioritisation of Access Priorities

3.1 TfGM have identified a requirement to update the current prioritisation of the RSAP list. This included the need to update the 2009 baseline data, as well as reference to Greater Manchester's latest strategic thinking including the Greater Manchester Spatial Framework and the Greater Manchester Transport Strategy 2040.

3.2 The revised prioritisation framework now includes the following metrics:

- Updated accessibility data;
- Updated patronage data (2016/17 station entry/exits);
- Updated socio-economic data (Disability Living Allowance);
- Updated capital costs<sup>1</sup>;

<sup>1</sup> The capital cost estimates prepared in 2009 have not been reviewed. However these have been uplifted to 2017 values using standard RPI figures.

- Inclusion of latest residential, industry and warehousing, and office supply forecast data to represent potential growth (2015-2036)(GMSF);
- Consideration of the Mayor's Town Centre Challenge initiatives;
- Population within 1km catchment of rail station;
- Inclusion of line of route information; and
- Updated nearest accessible rapid transit station/stop (taking account of rail, Metrolink, and the Leigh Guided Busway).

3.3 The revised framework has also taken the view that rail stations with stepped access should be prioritised above those requiring improvements to steep ramps. Rail stations with stepped access present a greater barrier to users facing mobility constraints (such as heavy luggage or pushchairs) and disabled passengers.

3.4 The revised output capturing the top 20 is presented below:

Rank	Rail Station	2009 RSAP Top 10	2016/17 Footfall (000's)
1	Walkden	Yes (4)	301
2	Swinton	Yes (10)	137
3	Daisy Hill	Yes (8)	298
4	Irlam	Yes (5)	362
5	Reddish North		197
6	Hindley	Yes (6)	361
7	Bryn		154
8	Flowery Field		222
9	Newton for Hyde	Yes (7)	180
10	Levenshulme		593
11	Bredbury		215
12	Woodsmoor		254
13	Mossley		322
14	Greenfield		370
15	Moorside		48
16	Hattersley		79
17	Broadbottom	Yes (9)	159
18	Davenport		296
19	Hall I' Th' Wood		157
20	Woodley		61

3.5 A full prioritised list of the stations requiring accessibility interventions can be found in Appendix A.

3.6 Six of the top eight from the 2009 priority list remain within the revised top ten priority programme list. The two exceptions include Appley Bridge (42) and Broadbottom (17).

- Broadbottom (previously number 9): values used for the nearest accessible station and disability percentage for the station catchment have

been updated, together with additional metrics leading to Broadbottom falling down the priority order.

- Appley Bridge (previously number 3): The station includes a steep ramp in the order of a 1 in 10 gradient. Within the revised list, rail stations with stepped access are prioritised over a steep ramp. Appley Bridge is considered the highest priority of rail stations with steep ramps.

3.7 Expanding the definition of nearest accessible station to include all rapid transit modes (i.e. Metrolink and Leigh Guided Busway) ensures accessibility improvements are contextualised within the wider Greater Manchester transport offer. For instance, the new framework acknowledges that whilst Eccles rail station includes stepped access, users have access to Eccles Metrolink within close proximity. The closest accessible station/stop to Patricroft rail station is also Eccles Metrolink.

## **4. Risk**

4.1 The prioritisation framework is an analytical process which identifies a priority order to investigate access improvements based on a number of Greater Manchester priorities without being influenced by specific deliverability constraints.

4.2 The priority order should not be considered as the final order for delivering individual schemes. Rather, this sets the priorities for where Greater Manchester should focus future development work including feasibility studies informing a pipeline of accessibility improvement projects, ready for delivery subject to funding.

4.3 Based on the outcome of such feasibility work, together with potential funding sources available at a given time, GMCA may determine particular rail stations should be prioritised ahead of other rail stations on the initial priority list. There is a risk that stakeholders may expect their rail station to be next on the list but complexities around deliverability may preclude this occurring in practice.

## **5. Department for Transport Access for All**

5.1 Since launching in 2006, the DfT has provided approximately £553 million nationally through its AfA funds to deliver step free access at rail stations, either by lifts or passenger ramps. Access schemes within Greater Manchester, funded and completed include:

- Hazel Grove;
- Cheadle Hulme;
- Marple;

- Littleborough;
- Manchester Oxford Road (excluding platform 1);
- Stalybridge;
- Manchester Victoria;
- Black Rod (CP5); and
- Mills Hill (CP5 - to be delivered in 2018).

5.2 The DfT have confirmed that there is to be a further round of AfA funding this year for delivery in CP6. Whilst the opening of the bidding is unknown; it is thought to be imminent with submissions likely to close in October 2018.

## 6. Feasibility Studies

6.1 Utilising the revised priority list to inform rail stations for feasibility studies the studies are to be developed to GRIP 3<sup>2</sup> stage to satisfy the bidding requirement for the AfA fund (as advised by Network Rail and DfT). These studies need to be commenced in July 2018 to ensure preferred options are available to support the bidding process for this funding. DfT also consider any funding for the feasibility studies as part of the match funding requirements.

6.2 The first round of feasibility studies for the top six priority stations are (location map see Appendix B):

- Walkden;
- Swinton;
- Daisy Hill;
- Irlam;
- Reddish North; and
- Hindley.

6.3 Five of the six studies were previously located in the 2009 top 10 priority list. The exception, Reddish North delivers much needed accessibility improvements to the south east. Improvements at Reddish North will provide a similar role to previously identified top 10 rail stations, Broadbottom and Newton for Hyde, and importantly for the next phase of potential funding has less deliverability constraints. A rationale for each rail station proposed is included in Appendix C.

6.4 Previous feasibility studies have been undertaken for Walkden (Jacobs, 2011) and Irlam (Atkins, 2011). Further work is still required to update these studies;

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<sup>2</sup> Studies to ensure single options have been developed and selection of the most appropriate schemes to Governance for Railway Investment Projects (GRIP) 3 standards.

this will include engagement with Network Rail and Northern on the preferred scheme option to achieve GRIP 3 approval. This will also provide greater cost certainty for the proposals.

- 6.5 It is proposed to engage Network Rail to deliver the feasibility studies. This will ensure the approvals from Network Rail are obtained for each of the preferred options prior to submission in the AfA bidding process.
- 6.6 Other procurement routes, including utilising other frameworks, would impart considerable risk to the GRIP 3 approval programme for Greater Manchester's potential AfA submission later this year.

## **7. Next Steps**

- 7.1 Commence the six feasibility studies (four new; two updated) utilising the Rail Station Partnership to leverage efficiencies throughout the process. The work would likely involve:
- topographical surveys;
  - development and costing of options;
  - consultation with Network Rail, Northern and local authority transport officers;
  - Identification of associated opportunities and constraints, particularly deliverability and constructability; and
  - identification of a preferred option including development of a delivery programme.
- 7.2 Start the procurement pathway with Network Rail to enable commencement of work in July 2018. This would ensure delivery of option studies approval prior to the future AfA submission.
- 7.3 To support future rounds of DfT AfA bidding, TfGM must also consider potential match funding opportunities for such accessibilities improvements from Greater Manchester. Match funding will be required for each scheme in order to put forward a strong case.
- 7.4 Separately, as part of the feasibility studies, complementary works currently proposed within close proximity to the rail station will also be investigated (e.g. bus infrastructure improvements / drop kerbs / MOVA and SCOOT etc.) and where appropriate opportunities to leverage these works as match funding within Greater Manchester's AfA submission as part of an integrated and comprehensive upgrade for a given area will be explored.

## **8. Recommendations**

8.1 Members are asked to:

- Note the content of the report;
- Note or comment as appropriate on the progress made on the reprioritised list; and
- Note that an update report will be presented to TfGMC in September 2018 prior to the submission of the AfA bid in October 2018.

**Caroline Whittam**  
**Rail Programme Manager (Operations)**

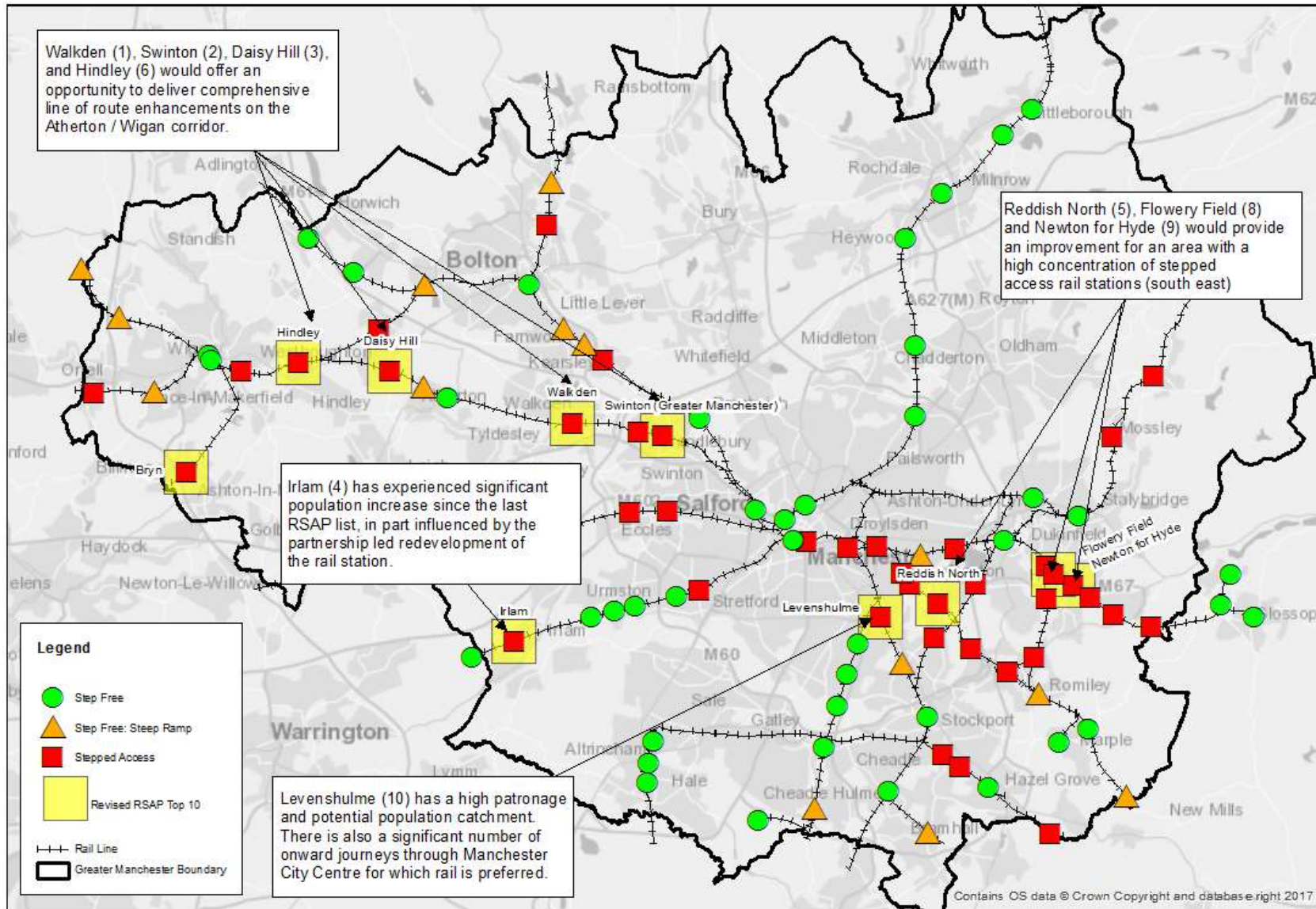


## Appendix A – Prioritised list of station requiring accessibility interventions

Rank	Rail Station	2009 Top 10 List	Patronage 2016-17
<b>Stepped Stations</b>			
1	WALKDEN	Yes (4)	300,710
2	SWINTON	Yes (10)	137,362
3	DAISY HILL	Yes (8)	298,322
4	IRLAM	Yes (5)	362,358
5	REDDISH NORTH		196,906
6	HINDLEY	Yes (6)	346,424
7	FLOWERY FIELD		222,152
8	BRYN		154,298
9	NEWTON FOR HYDE	Yes (7)	180,436
10	LEVENSHULME		592,638
11	BREDBURY		214,500
12	HEATON CHAPEL		837,228
13	MOSSLEY		322,114
14	GREENFIELD		369,826
15	MOORSIDE		47,662
16	HATTERSLEY		78,956
17	BROADBOTTOM	Yes (9)	158,652
18	HYDE CENTRAL		97,422
19	DAVENPORT		296,366
20	HALL I' TH' WOOD		157,280
21	WOODLEY		60,882
22	PATRICROFT		73,596
23	BRINNINGTON		79,512
24	WESTHOUGHTON		194,752
25	ORRELL		90,918
26	KEARSLEY		34,908
27	RYDER BROW		30,266
28	INCE		24,536
29	MANCHESTER OXFORD ROAD		8,583,649
30	GODLEY		82,954
31	HYDE NORTH		48,644
32	ASHBURYS		98,472
33	TRAFFORD PARK		64,712
34	ECCLES		190,518
35	FAIRFIELD		33,968
36	BELLE VUE		11,456
37	MIDDLEWOOD		24,824
38	ARDWICK		860
39	REDDISH SOUTH		94

Rank	Rail Station	2009 Top 10 List	Patronage 2016-17
<b>Stepped Stations</b>			
40	DENTON		144
41	MANCHESTER UNITED FOOTBALL GROUND		-
<b>Steep Ramp Stations</b>			
42	APPLEY BRIDGE	Yes (3)	246,606
43	BROMLEY CROSS		360,602
44	HEATON CHAPEL		837,228
45	ROMILEY		328,722
46	LOSTOCK		276,514
47	HAG FOLD		50,212
48	GATHURST		97,870
49	PEMBERTON		64,682
50	GORTON		113,322
51	HEALD GREEN		507,318
52	BRAMHALL		302,912
53	FARNWORTH		38,408
54	MOSES GATE		21,882
55	STRINES		26,332

## Appendix B – Greater Manchester Accessible Rail Stations



## **Appendix C – Top Priority Rail Stations**

The following provides a summary of factors which have influenced the prioritisation process for the top 10 rail stations.

### **Walkden**

- Patronage: 2016/17 Station Entry/Exits – 300,710 (one of seven stations with stepped access with annual patronage greater than 300,000)
- Potential GMSF residential allocations (within 1km of rail station): c.1200 dwellings
- Atherton is the nearest accessible stations within Greater Manchester (c. 3.5miles) – one rail stations toward Wigan. Closer accessible option available via the Leigh Guided Busway (Newearth Road)
- Total Population: ACORN data has been assessed and identified 12,247 people who reside within 1km of the rail station
- 2009 Top 10 (ranked 4)

### **Swinton**

- Clifton is the nearest accessible stations within Greater Manchester (c. 1miles); however this rail station doesn't not have a comparable service. Therefore a more appropriate option may be Patricroft (Metrolink) or Salford Crescent
- Total Population: ACORN data has been assessed and identified 15,847 people who reside within 1km of the rail station
- 2009 Top 10 (ranked 10)

### **Daisy Hill**

- Atherton is the nearest accessible stations within Greater Manchester (c. 2miles) – two rail stations toward Manchester
- Potential GMSF industry and warehousing allocations (within 1km of rail station): c.12k sqm; Potential GMSF residential allocations (within 1km of rail station): c.300 dwellings
- 2009 Top 10 (ranked 8)

### **Irlam**

- Stepped access via an underpass from the car park to the Liverpool bound platform

- Irlam has seen significant increase in patronage since the partnership led redevelopment of the station. Patronage: 2016/17 Station Entry/Exits – 362,358 (one of seven stations with stepped access with annual patronage greater than 300,000)
- Initial study has been undertaken which identified a number of options including lift and ramp configurations
- Potential residential allocations (within 1km of rail station): c.100 dwellings; Potential industry and warehousing allocations (within 1km of rail station): c.15k sqm; Potential office allocations (within 1km of rail station): c.6k sqm
- Distance to nearest accessible station impacted by quality of service at Glazebrook and road provision (canal crossings)
- 2009 Top 10 (ranked 5)

### **Reddish North**

- Level access to the Manchester bound platform. The New Mills/Sheffield bound platform can only be accessed via steps / overpass
- Located within area with a number of stepped access rail stations
- Total Population: ACORN data has been assessed and identified 19,114 people who reside within 1km of the rail station

### **Hindley**

- Patronage: 2016/17 Station Entry/Exits – 346,424 (one of seven stations with stepped access with annual patronage greater than 300,000)
- Active Friends of Group who have undertaken a considerable amount of work at Hindley rail station, leading to it being acknowledge at the ACoRP Community Rail Awards with the 'It's your station Gold' Award
- 2009 Top 10 (ranked 6)

### **Bryn**

- Stepped ramp access to the Liverpool bound platform and ramp access (1:10 slope, 40m in length) to the Wigan bound platform
- Wigan North Western and Wigan Wallgate are the nearest accessible stations within Greater Manchester (c. 3miles)
- Potential industry and warehousing allocations (within 1km of rail station): c.37k sqm; Potential residential allocations (within 1km of rail station): c.500 dwellings

## **Flowery Field**

- Stepped ramp access to both platforms
- Nearest accessible station is Guide Bridge, which is under three miles away
- Potential industry and warehousing allocations (within 1km of rail station): c.41k sqm

## **Newton for Hyde**

- Potential industry and warehousing allocations (within 1km of rail station): c.36k sqm
- 2009 Top 10 (ranked 7)

## **Levenshulme**

- Patronage: 2016/17 Station Entry/Exits – 592,638: this is the highest patronage of rail station with stepped access within Greater Manchester excluding Manchester Oxford Road (platform 1)
- Total Population: ACORN data has been assessed and identified 26,992 people who reside within 1km of the rail station. This is the highest potential catchment of all rail stations with stepped access
- Adjacent Services: High frequency low floor bus service between Manchester and Stockport adjacent to the rail station and an accessible rail station in relative close proximity (Burnage and Mauldeth Road). Car park used for weekend market
- Approximately 10% of journeys from Levenshulme travel beyond Manchester City Centre
- Lifts although difficult and expensive given the close proximity of the station to adjacent properties may be considered