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 winter 2017.

BACKGROUND DOCUMENTS


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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;
- Northern’s Station-Investment Fund (SIF);
- Northern Powerhouse – Victoria to Stalybridge; and
- Bolton Platform 5.

2. Rail Station Improvement Strategy

2.1 The Rail Station Improvement Strategy (RSIS) was originally 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.

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 agreed.

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.

2.5 The Phase 2 scope includes platform tactile strips to enhance safety at 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 Designs have been completed for the Phase 1 improvements and works on site are planned to be completed this financial year.

2.7 With regards to the design and development of Phase 2, a scope remit has been drafted for Northern to design and develop this phase is anticipated in summer 2017. Once the designs and cost estimates have been completed, TfGM will deliver tactile strips at as many stations that can be afforded within the Growth Deal Two funding allocation. 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 Following a comprehensive audit, assessment and validation exercise with regards to step-free access for all rail stations within Greater Manchester, TfGM endorsed in 2010 and 2014, the Rail Station Accessibility Programme (RSAP); a top ten list of stations most in need of “step-free” access.

3.2 Network Rail continues to progress development activities to provide a step-free, unobstructed access route from the station entrance to both platforms at the current top priority station Mills Hill, funded through DfT’s Access for All programme (2015-19). The proposed design to be taken forward 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. TfGM continues to press Network Rail for delivery as early as possible.

3.3 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 agreed by the Greater Manchester Combined Authority (GMCA) in September 2016.
Phase 1 – Platforms 1 and 2, platform and canopy enhancement delivered (Network Rail CP5 scheme);

Phase 1a - 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.

With regards to the progress of Phase 1, Network Rail advise that their GRIP 2 – Feasibility study will be completed in July 2017.

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. A clearer view in this regard will be known following completion of the GRIP 2 study in July 2017.

A detailed brief relating to Phase 1a assessing the options to stop longer trains and an associated timetable and operational assessment, has been agreed with Network Rail, Rail North and TfGM.

The infrastructure study and timetable assessment will form two interconnected strands, each informing the other as they are progressed in order to identify viable options for accommodating longer services.

TfGM is currently working with the Rail North and the rail industry to establish the appropriate timetable information to use as a base for a robust and reliable assessment.

It is planned, subject to confirmation on the appropriate timetable to use, to appoint consultants to undertake the infrastructure study and timetable assessment in August 2017, with a view to completing a GRIP 2 study by spring 2018, which will outline the options available for accommodating longer trains, associated costs, programmes and key risks.

5. Hattersley Rail Station

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 LSTF funded car park.

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 has allocated funds to undertake initial designs for a new Park and Ride facility on Salford City Council land adjacent to Walkden Rail Station.

6.3 TfGM, in conjunction with Salford City Council, is now progressing designs and a business case to assess the viability of the scheme. Whilst there is no funding for the scheme itself, funding opportunities to deliver the facility are being investigated. It is anticipated that designs and an assessment of the value for money case will be completed by July 2017.

6.4 TfGM is also undertaking a wider review of car parking with a view to developing a Greater Manchester Park and Ride strategy.

7. Cycle Facilities at Rail Stations

7.1 Covered cycle facilities have been delivered at East Didsbury (2015), Gatley (2016) and Guide Bridge (2016) rail stations as part of the Cycle City Ambition Grant (CCAG1).

7.2 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 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;
- Stations located within the M60 were eliminated; and
- Patronage.

7.3 “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.

7.4 The proposed enhancements will include:

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

7.5 Delivery is planned in 2018.

8. **Station Investment Fund (SIF)**

8.1 Northern, as part of its franchise, has committed approximately £30 million to enhance stations across the franchise. They are currently developing a programme of works covering:

- Waiting shelter, waiting room 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
- Northern Connect - staffed stations (Bolton, Deansgate, Heald Green, Horwich Parkway, Manchester Oxford Road, Manchester Victoria, Rochdale, and Salford Crescent) with Wifi, and catering facilities.

8.2 Details of schemes and stations will be emerging over the coming months and TfGM will advise Members accordingly.

9. **Northern Powerhouse – Victoria to Stalybridge**

9.1 As part of the North West and TransPennine route upgrades, there are numerous elements of works being delivered by Network Rail between Stalybridge station and Victoria station.

9.2 The operational railway works, which affect the route between Stalybridge and Manchester Victoria, will include:

- replacement of two bridge decks on Turner Lane;
- works to abutment walls on Katherine Street Tunnel and Oldham Road overbridge; and
- 3.5 km of track renewals.

The current track alignment means a severe restriction in speed to train services, the works listed above will address allowing reduced journey times between Manchester Victoria and Huddersfield/ Leeds.

9.3 Ashton-under-Lyne station will be closed with no trains between Victoria and Stalybridge between 8 July and 31 July 2017, and will benefit from new LED lighting (platforms and subway) new customer information
screens, better pigeon netting, redecoration, new signage, a new ticket machine and a remodelled ticket office and waiting room.

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 As part of the enhancement works, the station will be closed from 12 August to 28 August 2017. Platform 5 will be operational by December 2017. OLE Installation will be carried out after the reopening of the station.

11. **Recommendations**

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

**Alex Cropper**

*Head of Projects Group*
## Appendix 1 – RSIS Tranche 6 Agreed Scope

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### KEY

- ✽ Equipment already installed.
- ✓ Equipment could be provided (subject to Phase 2 design work, prioritisation and available funds).
- x Denotes where equipment is considered low priority.
- SIF Station Improvement Fund. Northern will deliver this equipment.