Transport for Greater Manchester Committee
Capital Projects and Policy Sub Committee

Date: Friday 9 February 2018
Time: 10.30 am
Venue: The Hall, the Mechanics Centre, 103 Princess Street, Manchester M1 6DD (location map attached)

Labour Group: 10.00 am, the Woods Room, the Mechanics Centre, 103 Princess Street, Manchester M1 6DD
Conservative Group: 10.00 am, the Purcell Room, the Mechanics Centre, 103 Princess Street, Manchester M1 6DD

MEMBERSHIP:

Members of the Sub Committee:
Councillor Mohon Ali
Councillor Rhyse Cathcart
Councillor Michael Cordingley
Councillor Doreen Dickinson
Councillor Andrew Fender
Councillor Annette Finnie
Councillor Robin Garrido
Councillor Guy Harkin (Chair)
Councillor James Grundy
Councillor Roger Jones
Councillor Peter Robinson
Councillor Eunice Smethurst (Deputy Chair)
Councillor Howard Skyes
Councillor John Taylor
Councillor Shah Wazir

Substitute Members:
Councillor Christine Corris
Councillor Noel Bayley
Councillor Warren Bray
Councillor Chris Goodwin
Councillor Stuart Haslam
Councillor Lynne Holland
Councillor Chris Paul
Councillor Patricia Sullivan

Transport for Greater Manchester is a Joint Committee of the Greater Manchester Combined Authority and the 10 Greater Manchester District Councils
SECTION 1 – STANDING ITEMS

1. Apologies for absence

2. Urgent Business (if any) at the discretion of the Chair

3. Declarations of Interest in any contract or matter to be discussed (if any Member has a personal/prejudicial interest, please complete the form enclosed within this agenda and hand it to the Governance & Scrutiny Officer at the start of the meeting)

4. To approve the minutes of the last meeting held on 1 December 2017

SECTION 2 – ITEMS FOR RESOLUTION

There are no items for resolution.

SECTION 3 – ITEMS FOR INFORMATION

5. Metrolink Capital Update

6. Rail Infrastructure Update

FURTHER INFORMATION

For copies of papers and further information on this meeting please refer to the website www.greatermanchester-ca.gov.uk. Alternatively, contact the following Governance & Scrutiny Officer: Jenny Hollamby ☎ 0161 778 7009 ⌘ jenny.hollamby@greatermanchester-ca.gov.uk

This agenda was issued on behalf of Eamonn Boylan, Secretary to the Joint Committee, c/o Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU
<table>
<thead>
<tr>
<th>Minute Item No. / Agenda Item No.</th>
<th>Nature of Interest</th>
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CPP17/22 APOLOGIES

Apologies for absence were received from Councillor Doreen Dickinson, Councillor Peter Robinson and Councillor Howard Sykes.

CPP17/23 URGENT BUSINESS

There were no items of urgent business introduced at the meeting.

The Chair advised Members that TfGM had won the North of England Transport Award for Construction and Engineering project of the Year for the Metrolink second city crossing. The awards were about bringing the industry together to celebrate its achievements in providing efficient, high quality transport services across the region. The awards aimed to reward and encourage innovation and excellence and help disseminate the very best practice throughout the north of England.
The Chair reported that a visit to Wigan bus station had taken place, along with Councillor Eunice Smethurst and the GM Mayor. It was reported that the work that commenced in July 2017 was on schedule and was due to open in October 2018.

CPP17/24 DECLARATIONS OF INTEREST

There were no declarations of interest received at the meeting.

CPP17/25 MINUTES OF THE LAST MEETING HELD ON 13 OCTOBER 2017

Members considered the minutes of the previous meeting held on 13 October 2017.

RESOLVED/-

Subject to Councillor Shah Wazir being added to those that apologised for the meeting, the minutes of the Capital Projects and Policy Sub Committee meeting, held on 13 October 2017 be approved as a correct record.

CPP17/26 BUS PRIORITY UPDATE

Consideration was given to the report of the Head of Projects Group that provided an update on recent progress in respect of the bus priority programme and the Salford – Bolton network improvement programme.

The Head of Projects Group led Members through the report. The main points referred to were noted as:

- A Member raised the following issues about the busway service (V1 and V2) between Leigh, Atherton, Tyldesley, Salford and Manchester; during peak times there was a capacity issue for passengers, particularly those wishing to board on the A580; parking problems and parking restrictions had caused parking issues in other areas; the park and ride facility was in the wrong location and it was suggested a mini facility was required at Ellenbrook; over-crowding issues on the service to Manchester Royal Infirmary had been reported by a resident and traffic management issues, increased congestion, traffic signals and traffic queues onto the A580 were also raised. Officers acknowledged the capacity issues at peak times and advised they were working with the operator to fine tune the existing service. Capital funding was not available for extra buses for the busway. The park and ride facility was reaching capacity at some locations. However, a suitable piece of land at Ellenbrook was not available. In terms of the over-crowding issues on the Manchester Royal Infirmary service, Officers recognised this was unacceptable and would investigate the complaint. Regarding traffic signals, Members were advised that it was a fine balance to keep the A580 flowing and allowing access to/from local roads. Additional pedestrian safety had been added at the junctions limiting the capacity from road traffic. Officers reassured Members that the situation was regularly monitored and adjustments made. However the reality was, the highway was at capacity.
• A Member who used the V1 service regularly reassured Members whilst the service was extremely busy no passengers were left behind at bus stops and the Member had never experienced any health and safety issues. It was a terrific service. It was highlighted that both the V1 and V2 services could be used and buses were only minutes apart.

• Whilst a Member welcomed the 1 million cycle journeys reported, it was suggested that it was more likely to be 2 million and asked Officers how the undercount would be captured. Officers agreed to investigate the situation and report back.

• A Member asked that the cycle route at Ellenbrook be advertised and signposted as he only accidently located it when cycling to Westhoughton. Officers agreed to pass the comments to the local authority.

RESOLVED/-

That the report be noted and the progress which had been made on the bus priority schemes in recent months.

CPP17/27 INTERCHANGES PROGRAMME UPDATE

Members considered the report of the Head of Projects Group that provided an update on recent progress made in respect of the new interchange facility at Bolton, and the future transport facilities being developed and delivered for Stockport, Tameside, Wigan, Farnworth and Pendleton. The report provided an overview of the progress made since the last update and the work scheduled to be undertaken over the coming months.

Members asked a range of questions, which were noted as:

• In response to a question, it was explained that a changing places facility allowed people with profound and multiple disabilities, as well people with other physical disabilities such as spinal injuries, muscular dystrophy and multiple sclerosis the extra equipment and space to allow them to use the toilets safely and comfortably. It was the first facility in Greater Manchester and it was envisaged that they would be introduced at Wigan bus station.

• Regarding the reinstatement of a fifth platform at Bolton Rail Station, a Member asked about disabled access. Officers advised that the platform met with current standards and would have taken disabled access into account. The Officer agreed to provide the Member with more details outside of the meeting.

• A Member asked that all parties came together to address the minor operational issues at Altrincham interchange. It was acknowledged there had been problems and Officers advised that a small project team had been established to work with partners to find a suitable approach.
RESOLVED/-

1. That Members noted the contents of the report and the achievements made in progressing the schemes since the last interchanges update.

2. That Members further noted the work scheduled to be undertaken to continue to develop the schemes over the coming months, in conjunction with stakeholders.

CPP17/28 METROLINK CAPITAL UPDATE

Consideration was given to the Head of Projects Group that presented an update in relation to the Metrolink capital programme.

In terms of the Trafford Park line, a Member was pleased to see that stakeholder meetings were going well. However, a concern was raised about the build-up of traffic towards the Trafford centre during the Christmas period and knock on effects. The Member asked what plans were in place. Officers advised that there were delays on all parts of the roadways during the lead into Christmas but this was exacerbated by the on highway works. Change of travel times and special phases for traffic lights were being considered but the network was at capacity. Fine tuning was undertaken every day to address issues. In addition, radio broadcasts to reinforce behavioural change messages and continued monitoring was taking place.

RESOLVED/-

Members noted the progress made on the tram management system (TMS) programme, second city crossing (2CC), Trafford Park line (TPL) and renewals and enhancements programme.
TRANSPORT FOR GREATER MANCHESTER COMMITTEE
REPORT FOR INFORMATION

Sub Committee: Capital Projects and Policy
Date: 09 February 2018
Subject: Metrolink Capital Update
Report of: Head of Projects Group

PURPOSE OF REPORT
To present an update in relation to the Metrolink Capital Programme.

RECOMMENDATIONS
Members are recommended to note the contents of the report.

BACKGROUND DOCUMENTS
Capital Projects and Policy 10 February 2017; 24 March 2017; 24 April 2017; 23 June 2017; 01 September 2017; 13 October 2017; and 01 December 2017.

CONTACT OFFICERS
Chris Barnes 0161 244 1428 chris.barnes@tfgm.com
1. Introduction

1.1 The report updates Members on the progress to date on the Metrolink Capital Programme, including the work on current extensions, enhancements to the existing network and Metrolink expansion funding bid submissions.

1.2 Details of progress on the individual initiatives are set out in the following sections.

2. Tram Management System (TMS)

2.1 Victoria Station was handed over to the Metrolink Operator (KeolisAmey) in December 2017 after successful completion of final testing and commissioning of changes to the signalling infrastructure. This enabled KeolisAmey to undertake training of Metrolink drivers in advance of the timetable change effected during January 2018.

2.2 Following conclusion of the works at Victoria Station, a number of lessons learnt workshops have been held to inform the integrated TMS delivery schedule for the wider network, in order to enhance delivery confidence. The Contractor is currently refining the integrated delivery schedule for presentation and subsequent agreement with TfGM, which is expected imminently.

2.3 The next phase of planned works will be undertaken between the Queens Road Junction and Whitefield Metrolink Stop on the Bury line and will be planned to minimise potential disruption to passengers. Once the final sections of the original Metrolink signalling system have been replaced by TMS control, the removal of the legacy signalling system will then be undertaken.

3. Trafford Park Line Extension (TPL)

3.1 Access has now been secured to the majority of land required to facilitate the scheme, permitting substantial phased enabling and main construction works (utility diversions, demolition, accommodation works, highway re-alignment etc) to continue to be undertaken in accordance with the accepted delivery schedule.

3.2 The legal and commercial process relating to the occupation of land in both the temporary (construction) and permanent (operation) scenarios is continuing to be negotiated by TfGM, at a senior level where necessary, and this will continue over an extended period due to the complexity and number of land interests involved.

3.3 Significant progress has been achieved in the following areas: key utility diversions have been completed with all remaining utility diversions proceeding according to programme; alterations to the highway network
continue to be undertaken including completion of the new Westinghouse Road / Parkway slip road; foundations to the new structures located adjacent to the Ship Canal have been substantially completed whilst earthworks associated with the required structures over the Bridgewater Canal are progressing well. In addition, the first track laying operations have now commenced on the Parkway section of the new line. A photocall to mark this key milestone took place at the start of February.

3.4 The temporary Traffic Management (TM) arrangements were successfully scaled back in advance of the recent festive period and the duration for this scaled back activity subsequently extended around the Trafford Centre following further discussions with key stakeholders. The TM has now returned to its original scale in order to safely and efficiently deliver the TPL extension with changes to the temporary arrangements being proactively communicated to businesses and stakeholders in a variety of ways (stakeholder meetings, weekly TM emails, Variable Message Signs (VMS), social media etc).

3.5 Engagement is ongoing with Trafford Council, Highways England, local businesses and stakeholders with particular focus on the performance of the temporary TM solutions and potential implications associated with upcoming events.

3.6 Subject to continued satisfactory progression, in accordance with the accepted delivery schedule, the TPL extension will become operational during 2020.

4. Renewals and Enhancements Programme

4.1 An OJEU compliant procurement exercise is being progressed in order to create a TfGM Renewals Framework of construction companies representative of the required specialisms to work across the Metrolink network in the future.

4.2 Significant interest was generated through a Pre-Qualification Questionnaire (PQQ) process and the submitted documentation has been evaluated by TfGM.

4.3 The outcome of the PQQ evaluation was notified to potential bidders in late 2017 and Invitation to Tender (ITT) documentation was subsequently issued to the shortlisted bidders. Tender responses to the ITT and subsequent evaluation by TfGM will be undertaken in early 2018, with a view to the new Framework being in place at the start of the new financial year.

4.4 In relation to current activity, the enhancement works to the Crumpsall Metrolink Stop continue to progress in accordance with the agreed delivery schedule. A new track-level pedestrian crossing facility was opened to the public on 3 January 2018, which facilitated the subsequent removal of the existing ramp, footbridge and lift shaft on 14 January 2018.
4.5 Construction activity is now focussed upon the upgraded stepped access on the Bury-bound platform, as well as signage, overhead line equipment (OLE), ducting, site clearance and electrical completion works.

4.6 One further short-term disruptive possession will be required to install the new steel steps to the Bury-bound platform and also undertake required alterations to the OLE. The timing of the works will be coordinated with other planned works on the network in order to minimise disruption to passengers. Subject to continued satisfactory progression, the works are planned to be completed by spring 2018.

4.7 In addition, remedial works are continuing to be undertaken at various sites along the Eccles Line and follow on from the re-railing works that were undertaken during 2016. These works are predominantly being undertaken during engineering hours in order to minimise disruption to passenger services. The remaining works are predominantly the installation of a flexible joint adjacent to the rail, which is weather dependant. Subject to continued satisfactory progression, the works are planned to be completed by spring 2018.

5. Metrolink Expansion Funding Bids

5.1 Further to the award of development funding from the Department for Transport (DfT), a funding bid has recently been submitted to extend Metrolink from the current station at the airport to Terminal 2 (T2). This scheme will align with Manchester Airport Group’s intended expansion of T2 and the future development of Airport City.

5.2 Members will be advised of the outcome of this bid in due course.

5.3 Subject to the availability of funding and the demonstration of an appropriate business case, it is proposed to extend the T2 link to the HS2 station at the airport in the future, as part of the wider Western Loop initiative.

6. Recommendations

6.1 Members are recommended to note the contents of the report.

Alex Cropper
Head of Projects Group, TfGM
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 and comment on 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 Summer 2018.

BACKGROUND DOCUMENTS


CONTACT OFFICERS

Amanda White 0161 244 0893 amanda.white@tfgm.com
Chris Barnes 0161 244 1428 chris.barnes@tfgm.com
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 Additional Priorities funding has been allocated for the provision of further safety, security and information systems at rail stations across Greater Manchester.

2.3 The scope and a phased approach to delivery was agreed at Capital Projects and Policy Sub-Committee on 10 February 2017, and is as follows.

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 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 and are planned to be completed by April 2018.

2.7 With regards to Phase 2, designs have now been completed and procurement activities are being finalised with a view to starting on site in April 2018. Based on costings and the available funding it is expected that tactile paving can be delivered at the first 8 stations on the priority list (Ashburys, Hattersley, Ince, Strines, Atherton, Appley Bridge, Flowery Field, and Woodsmoor). Further priority stations will be brought forward for delivery should any savings be made. Delivery is forecast to be completed by summer 2018.

2.8 A complete list of the stations and associated scope is provided at Appendix 1.

3. Rail Station Accessibility

3.1 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 at an advanced stage of progression with the scheme due to be completed by the end of the current Control Period (i.e. March 2019), subject to internal Network Rail approval. TfGM continues to press Network Rail for delivery as early as possible and Network Rail advise that they are aiming to be on site by Summer 2018.

3.2 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 in the medium term, noting that Network Rail plan to use the car park as their works compound during delivery of the Access for all Scheme.

3.3 Members will recall that TfGMC’s Policy and Resources Committee endorsed the current Rail Station Accessibility Programme (RSAP) 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.

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<tr>
<th>Station</th>
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<tr>
<td>1. Blackrod</td>
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<td>2. Mills Hill</td>
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<td>3. Appley Bridge</td>
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<td>4. Walkden</td>
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<td>5. Irlam</td>
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<tr>
<td>6. Hindley</td>
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</table>
3.4 Network Rail has advised that the rail industry will be seeking submissions for stations to be included in the CP6 tranche of DfT’s Access for All programme (2019-24) this summer. Potential submission options from TfGM could include a refreshed RSAP utilising the most up to date data used in the original prioritisation exercise (e.g. footfall, disability levels, and costs) or consideration of stations aligned most closely with the scope related to GM’s aspirations for the future management of stations.

3.5 TfGM will be considering these options further over the coming months and will report back to Members with a set of detailed recommendations prior to any submission being made to Network Rail.

4. Salford Central Rail Station

4.1 To maximise the benefits of 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 With regards to Phase 1a, Network Rail has recently advised that the scheme has been removed from their CP5 work bank, with the intention to complete development (GRIP 3-5) and delivery (GRIP 6-8) in CP6 (April 2019 to 31 March 2024). In light of this advice, TfGM is in discussions with Network Rail with a view to exploring the options for delivering these enhancements at the earliest possible opportunity.

4.4 The Phase 1b feasibility study covering both infrastructure options and potential timetable solutions commenced in August 2017. In the first instance, the study will assess options for accommodating additional services that can be delivered within the current Growth Deal spending period (i.e. by 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 secured.

4.5 The 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.
4.6 The study excludes measures to lengthen platforms 1 and 2, following agreement with Network Rail and Northern that as these are existing operational platforms, a requirement to extend these platforms in the future would have to be addressed by the rail industry and is being considered as part of the ongoing Network Rail North of England Route Study.

5. **Hattersley Rail Station**

5.1 Following the previous provision of enhanced passenger information systems at this station through the Northern Rail franchise, Tameside Council is now progressing outline designs and costs for options for an enhanced ticket office using Growth Deal Minor Works funding. These enhancements are planned to be delivered within the current Growth Deal spending period.

6. **Rail Station Park and Ride**

6.1 As Members will be aware, the Hindley station park and ride scheme has been previously been placed on hold, due to a legal matter related to ownership rights over Network Rail land. Whilst Network Rail has been endeavouring to resolve this matter with the adjoining land owner for over three years, the situation continues to remain unresolved, with no apparent prospect of this situation changing over the short to medium term. TfGM cannot proceed until this is resolved.

6.2 Given this situation, and following discussions with Wigan Council officers, it is therefore proposed that any further work on this initiative is ceased. Should the legal matter be resolved at any point in the future, then the Hindley scheme will be considered for re-introduction into the TfGM Capital Programme, subject to the availability of funding at that time.

6.3 In addition, TfGM is reviewing design options in respect of a park and ride facility at Walkden rail station. Following completion, TfGM will work with Salford City Council to understand potential funding opportunities for the delivery of the scheme.

7. **Cycle Facilities at Rail Stations**

7.1 As part of the CCAG2 and Growth Deal 2 Additional Priorities programmes, funding has been allocated for the provision of additional cycle parking facilities at rail stations.

- CCAG2 funded stations include Cheadle Hulme, Stalybridge, Walkden, Wigan Wallgate and Wigan North Western; and
- Growth Deal 2 funded stations include Urmston and Woodsmoor.

7.2 The proposed enhancements, which are scheduled to be delivered in 2018, will include a combination of the following:
• On station covered cycle parking or additional “Sheffield stands” with signage improvements where appropriate; and
• Off-station cycle access improvements such as cycle lanes or shared toucan crossings on-highway.

8. Rochdale Underpass

8.1 With funding from Rochdale Council, TfGM is designing enhancements for the northern section of the underpass accessed from Station Road (the front of the station), building on the success of the recently completed underpass scheme, along with improvements to the front of the station to provide greater presence in the street scene.

8.2 Designs and cost estimates are expected in spring 2018. These outputs will allow funding opportunities to be investigated.

9. Station Investment Fund (SIF)

9.1 Northern has committed approximately £30 million to enhance stations across their franchise, and is currently developing and delivering 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. Further details are provided at Appendix 2.

• Phase 2 - Northern Connect - staffed stations (Bolton, Deansgate, Heald Green, Horwich Parkway, Manchester Oxford Road, Manchester Victoria, Rochdale, and Salford Crescent) –Wifi.

• Phase 3 - Includes a mix of the Phase 1 enhancements at further stations yet to be confirmed, along with catering/retail facilities at the Connect stations named in Phase 2.

9.2 Following the completion of detailed surveys to finalise scope, Phase 1 works have started on site and are due to be completed in 2018. Phase 2 works are also now planned to be delivered in 2018.

9.3 Details of further phases, including Phase 3, 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 electrification works in this location remain ongoing.
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

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</tr>
</tbody>
</table>

**KEY**

- 🌟 equipment already installed
- ✓ equipment to be provided
- x equipment is low priority and has been removed from scope

SIF (Station Improvement Fund) Northern will deliver this equipment.
Appendix 2 – Northern SIF Projects (Phase 1 and 2)

<table>
<thead>
<tr>
<th>Station</th>
<th>Enhancement</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ardwick</td>
<td>Ticket Vending Machine, CCTV (to cover TVM only)</td>
</tr>
<tr>
<td>Bolton</td>
<td>Ticket Vending Machine, Wifi</td>
</tr>
<tr>
<td>Bramhall</td>
<td>Ticket Vending Machine, Waiting Room/Shelter Refurb, PA</td>
</tr>
<tr>
<td>Bryn</td>
<td>Ticket Vending Machine, Replacement Shelter</td>
</tr>
<tr>
<td>Burnage</td>
<td>Ticket Vending Machine</td>
</tr>
<tr>
<td>Chassen Road</td>
<td>Ticket Vending Machine, CCTV, Waiting Shelter Refurb</td>
</tr>
<tr>
<td>Deansgate</td>
<td>Ticket Vending Machine, Wifi</td>
</tr>
<tr>
<td>East Didsbury</td>
<td>Ticket Vending Machine</td>
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<tr>
<td>Eccles</td>
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<tr>
<td>Farnworth</td>
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<tr>
<td>Flixton</td>
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<tr>
<td>Gatley</td>
<td>Ticket Vending Machine</td>
</tr>
<tr>
<td>Glazebrook</td>
<td>Ticket Vending Machine, Replacement Shelter</td>
</tr>
<tr>
<td>Heald Green</td>
<td>Ticket Vending Machine, Waiting Room Refurb, Wifi</td>
</tr>
<tr>
<td>Horwich Parkway</td>
<td>Ticket Vending Machine, Wifi</td>
</tr>
<tr>
<td>Humphrey Park</td>
<td>Ticket Vending Machine, CCTV</td>
</tr>
<tr>
<td>Kearsley</td>
<td>Ticket Vending Machine, Replacement Shelters</td>
</tr>
<tr>
<td>Lostock</td>
<td>Ticket Vending Machine</td>
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<td>Manchester Oxford Road</td>
<td>Ticket Vending Machine, Wifi</td>
</tr>
<tr>
<td>Manchester Victoria</td>
<td>Ticket Vending Machine, Wifi</td>
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<tr>
<td>Moses Gate</td>
<td>Ticket Vending Machine</td>
</tr>
<tr>
<td>Patricroft</td>
<td>Ticket Vending Machine, CCTV and Replacement Shelter</td>
</tr>
<tr>
<td>Rochdale</td>
<td>Ticket Vending Machine, Wifi</td>
</tr>
<tr>
<td>Salford Central</td>
<td>Ticket Vending Machine</td>
</tr>
<tr>
<td>Salford Crescent</td>
<td>Ticket Vending Machine, Wifi</td>
</tr>
<tr>
<td>Trafford Park</td>
<td>Ticket Vending Machine</td>
</tr>
<tr>
<td>Urmston</td>
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</tbody>
</table>

N.B. Some items have been removed from the scope following detailed surveys and a scope review by Northern.