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.

2. Note that a further update report will be submitted in February 2016.

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);
- Northern Rail’s Minor Station Improvements;
- Rail Station Accessibility;
- National Stations Improvement Programme (NSIP);
- Manchester Victoria - Major Scheme Enhancements;
- Salford Central Rail Station;
- Hattersley Rail Station;
- Rail Station Based Park and Ride;
- Cycle Hubs at Rail Stations; and
- Manchester Piccadilly - Automatic Ticket Barriers.

1.2 Appendix 1 to this report provides photographs showing the progress of a number of the schemes described in this report.

2. **Rail Station Improvement Strategy**

2.1 The Rail Station Improvement Strategy (RSIS) was established to improve existing passenger security and information systems at 51 smaller rail stations across Greater Manchester, as funding becomes available. To date, passenger help points, CCTV, real time information screens and public announcement systems have been delivered at 43 rail stations.

2.2 Local Transport Capital Block Funding provides a contribution to support the delivery of further RSIS stations. To maximise the impact of this funding TfGM has negotiated with the rail industry to exploit synergies with NSIP funding1 (see Section 5). This approach will see the joint funding and delivery of nine RSIS stations (Newton for Hyde; Hale; Smithy Bridge; Castleton; Broadbottom; Eccles; Flixton; Gathurst; and Pemberton).

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1 DfT will provide up to £100 million, nationally, (April 2014 to March 2019) to fund station improvements.
2.3 The works at Castleton, Flixton, Eccles, Hale, Gathurst and Pemberton are now complete, and the works at Smithy Bridge are substantially complete and due to be finished by the end of November 2015. Works have started at Newton for Hyde and Broadbottom, and completion is scheduled by the end of March 2016.

2.4 Northern Rail, as part of their franchise extension to February 2016, is required to provide Customer Information Screens at 100 stations across their franchise area, which consists of 462 managed stations. TfGM worked with Northern Rail to ensure that as many Greater Manchester stations as possible were included within this programme.

2.5 With regards to the progress of the Greater Manchester stations, Northern Rail has installed Customer Information Screens at Ashburys, Godley and Woodsmoor. Works to install screens at the remaining 10 stations (Bredbury, Gorton, Hattersley, Ince, Moston, Navigation Road, Strines, Disley, Dinting and Appley Bridge) are due to complete by the end of December 2015.

2.6 Hyde Central was originally included in Northern Rail’s list of 100 stations however, Northern Rail has advised that due to design complexities, enhancements at the station cannot be delivered before the end of the franchise. To ensure that passengers at Hyde Central benefit from necessary improvements, Growth Deal Two funding will provide station-wide CCTV, a PA system and help points at the station, at the same time as Customer Information Screens.

2.7 Growth Deal Two funding has been allocated for the provision of further safety, security and information systems at rail stations across Greater Manchester over the next two years.

2.8 The stations have been prioritised using ORR 2012/13 footfall (latest data available). Larger stations which are currently staffed and are only missing help points remain excluded from the programme, as they were previously. In addition, Ardwick, Clifton, Denton and Reddish South stations have been excluded due to their footfall being under 1,000 passengers per year.

2.9 Based on costs of previous RSIS tranches it is planned that of the 38 station schemes proposed to benefit from the additional facilities, a minimum of 24 stations can be delivered. The remaining 14 would be “shovel ready” to exploit any future funding opportunities or should savings be found during the design process.
3. Northern Rail’s Minor Station Improvements

3.1 Northern Rail, as part of their Minor Works programme and Access for All proposals for 2015/16, will deliver the following schemes by March 2016.

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<th>Stations</th>
<th>Northern Rail Minor Works</th>
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<td>Brinnington</td>
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<td>Glossop</td>
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<td>Heaton Chapel</td>
<td>Automatic Doors, Ticket Counter</td>
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<td>Newton for Hyde</td>
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<td>Romiley</td>
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<td>Rose Hill Marple</td>
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<th>Stations</th>
<th>Access for All Small Schemes</th>
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<td>Ashton under Lyne</td>
<td>Automatic Doors</td>
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<td>Bredbury</td>
<td>Ticket Counter, Automatic Doors, Seating</td>
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<td>Brinnington</td>
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<td>Broadbottom</td>
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<td>Gatley</td>
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<td>Gorton</td>
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<td>Hale</td>
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<td>Heald Green</td>
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<td>Hyde Central</td>
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<td>Reddish North</td>
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<td>Westhoughton</td>
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4. Rail Station Accessibility

4.1 Following a comprehensive audit, assessment and validation exercise with regards to step-free access for all rail stations within Greater Manchester, TfGMC endorsed the Rail Station Accessibility Programme (RSAP); a top ten list of stations most in need of ‘step-free’ access.

4.2 Following delivery of a step free scheme at Blackrod in 2012, the remaining nine stations in need of access improvements are shown below in priority order:

1. Mills Hill
2. Appley Bridge
3. Walkden
4. Irlam
5. Hindley
6. Newton for Hyde
7. Daisy Hill
8. Broadbottom
9. Swinton

4.3 Mills Hill will receive a share of £60 million of the Access for All funding to improve access for passengers by 2019. Network Rail is currently developing options to provide a step-free, unobstructed access route from the station entrance to both platforms. Development activities are now underway and the preferred option to be taken forward for delivery is scheduled to be decided in spring 2016.

4.4 Funding to electrify the North Transpennine route was announced in November 2011. Network Rail commenced the assessment of bridges and tunnels as part of the works to electrify the line between Manchester Victoria and Leeds/York and had previously confirmed that the potential for passive provision for lifts at Greenfield Rail Station would be considered. The electrification programme did not provide any funding for DDA works.

4.5 TfGM officers will continue discussions with Network Rail to understand the potential for access enhancements at Greenfield rail station.

4.6 In addition, officers will continue to explore potential funding opportunities to provide access improvements to the remaining priority stations and across Greater Manchester.
5. **The National Stations Improvement Programme (NSIP)**

5.1 Within the context of TfGM’s plan to enhance the pedestrian footbridge connecting the Deansgate-Castlefield Metrolink stop and the rail station, as part of the Second City Crossing, TfGM negotiated with the rail industry that NSIP funding should be used to deliver enhancements at Deansgate Rail Station. The works are planned to complete at the end of November 2015 and include refurbishment of the station entrances and access routes (including improvements to the floor, wall and ceiling finishes and improved signage and lighting).

6. **Manchester Victoria – Major Scheme Enhancement**

6.1 Network Rail, in conjunction with TfGM, has completed a scheme to transform Manchester Victoria Station. The scheme was funded through a combination of Network Rail funds, DfT funds and the Station Commercial Project Facility funding, and a £4.25 million contribution from TfGM.

6.2 The scheme provided: a new roof; improved station concourse area, including a new bridge link to the Manchester Arena, making the entire station fully accessible; improvements to the footbridge spanning platforms 3-6, allowing for future growth in passenger numbers; sympathetic refurbishment to the Grade II listed parts of the Victoria Buildings, (including the war memorial, glass dome, Soldiers Gate and the wall map); refurbishment of the external canopy, new lighting and glazed entrances; enhanced retail spaces and provision of new retail facilities; improvements to the ticket hall and external improvements to the paving on the station approach.

6.3 An official opening event was held at the station on 6 October 2015.

7. **Salford Central Rail Station**

7.1 Proposals to enhance the station and increase operational capacity by providing additional platforms are being progressed by TfGM, Salford City Council and Network Rail. The Salford Central additional platforms scheme is part of the Growth Deal.

7.2 The scheme was scheduled for delivery by December 2016 in line with the Ordsall Chord delivery dates, however Network Rail is currently advising a revised delivery date of December 2017 for the Ordsall Chord.
7.3 Network Rail, on behalf of TfGM, is progressing with the necessary design and development works so as to ensure that the scheme can be delivered alongside the Northern Hub Ordsall Chord works and Network Rail’s plans to ease the stepping distances on platforms 1 and 2.

8. Hattersley Rail Station

8.1 TfGM, Tameside MBC, Northern Rail and Network Rail worked together to identify a range of improvements and associated funding for Hattersley Rail Station. TfGM and Tameside MBC agreed that LSTF funding should be used to move the existing Hattersley Road West in a southerly direction closer to the station and use the land unlocked to deliver a safe and secure 40 space car park for the station. The works are now substantially complete. Handover of the car park to TfGM is scheduled to take place once the final works are complete.

8.2 Hattersley Rail Station is also to benefit from enhanced passenger information systems funded through the Northern Rail franchise (see Section 2). In addition, Growth Deal Two funding will allow Tameside MBC and TfGM to develop and deliver further enhancements at the station.

9. Rail Station Park and Ride

9.1 Rail based Park and Ride sites included within the Greater Manchester Transport Fund are at Cheadle Hulme, Flixton, Guide Bridge, Hazel Grove, Hindley, Horwich Parkway, Irlam and Rochdale.

9.2 Schemes at Cheadle Hulme, Flixton, Guide Bridge, Hazel Grove, Horwich Parkway, Irlam and Rochdale have all been completed.

9.3 To increase accessibility from the car park to the rail station and Metrolink stop in Rochdale, TfGM has worked with Rochdale Council and the rail industry to re-open the southern end of the subway at the station. The subway was formally opened to the public in July 2015. Since the opening Rochdale Council has also completed signage and street lighting works as part of the footway works to link the park and ride car park to the Metrolink stop and rail station. The construction of the footway upgrades and crossing points is expected to complete by the end of November 2015.

9.4 The scheme at Hindley was previously placed on hold due to a legal matter related to ownership rights over Network Rail land. Following resolution of these issues, TfGM now proposes to progress with the scheme into the implementation stage.
10. **Cycle Hubs at Rail Stations**

10.1 TfGM and local authorities, as part of Cycle City Ambition Grant, are developing schemes to provide covered cycle facilities at East Didsbury, Gatley and Guide Bridge stations, no later than March 2016.

10.2 TfGM worked with Northern Rail and Network Rail to submit a successful bid to the DfT Cycle Rail Fund for 2015/16. This will see the delivery of cycle parking facilities at nine rail stations, namely Manchester Piccadilly, Deansgate, Cheadle Hulme, Gorton, Heaton Chapel, Hyde Central, Marple, Mills Hill and Trafford Park. Detailed designs have been completed and the facilities are scheduled to be in place by March 2016.

11. **Manchester Piccadilly – Automatic Ticket Gates**

11.1 West Coast Trains (as Virgin Trains) is intending to install and operate Automatic Ticket Gates at Manchester Piccadilly Rail Station on platforms 4, 5, 6 and 7.

11.2 Work to install the ticket gates is due to start in January 2016. They are expected to be in operation by the end of March 2016.

12. **Recommendations**

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

Peter Boulton
Head of Programme Management Services
Appendix 1  Rail Station Improvement Strategy (RSIS)

Gathurst Rail Station – works recently completed (early October 2015)

CIS gallows and PA, Help Point and Customer Information Screen.
Manchester Victoria

Platforms 1 and 2

Arena Steps and Concourse
Rochdale Underpass