

Greater Manchester Transport Committee

Date: 13 September 2019

Subject: Rail Stations Access for All Mid-Tier Programme

Report of: Bob Morris, Chief Operating Officer, TfGM

PURPOSE OF REPORT

This report provides an update on the proposed Greater Manchester submission to the Access for All Mid-Tier Programme in October 2019.

RECOMMENDATIONS:

GMTC Members are asked to:

- Note the content of the report;
- Note or comment as appropriate on the proposed submission; and
- Note that an update report will be presented to the GMTC on the 11th October 2019 prior to the submission of the Access for All mid-tier submission on the 18th October 2019.

CONTACT OFFICERS:

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Risk Management – not applicable

Legal Considerations – not applicable

Financial Consequences – Revenue – not applicable

Financial Consequences – Capital – see paragraph 5.1 to 5.4

Number of attachments included in the report:

Not applicable

BACKGROUND PAPERS: Not applicable

TRACKING/PROCESS		
Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		Not applicable
GMTC	Overview & Scrutiny Committee	
Not applicable	Not applicable	

1 INTRODUCTION

- 1.1 This report provides an update on the proposed Greater Manchester submission to the Access for All Mid-Tier Programme in October 2019.

2 ACCESS FOR ALL MID-TIER PROGRAMME

- 2.1 In July 2019, DfT announced the Access for All Mid-Tier programme. The fund will provide £20 million nationally, focused on stations where accessibility improvements can be delivered, with a fixed contribution per nomination of up to £1 million of government support. This funding announcement follows the previously awarded Access for All Main Programme for Control Period 6.
- 2.2 The fund is targeted at smaller scale access improvements. For example, the guidance identifies tactile paving, handrails and Harrington Humps, which increase platform heights, as potential interventions that the programme may fund.
- 2.3 Funding will be available for projects which have reached a credible stage of development having completed all necessary feasibility studies and having identified relevant funding sources for operational, maintenance and renewal costs.
- 2.4 The nomination guidance notes that projects that attract third-party match funding will be looked at more favourably through the 'Value for Money' evaluation criteria and that consideration will also be given to delivery timescales for the proposed projects. As with the Access for All Main Programme, the successful mid-tier projects must be completed in Control Period 6 (i.e. by April 2024).

3 PROPOSED GREATER MANCHESTER ACCESS FOR ALL MID-TIER FUND SUBMISSION

- 3.1 Historically, submissions to the Access for All Programme have been led and submitted by the TOC as the nomination sponsor. Aligned to our recent submission to the Access for All Main Programme, we have once again agreed with Northern to submit a joint Greater Manchester nomination.
- 3.2 In determining the proposed scheme(s) to be put forward, we have taken account of the main purpose of the programme, i.e. to target smaller scale access improvements; as well as deliverability considerations including programme, constructability and financial risks.

3.3 We propose to submit a single nomination covering a number of smaller improvements at 22 stations. The types of improvements proposed include a mix of:

- Compliant hand rails – including modifications to existing fencing (installations / painting);
- Enhanced seating – for instance resting points along ramps;
- Refined disabled parking bays;
- Harrington Humps;
- Enhanced signage;
- Help points;
- Hearing induction loops;
- PA systems;
- CCTV; and
- Customer information screens.

3.4 **Appendix A** includes a summary of the proposed scope per station. The minor interventions identified are sufficiently well developed and have the support of Northern and Network Rail Station Alliance members.

3.5 The key benefits are summarised below:

- Physical improvements covering a wide geographical area to maximise reach of potential funding (Trafford – 4 stations; Manchester – 2 stations; Stockport – 8 stations; Bolton – 6 stations; Tameside – 1 station; and Salford – 1 station);
- The number of stations to be included in the nomination is scalable dependent on the match funding available, noting the DfT contribution would be fixed;
- Many of the improvements could be delivered using landlords consent, rather than needing asset protection / possessions, thereby reducing the delivery risk for Greater Manchester;
- Greater Manchester has demonstrated contractual experience in delivery of similar initiatives at rail stations (i.e. the Rail Station Improvement Strategy project that included help points, hearing induction loops, pa systems, CCTV and customer information screens); and
- Certainty that schemes are deliverable within Control Period 6.

3.6 An alternative approach of nominating an individual station for a complete accessibility upgrade, consistent with our previous Access for All Main Programme submission and the Rail Station Accessibility Programme (RSAP) priority list endorsed by TfGMC in July 2019

(i.e. ramp / lift installation), would, even if successful, limit the potential improvements to a single station rather than distribute potential benefits across Greater Manchester.

- 3.7 Work will continue to investigate potential funding opportunities to progress the RSAP priority list, with particular emphasis on those unsuccessful nominations from the Access for All Main Programme submission (November 2018). This will include working with Government to ensure the specification of major infrastructure programmes do not overlook accessibility improvements.

4 STAKEHOLDER SUPPORT

- 4.1 In preparing the nomination documentation, we will engage with MPs, Council Leaders, Friends of Groups, and Community Groups to obtain letters of support which will be appended to our submission. This is a key requirement of the nomination. We plan to undertake all stakeholder engagement during September 2019.

5 FUNDING

- 5.1 DfT funding towards potential schemes is fixed, with a maximum contribution up to £1 million per nomination. As set out in paragraph 2.4, proposals with third party funding will be assessed favourably from a value for money perspective.
- 5.2 The total cost of the proposed scope of works is estimated to be in the order of £2.5 million. It is anticipated the nomination would seek the maximum of £1 million from the fund; therefore requiring match funding of circa £1.5 million, to fund the remaining costs.
- 5.3 Discussions relating to match funding are ongoing and may be provided from existing budgets, including risk and contingency allowances and/or from future funding allocations.

6 NEXT STEPS

- 6.1 An update report will be presented to the GMTC on the 11th October 2019 prior to the submission of the Access for All mid-tier submission on the 18th October 2019.

7 RECOMMENDATIONS

7.1 GMTC Members are asked to:

- Note the content of the report;
- Note or comment as appropriate on the proposed submission; and
- Note that an update report will be presented to the GMTC on the 11th October 2019 prior to the submission of the Access for All mid-tier submission on the 18th October 2019.

Appendix A: Access for All Mid-Tier Proposed Scope

The proposal would be to submit a single nomination covering 22 stations as follows:

Ref	Rail Station	Local Authority	Proposed Scope
1	Bromley Cross	Bolton	New handrails, existing handrail updates
2	Farnworth	Bolton	Help point, hearing induction loop
3	Kearsley	Bolton	Help point, customer information screens, public address system, hearing induction loop
4	Lostock	Bolton	Resting point - seating
5	Moses Gate	Bolton	Help point, customer information screens, public address system, CCTV, hearing induction loop
6	Westhoughton	Bolton	New handrail (prior to stepped access), existing handrail updates
7	Belle Vue	Manchester	Help point, customer information screens, hearing induction loop
8	Ryder Brow	Manchester	Help point, customer information screens, public address system, hearing induction loop
9	Moorside	Salford	Help point, customer information screens, public address system, hearing induction loop
10	Bramhall	Stockport	Existing handrail updates
11	Bredbury	Stockport	Existing handrail updates, ramped access (step-free) to one platform
12	Davenport	Stockport	New handrails, hearing induction loop, resting point – seating (between car park and station)
13	Heald Green	Stockport	Hearing induction loops

Ref	Rail Station	Local Authority	Proposed Scope
14	Heaton Chapel	Stockport	Hearing induction loops, resting points – seating, new handrails, signage
15	Middlewood	Stockport	Help point, customer information screens, public address system
16	Romiley	Stockport	Resting point – seating, new handrails, signage
17	Rose Hill	Stockport	Harrington Hump
18	Fairfield	Tameside	Help point, customer information screens, public address system, CCTV, hearing induction loop
19	Altrincham Interchange	Trafford	Hearing induction loop; centre handrail main staircase
20	Chassen Road	Trafford	Help point, customer information screens
21	Humphrey Park	Trafford	Help point, customer information screens
22	Trafford Park	Trafford	Help point, customer information screens, CCTV, hearing induction loop