

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 18 February 2022
Subject: Rail Station Accessibility – Access for All Submission
Report of: Simon Elliott, Head of Rail Programme, TfGM

PURPOSE OF REPORT:

To update Members on TfGM's proposed approach to Greater Manchester's (GM) nomination to the Department for Transport's (DfT) Access for All (AfA) programme for Network Rail's Control Period 7 (CP7 2024-29) rail station.

RECOMMENDATIONS:

Members are asked to note the contents of this report and the agreed approach for the CP7 AfA nomination.

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Equalities Implications

An EQIA will be produced for all successful schemes

Climate Change Impact Assessment and Mitigation Measures

Not applicable

Risk Management

Not applicable

Legal Considerations

As with the CP6 (2019-24) AfA nomination TfGM will be required to enter into legal agreements, such as asset protection agreements with Network Rail for successful schemes.

Financial Consequences – Revenue

As with CP6 AfA nomination TfGM will be required to enter into funding agreements with Network Rail and Northern Trains Ltd for successful schemes.

Financial Consequences – Capital

As with CP6 AfA nomination TfGM will be required to provide match funding to support the AfA nomination.

Number of attachments to the report: 2

Appendix A – GM Stations Accessibility Map

Appendix B – Full GM AfA priority list

Comments/recommendations from Overview & Scrutiny Committee

Not applicable

Background Papers

13th July 2018 TfGMC ‘Rail Station Accessibility Programme’ paper

9th November 2018 TfGMC ‘Access for All submission’

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? No

GM Transport Committee

Not applicable

Overview and Scrutiny Committee

Not applicable

1. INTRODUCTION

- 1.1. This report provides an overview of TfGM's proposed approach to GM's nomination to the DfT's CP7 AfA programme.
- 1.2. Every 5 years as part of the rail industry funding settlement (control period), the Department for Transport (DfT) releases funding to make rail stations fully accessible. In CP6 (2019-24) the DfT made available circa £300m nationally of which Greater Manchester received funding to make Irlam, Daisy Hill and Walkden fully accessible.
- 1.3. The DfT's AfA Programme for CP7 (2024-29) opened on 21 December 2021. This round of AfA has been launched almost 2 years earlier than previous rounds and whilst discussions are on-going and yet to be finalised regarding Government funding, the DfT / Network Rail (NR) feel it is prudent to start preparations and receive nominated schemes to enable the rail industry to be in a position to move quickly forward on the selected nominations, should funding be forthcoming.
- 1.4. Selected stations will receive an accessible route into the station and to and between each platform.
- 1.5. Nominations should be received by 15 April 2022.
- 1.6. In 2018, in preparation for the DfT's CP6 round of AfA, TfGM undertook an extensive re-prioritisation of the 2009 Rail Station Accessibility Programme (see 13 July 2018 TfGMC 'Rail Station Accessibility Programme' paper). This re-prioritisation considered a number of factors: patronage / demographics of the local area (hospitals or disabled schools in the vicinity / venues holding sporting events for disabled people / age of the population / specific benefit claims / nearest alternative accessible mode). The table in 3.4 below details the agreed top 20 GM stations most in need of step free access. (Map of accessibility across GM stations and Full GM priority list available in Appendices A and B)
- 1.7. In November 2018 TfGM, in conjunction with Northern Rail (now Northern Trains Ltd), made a bid to the CP6 AfA programme for the top ten stations in GM most in need of step free to be awarded AfA funding.
- 1.8. GM match funding was required to support the nomination. Therefore, GMCA agreed c.£500k match fund per station. In addition, the funds required for early development work to support the bid was presented as match funding.

- 1.9. Three GM stations: Walkden, Daisy Hill and Irlam were successful and received AfA funding of £5.717 million, making a total investment of £7.082 million, including GM's match fund contribution.
- 1.10. Walkden, Daisy Hill, and Irlam are 1st, 3rd, and 4th priority (respectively) in GM's 2018 re-prioritised list of stations most in need of step free access.
- 1.11. Swinton railway station, GM's 2nd priority station, was unsuccessful in TfGM's bid to the CP6 programme. Therefore, GMCA have approved Transforming Cities Fund (TCF2 (now City Region Sustainable Transport Settlement (CRSTS)) funding to progress the next schemes on GM's prioritised list (details of development and delivery funded schemes in table 3.4 below). This includes the development and delivery of Swinton AfA and funding to further develop the next tranche of stations ready for any potential future central government or other funding streams that may become available.

2. DfT Nomination Criteria

- 2.1. Nominated stations will be assessed primarily against similar criteria to those used in previous Control Periods. These are:
 - Footfall, using figures published by the Office of Rail and Road;
 - Stations where there is a particularly high incidence of disability in the area, based on Census data;
 - A particular local circumstance such as the proximity of hospitals, a school for disabled children or a military rehabilitation centre for example, or stations with relatively high numbers of interchange passengers;
 - The availability of third-party funding; and
 - Stations that would help to fill "gaps" in accessibility on the network.
- 2.2. There is no limit on the number of stations that can be nominated but stations should be ranked in priority order, with the reasoning for this ranking. There is however a need for each proposal to be credible for delivery within CP7 and to be underpinned by an Option Selection Report covering key delivery considerations (i.e. preferred option, capital cost and constructability assessment).
- 2.3. There is also a need to seek and document the views of local authorities, Members of Parliament, local disability groups and community rail groups, as well evidenced nominations will be given due weight during the selection process.

2.4. Nominations should be received by 15 April 2022.

3. CP7 Nomination Proposal

- 3.1. It is proposed that the 2018 priority ranking should form the basis of GM's nomination to the CP7 DfT AfA programme, subject to some analysis / comparison against NR's recently developed prioritisation metrics. All stations in GM were ranked based on the above metrics (which are in line with DfT stipulated criteria) and GM's prioritisation work is seen as exemplar within the industry.
- 3.2. Whilst the prioritisation work was completed 4 years ago and despite the impacts of Covid 19, the prioritisation and metrics are still valid.
- 3.3. Using the proposed CRSTS funding, all of the top 20 stations in the GM list will be progressed to development stage. This demonstrates GM's proactive approach to improving accessibility in stations across the conurbation by developing a pipeline of schemes that are eligible to apply for further funding opportunities.
- 3.4. Stations 1 through to 4 are funded through to delivery using DfT CP6 AfA funding or CRSTS. It is also anticipated that the following three stations (5 through to 7) can be delivered using GM's AfA CRSTS allocation (subject to costs at detailed design and anticipated CRSTS programme efficiencies).
- 3.5. It should be noted the GMCA is waiting for the formal CRSTS funding letter to be received from Government, which is expected in March 2022, prior to the AfA submission to the DfT.
- 3.6. The table below details the Top 20 stations and their current development and funding status:

GM Top 20 Priority Stations:

Station	GM Rank	Current Status	Development Funding Allocated	Delivery Funding Allocated	Proposed Delivery Funding Stream
Walkden	1 st	In development	DfT CP6 Funding	DfT CP6 Funding	Funded
Swinton	2 nd	In development	CRSTS	CRSTS	Funded
Daisy Hill	3 rd	In development	DfT CP6 Funding	DfT CP6 Funding	Funded
Irlam	4 th	In development	DfT CP6 Funding	DfT CP6 Funding	Funded

Station	GM Rank	Current Status	Development Funding Allocated	Delivery Funding Allocated	Proposed Delivery Funding Stream
Reddish North	5 th	In development	CRSTS	CRSTS	Funded
Hindley	6 th	In development	CRSTS	CRSTS	Funded
Bryn	7 th	In development	CRSTS	CRSTS	Funded
Flowery Field	8 th	In development	CRSTS	TBC	DfT CP7 AfA Bid
Newton for Hyde	9 th	In development	CRSTS	TBC	DfT CP7 AfA Bid
Levenshulme	10 th	In development	CRSTS	TBC	DfT CP7 AfA Bid
Bredbury	11 th	Requires development	CRSTS	TBC	DfT CP7 AfA Bid
Woodsmoor	12 th	Requires development	CRSTS	TBC	DfT CP7 AfA Bid
Mossley	13 th	TRU-in development	TRU Programme	Proposed TRU (TBC)	N/A TRU
Greenfield	14 th	TRU - in development	TRU Programme	Proposed TRU (TBC)	N/A TRU
Moorside	15 th	Requires development	CRSTS	TBC	DfT CP7 AfA Bid
Hattersley	16 th	Requires development	CRSTS	TBC	DfT CP7 AfA Bid
Broadbottom	17 th	Requires development	CRSTS	TBC	DfT CP7 AfA Bid
Davenport	18 th	Requires development	CRSTS	TBC	DfT CP7 AfA Bid
Hall I' Th' Wood	19 th	Requires development	CRSTS	TBC	DfT CP7 AfA Bid
Woodley	20 th	Requires development	CRSTS	TBC	DfT CP7 AfA Bid

3.7. In the case of Mossley and Greenfield, ranked 13 and 14 respectively, we are informed that accessibility at these stations will be developed as part of the Transpennine Route Upgrade (TRU) and the intention will be to deliver accessibility at these stations when TRU is delivered, subject to confirmation of

funding. For that reason, we are proposing not to include these stations in our submission to the DfT.

- 3.8. Therefore, the current proposal is to submit a nomination, in conjunction with Northern Trains Ltd and Network Rail, for stations 8 through to 20 (excluding Mossley and Greenfield) on the GM prioritised list (11 No. stations in total).
- 3.9. The nomination of eleven stations reflects the need for all of the proposed schemes to be deliverable within CP7 and to be underpinned by an Option Selection Report.
- 3.10. Historically, submissions to the AfA programme have been led and submitted by the relevant Train Operating Company as the nomination sponsor. TfGM have however, as with the CP6 nomination, agreed with Northern Rail Ltd to submit a joint GM nomination for CP7.

4. Feasibility Studies

- 4.1. As with the CP6 round of AfA there will be a need for nominated schemes to be developed to Governance for Railway Investment Projects (GRIP) 3 (lite) – Option Selection, to satisfy the bidding requirement for the AfA fund (as advised by Network Rail and DfT). The Option Selection Reports include; an audit of existing access arrangements, identification of potential interventions, and assessment of the likely cost and ‘constructability’ within CP7, for the preferred options. This work will ensure that the stations put forward in the Submission are credible and have the best opportunity for success in terms of quality and meeting the requirements of the assessment criteria, particularly relating to deliverability.
- 4.2. Six of the 11 nominated stations (below) are already developed to GRIP 3. The proposed scope emerging from the option selection report studies at this stage is summarised below:

Rank	Rail Station	Emerging preferred option
5	Reddish North	New footbridge and left structure connecting platform one and two
6	Hindley	Options include both Passenger lift access to both platforms Direct access from the car park to platform 2 and use of the existing path (platform 1)
7	Bryn	Options include both Passenger lift access to both platforms Alternatively, modifications to existing step ramp

8	Flowery Field	passenger lift access to both platforms
9	Newton for Hyde	passenger lift access to both platforms
10	Levenshulme	passenger lift access to both platforms

- 4.3. The emerging preferred options identified above are subject to ongoing buildability and viability studies, and subsequent progression of the schemes to GRIP 4. This work will commence in April 2022 for the 6 stations listed above.
- 4.4. GRIP 4 (Single Option Development) for these stations is due to commence in April and be completed by October 2022.
- 4.5. The level of development for the above stations is beyond that required for the nomination, which could strengthen the bid for these stations, as they will be seen as 'shovel ready'.
- 4.6. Subject to the outcome of our nomination, the timing of works for successful stations would be subject to further discussion between TfGM and Network Rail. The timings may be informed by alignment with other works to be delivered on a given corridor rather than the priority rank order included in the nomination.
- 4.7. For stations 11 through to 20 (below) an Option Selection Report to GRIP 3 (lite) will need to be produced prior to the 15 April nomination deadline:
- Bredbury
 - Woodsmoor
 - Moorside
 - Hattersley
 - Broadbottom
 - Davenport
 - Hall I' Th' Wood
 - Woodley.
- 4.8. These studies need to commence immediately 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.
- 4.9. Due to the time constraints with preparing for this nomination Northern Trains Ltd. will be instructed to deliver these studies using their framework suppliers.

- 4.10. TfGM will engage 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.

5. Stakeholder Support

- 5.1. In preparation for the nomination, 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.
- 5.2. We will also engage with the Disability Design Reference Group (DDRG) and will present our proposals to the group to ensure, an inclusive, barrier-free access option is put forward.

6. Risks

- 6.1. 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.
- 6.2. 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.
- 6.3. 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.

7. Match Funding

- 7.1. The DfT require all nominated schemes to be supported by a match fund contribution. The level of contribution towards each scheme will be a factor in the success of the bid. It is acknowledged that a greater level of local contribution would limit the DfT's liability for costs, therefore enabling them to deliver more individual schemes with the limited AfA funding allocation.

- 7.2. In 2018 GM nominated 10 stations for DfT CP6 AfA funding with match funding allocation of c.£500k per. Three GM stations were successful in receiving funding on this basis.
- 7.3. TfGM are currently working to understand the level of match funding available to support the CP7 AfA bid. It is proposed that an element of the CRSTS AfA allocation is used, subject to receiving the CRSTS funding letter from Central Government which is expected in March 2022.
- 7.4. Given the limited success of GM's CP6 funding allocation, where GM were awarded funding for just 3 AfA schemes, we further propose that stations 8 through to 12 are given a higher proportion of the available GM match funding allocation.
- 7.5. Therefore, GM's match funding contribution, once confirmed, will be allocated with a 70% / 30% split, whereby the top 5 stations have a greater match funding contribution and stations 15 to 20 have a smaller contribution. This would strengthen the bids for the highest priority stations, ensuring that GM's preferred stations are delivered in our prioritised order and to maximise the number of stations successfully receiving funding.
- 7.6. 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 / dropped kerbs etc.) and where appropriate opportunities to leverage these works as match funding within GM's AfA submission, as part of an integrated and comprehensive upgrade for a given area, will be explored.

8. Next Steps

- 8.1. TfGM will work with Industry partners to procure the studies for stations 11 through to 20 in conjunction with Northern Trains Ltd. 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.

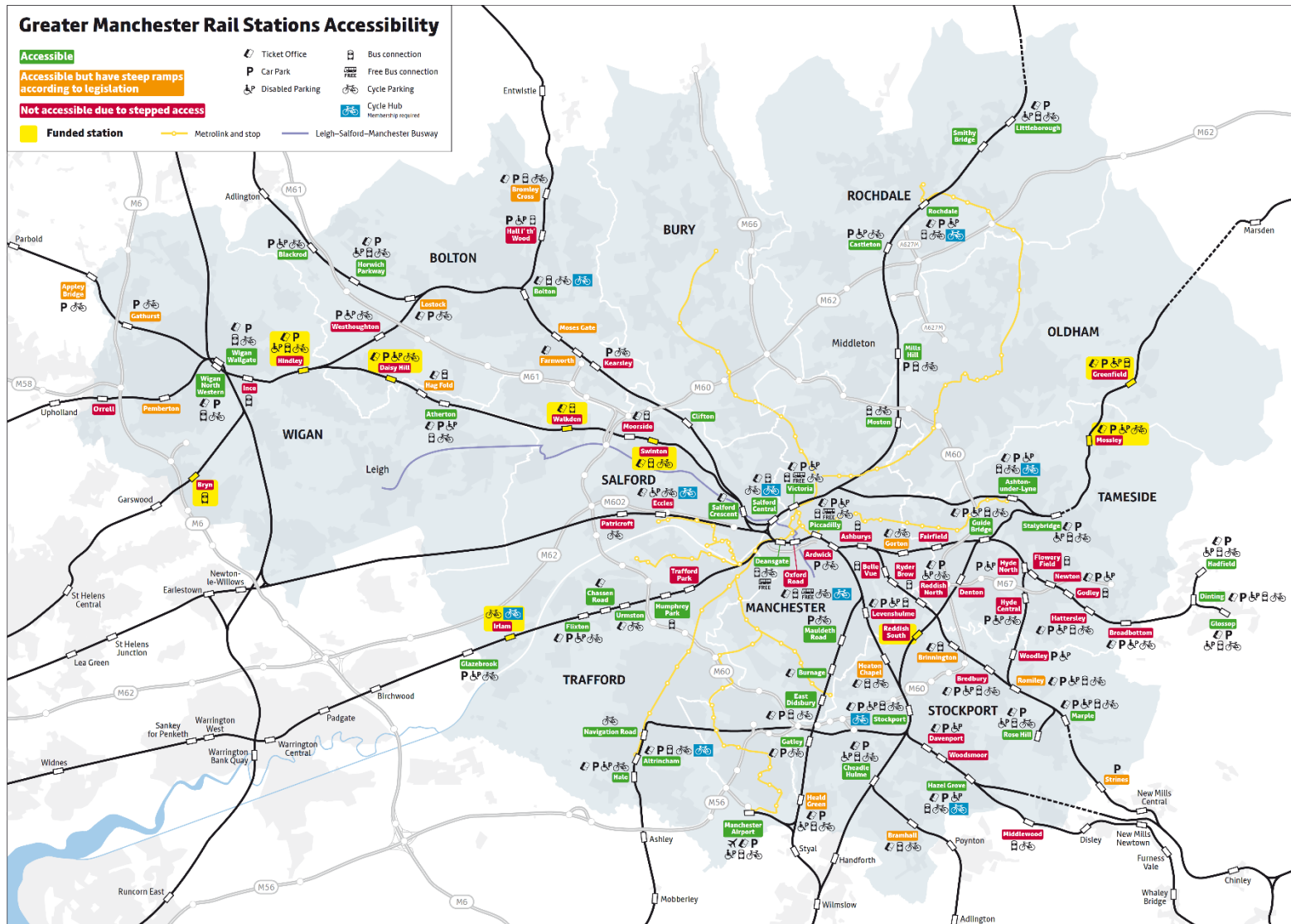
- 8.2. Determine the level and source of GM's match fund contribution to support the CP7 AfA nomination, enabling GM to put forward a strong case for DfT investment.
- 8.3. To seek and document the views of local authorities, Members of Parliament, local disability groups and community rail groups, in line with the nomination criteria.
- 8.4. Complete all required nomination documentation ahead of 15 April submission.

9. Recommendations

- 9.1. Members are asked to note the contents of this report and the agreed approach for the CP7 AfA nomination.

Simon Elliott,
Head of Rail Programme, TfGM

Appendix A – Greater Manchester Rail Stations Accessibility



BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN

Appendix B – GM List of Prioritised Stations (most in need of step free access)

Rank	Rail Station	Local Authority
Stepped Stations		
1	WALKDEN	Salford
2	SWINTON	Salford
3	DAISY HILL	Bolton
4	IRLAM	Salford
5	REDDISH NORTH	Stockport
6	HINDLEY	Wigan
7	BRYN	Wigan
8	FLOWERY FIELD	Tameside
9	NEWTON FOR HYDE	Tameside
10	LEVENSHULME	Manchester
11	BREDBURY	Stockport
12	WOODSMOOR	Stockport
13	MOSSLEY	Tameside
14	GREENFIELD	Oldham
15	MOORSIDE	Salford
16	HATTERSLEY	Tameside
17	BROADBOTTOM	Tameside
18	DAVENPORT	Stockport
19	HALL I' TH' WOOD	Tameside
20	WOODLEY	Stockport
21	HYDE CENTRAL	Tameside
22	PATRICROFT	Salford
23	BRINNINGTON	Stockport
24	WESTHOUGHTON	Bolton
25	ORRELL	Wigan
26	KEARSLEY	Bolton
27	RYDER BROW	Manchester
28	INCE	Wigan
29	MANCHESTER OXFORD ROAD	Manchester

Rank	Rail Station	Local Authority
Stepped Stations		
30	GODLEY	Tameside
31	HYDE NORTH	Tameside
32	ASHBURYS	Manchester
33	TRAFFORD PARK	Trafford
34	ECCLES	Salford
35	FAIRFIELD	Tameside
36	BELLE VUE	Manchester
37	MIDDLEWOOD	Stockport
38	ARDWICK	Manchester
39	REDDISH SOUTH	Stockport
40	DENTON	Tameside
41	MANCHESTER UTD	Trafford
Steep Ramp Stations		
42	APPLEY BRIDGE	Lancashire
43	BROMLEY CROSS	Bolton
44	HEATON CHAPEL	Stockport
45	ROMILEY	Stockport
46	LOSTOCK	Bolton
47	HAG FOLD	Wigan
48	GATHURST	Wigan
49	PEMBERTON	Wigan
50	GORTON	Manchester
51	HEALD GREEN	Stockport
52	BRAMHALL	Stockport
53	FARNWORTH	Bolton
54	MOSES GATE	Bolton
55	STRINES	Stockport