

GREATER MANCHESTER TRANSPORT COMMITTEE METROLINK AND RAIL NETWORKS SUB-COMMITTEE

Date: 11 March 2022
Subject: Rail Programme and Infrastructure Project Update
Report of: Simon Elliott, Head of Rail Programme, TfGM

PURPOSE OF REPORT:

This report provides an update on the status of rail stations across Greater Manchester.

RECOMMENDATIONS:

Members are asked to note the contents of this report.

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Equalities Implications

Not applicable

Climate Change Impact Assessment and Mitigation Measures

Not applicable

Risk Management

Not applicable.

Legal Considerations

Not applicable.

Financial Consequences – Revenue

Not applicable.

Financial Consequences – Capital

Not applicable.

Number of attachments to the report:

Nil.

Comments/recommendations from Overview & Scrutiny Committee

Not applicable.

Background Papers

GMTC 20220218 Rail Station Accessibility – Access for All Submission

GMTC 20220218 Williams-Shapps Plan for Rail Update

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/BACKGROUND

1.1 This report provides an update on the status of rail stations across Greater Manchester.

1.2 The report is structured under subject headings aligned with the following key areas of focus for TfGM in relation to rail infrastructure schemes and initiatives, including:

- Station Accessibility Schemes
 - DfT Control Period 6 (C - 2019-24) Access for All (AfA) Schemes
 - DfT CP6 (2019-24) Mid-Tier Schemes
 - Swinton and Next Tranche Stations AfA Schemes
 - DfT CP7 (2024-29) AfA Nomination
- Salford Central Rail Station
- Rail Based Park and Ride
 - Mills Hill Park and Ride
 - Walkden Park and Ride
 - Swinton Park and Ride
 - Bromley Cross Park and Ride
- New Station Schemes
 - Golborne
 - Cheadle
- The Greater Manchester Rail Station Alliance
 - Regeneration and Development
- Rail Station Improvement Schemes (RSIS)
- Rail Reform

2. Station Accessibility Schemes

DfT CP6 (2019-24) Access for All (AfA) Schemes

- 2.0 Following the successful submissions to the DfT CP6 (2019-24) AfA main programme for funding to provide step free access via lifts for Daisy Hill, Irlam and Walkden stations, TfGM and rail industry partners have been progressing the development of these schemes.
- 2.1 TfGM will deliver the improvements at Daisy Hill and Irlam, and Network Rail will deliver the proposed improvements at Walkden due to the levels of complexity on their infrastructure.
- 2.2 Design development commenced in September 2021 based on the proposals submitted with the DfT funding application. The preferred options for each station were selected with input from Northern and Network Rail as well as wider stakeholders.
- 2.3 Design work is continuing with completion the outline design forecast for April 2022. This will be immediately followed by a short procurement period to appoint a design and build contractor for both schemes
- 2.4 It is forecast that delivery will be completed on site by Q4 2023, subject to confirmation from TfGM's delivery partner following contract award. Due to protracted discussion on finalising the necessary Rail Industry/DfT funding and legal agreements, this is a change to the original date of Q4 2022.

DfT CP6 (2019-24) Mid-Tier Schemes

- 2.5 Following the successful submissions to the DfT's CP6 (2019-24) AfA Mid-Tier programme 22 stations were awarded funding for minor inclusivity enhancements. TfGM and rail industry partners are currently progressing the development of the following schemes:

Package 1: Minor Interventions		Package 2: Customer Information Systems (CIS)		Packages 3 & 4: Soft Interventions and Ramp	
Station	Intervention	Station	Intervention	Station	Intervention
Bramhall	Handrails	Belle Vue	CIS	Rose Hill (3)	Soft interventions
Bromley Cross	Handrails	Chassen Rd	CIS	Bredbury (4)	Ramp
Davenport	Handrails	Davenport	CIS		
Westhoughton	Handrails	Fairfield	CIS		
Romiley	Resting Points (seats)	Farnworth	CIS		
Heaton Chapel	Resting Points	Heaton Chapel	CIS		
Lostock	Resting Points	Humphrey Park	CIS		
Altrincham	Handrails	Kearsley	CIS		
		Middlewood	CIS		
		Moorside	CIS		
		Moses Gate	CIS		
		Ryder Brow	CIS		
		Trafford Park	CIS		
		Heald Green	Induction Loops		
		Altrincham	Induction Loops		

2.6 The GM Stations Accessibility Map can be seen in Appendix A

2.7 Works to improve accessibility at Rose Hill Marple was one of four packages included within proposal for the DfT funding. The works proposed for Rose Hill was the installation of a ‘Harrington Hump’ (a modular easy-access system that raises the platform area to reduce the platform-train gap) over a length of 80m to raise the level of the platform for train access. However, following a topographic survey of the platform it was determined that there was only a 3m length of platform that is out of gauge. In addition, due to the width of the platform, there was insufficient room for

the Harrington Hump to be installed without causing a trip hazard and has therefore been de-scoped.

2.8 As part of a wider programme of Accessibility and Inclusivity for All (AlfA) studies across the station network, a number of alternative accessibility and inclusivity enhancements for Rose Hill Marple have been identified in replacement for the delivery of the Harrington Hump as below;

- Accessible WC Facilities adjacent to the waiting room
- Baby Changing Facilities – adjacent to WC
- Accessible Parking spaces markings – reconfiguration of lining and hatching to provide compliant access space for existing accessible parking bays
- Drop off and pick up point – provision of a sheltered drop off point
- Improved signage and lighting – between the station and car park
- Install a compliant help point on each platform.
- Ensure an induction loop is present on each help point.

2.9 The proposal to deliver this alternative scope at Rose Hill was approved by the DfT AfA Programme Board in October 2021. TfGM will work in partnership with Northern to deliver this alternative scope at the station. Stockport Council are also supportive of this approach.

2.10 TfGM is delivering packages 1, 3 and 4 utilising their framework suppliers with delivery of these packages anticipated by Q1 2023. TfGM is utilising Northern as their delivery partner for package 2 and elements of package 3 with delivery anticipated by Q4 2023. This is a change from the original reported date of 2022 due to lengthy discussion on the finalisation of the necessary Rail Industry/DfT funding and legal agreements.

2.11 Consultation on the initial designs has already been progressed with key stakeholders. Further engagement and consultation with user groups will continue as future design work is progressed.

Swinton and Next Tranche Stations AfA Schemes

- 2.12 Following the award of Transforming Cities Funding (TCF2) of £3.3 million in 2021 development works have commenced to progress AfA schemes at Swinton (delivery) and the next tranche of 6 GM priority stations (design);
- Reddish North
 - Hindley
 - Bryn
 - Flowery Field
 - Newton for Hyde
 - Levenshulme
- 2.13 Design development contracts have been awarded and works have been progressing from early January 2022. Outputs and deliverables will be in line with Network Rail's Governance for Railway Investment Projects (GRIP) process.
- 2.14 Survey works are due to commence on site between late-February 2022 and April 2022 with completion of single option layout designs (GRIP 4 – Single Option Development) by Summer 2022 for Swinton & Autumn 2022 for Next Tranche stations.
- 2.15 During the design development / single option phase a robust cost plan will be produced for the detailed design and construction phases.
- 2.16 Next steps will involve ensuring that approvals of our proposals align with current standards and Disability Design Reference Group (DDRG) requirements and continued engagement with stakeholders on the proposals.

DfT CP7 (2024-29) AfA Nomination

- 2.17 TfGM is currently finalising proposals for a joint bid, with Northern Trains Ltd to the DfT's CP7 AfA programme. Full details can be found in a separate paper: 'GMTC 20220218 Rail Station Accessibility – Access for All Submission'

3. SALFORD CENTRAL RAIL STATION

3.0 The Salford Central additional platforms scheme is included within the list of prioritised schemes as part of the Local Transport Body devolved majors funding which is part of Local Growth Deal 1.

3.1 A phased approach has been adopted to deliver platform enhancements at Salford Central station as follows:

- Phase 1 – Platforms 1 and 2 - Network Rail's renewal scheme to raise the platforms and canopies to address the stepping distances between the trains and platforms; and
- Phase 2 – Platforms 3- 5 – TfGM's scheme to development and reinstate Platforms 3, 4 and 5 to allow more and longer trains to stop at the station.

Phase 1 Platforms 1 and 2 Renewal Scheme: This scheme is being delivered by Network Rail and has funding in Control Period 6 (2019-2024) for platform and canopy renewals on platforms 1 and 2 to address the stepping distance issue between the platforms and trains. Network Rail had previously advised that delivery would be summer 2022, however there have been delays due to finalising design and confirming disruptive possession availability. Network Rail now advise that delivery of this scheme will be 2023, however they are continuing to monitor the situation to improve upon the current programmed completion date.

Phase 2 – Platforms 3- 5 – TfGM's Platforms 3, 4 and 5 Scheme: TfGM is finalising GRIP 4 (Single Option Development). The award of a detail design contract was initially anticipated to be completed by Q1 2022 however this has been impacted by Network Rail's voluntary severance scheme. Subject to receiving the necessary rail industry approvals construction is planned to commence in 2024.

3.2 In light of the ongoing Manchester Recovery Taskforce (MRTF) work a meeting was recently held with senior stakeholders in the DfT, Network Rail, Northern Trains Ltd and Transpennine Express to discuss the scheme. The Rail Industry has identified some challenges in the wake of the recent changes under the MRTF programme

which were discussed at the meeting. Further discussions are required and therefore a senior level stakeholder meeting will be held to agree a way forward.

4. RAIL BASED PARK AND RIDE

Mills Hill Park and Ride

4.0 The Mills Hill Park and Ride project to deliver an enhanced Park and Ride facility at Mills Hill Rail Station, on the site of the existing car park (to complement Network Rail's Access for All scheme) is now complete.

4.1 The P&R scheme increased the number of parking spaces from 24 to 58 bays (including 3 accessible and 3 large bays) and included resurfacing and introducing new walking routes, installing new CCTV and LED lighting and improving the drainage and boundary planting. This scheme was jointly funded by Northern and TfGM, supported by the Greater Manchester Local Growth Deal Programme.

4.2 Network Rail completed their scheme to deliver a step-free unobstructed access route to both platforms at the station, by means of ramps and lifts from the station entrances, in spring 2021. In addition, they are currently finalising the installation of a Puffin signal-controlled crossing on Middleton Road, to provide an unobstructed access route to the station entrance. Commissioning of the crossing is expected by the end of February when the new crossing will become operational.

4.3 In addition, Local Authority partners are planning further works to include modifications to the footway on Middleton Road adjacent to the car park entrance and egress to enhance pedestrian accessibility.

Walkden Park and Ride

4.4 The Walkden Park and Ride scheme is being delivered as part of the Salford Bolton Network Improvements programme and is funded through the Central Government Local Growth Deal.

- 4.5 The scheme will provide a Park and Ride facility on the site of the former Salford City Council Environmental Services depot, off Chestnut Avenue. The facility will provide in excess of 100 car parking spaces, including spaces for blue badge holders and electric vehicle charging points, cycle parking facilities, new street lighting and CCTV.
- 4.6 A procurement exercise is currently underway for the construction of the facility and subject to approvals, works are scheduled to start in late Spring 2022 with the new facility due to open to the public in early 2023.

Bromley Cross Park and Ride

- 4.7 Bolton Council is proposing to contribute £0.2 million to the third party development for the Park and Ride facility at Bromley Cross Station with the remaining capital funding being met by the broader development.
- 4.8 We are advised by Bolton Council Officers that the planning application recently underwent a judicial review and was denied. It is intended that the application goes back before committee in March prior to being progressed again.

5. NEW STATION SCHEMES

Golborne

- 5.0 Golborne New Station Outline Business Case (OBC) is underway and progressing on programme and within agreed budgets. The strategic review and initial train timetable modelling review is now complete.
- 5.1 The current proposal is that the new station at Golborne would be served by the Wigan North Western to Manchester Victoria service (peak only), which is in the Dec 2022 MRTF B+ timetable. Discussions are underway with Northern to explore the feasibility of extending this to an all-day service thus providing an hourly service throughout the day. This option would be subject to stakeholder approvals and completion of detailed timetable analysis.

- 5.2 Discussions are also ongoing with Network Rail and Northern to gain their buy-in and understand the potential interface with HS2 and the Golborne Link. The overall modelling work to look at these interfaces is expected to be completed by the end of May 2022. Alongside the modelling, work is currently ongoing to develop station requirements. Land assembly, planning appraisal reports and survey works are due to commence from April 2022. The completion of the OBC and associated outline design (GRIP 3) is expected by August 2022.
- 5.3 Separately, Wigan Council are commissioning a masterplan study for Golborne Station and the surrounding area which will commence in March 2022 with outputs expected by summer 2022. TfGM will support this work, which will feed into the ongoing OBC development work.

New stations SOBC+ study

- 5.4 The Strategic Outline Business Case Plus (SOBC+) is a study of 5 previously proposed stations, reviewing works carried out to date. This includes the development of a gap analysis of the economic cases and any other relevant areas of the previous SOBC's to understand how to make them viable for development.
- 5.5 The stations in the study are Kenyon Junction (Warrington), Slattocks (Rochdale), Gamesley Derbyshire), Stanley Green (Stockport) and Little Hulton (Salford). TfGM went out to tender for these works in October 2021. A preferred bidder has been identified and tender award is expected before the end of February 2022. This study is expected to be completed by May 2022.

Cheadle

- 5.6 £8.3m of Towns Funding was awarded earlier this year for the development of a new railway station for Cheadle. Stockport Council are in the process of developing the design and undertaking detailed analysis in order to submit a business case to Government as well as seeking planning permission in spring 2022.

- 5.7 The Council is in negotiation with the current landowner to relocate their existing car parking spaces on the station land elsewhere on their site.
- 5.8 Scheme design will continue throughout 2022 with construction due to begin in 2023, subject to business case and planning approvals being secured.

6. THE GREATER MANCHESTER RAIL STATION ALLIANCE

- 6.0 The Rail Station Alliance continues to work with Northern's project manager on the delivery of developing four redundant buildings in Greater Manchester. Tenders have been submitted by contractors bidding to complete the survey and design aspect of each building. Appointments will be made in the coming weeks, with work due to start towards the end of March 2022.
- 6.1 Lead organisations for each location that have been identified are currently working with GMCVO to develop their individual business plans which will be presented to the Rail Station Alliance Board in due course.
- 6.2 Whilst these organisations will not be intending to make profit from the buildings, there will be opportunities to generate income, therefore, conversations will be progressed to understand how this financial model could work. Options include charging a monthly rental fee or a revenue share with the Rail Station Alliance.
- 6.3 Any income that the Alliance receives will be ringfenced and used for future building developments at other locations across Greater Manchester.
- 6.4 Draft heads of terms for a Tri-partite Lease Agreement have been provided by NTL to stakeholders for review and comments.

Regeneration and Development Update

- 6.5 The Alliance members have been progressing a portfolio of regeneration and development opportunities with the active Local Authorities, namely Trafford, Stockport and Rochdale.

- 6.6 The works have focussed on feasibility and technical due diligence to establish investable opportunities with around 10 sites currently working through the Alliance's established process to de-risk the propositions. Three sites in Trafford & Stockport have been progressed through numerous pre-application meetings with the respective Local Authorities, the positive formal response from these meetings represents a significant step towards de-risking these opportunities.
- 6.7 Over the past six months, The Alliance has continued to progress the final stages of de-risking these sites which includes undertaking the Network Rail Business and Technical clearance process which are close to conclusion, alongside continuing to progress 3rd party land acquisitions at three sites in Trafford and Stockport which is key for compressive regeneration and benefits to the rail passenger and finally securing project partner approvals to take these sites to market which hope to be secured in the coming months once these final de-risking hurdles are overcome.
- 6.8 This will enable the group to take the sites to market and appoint a development partner - most likely via individual site disposals. The sites in Trafford & Stockport have received a significant amount of interest from these types of parties through soft market testing and most recently and more formally via confirmation on their expression of interest.
- 6.9 Furthermore, the Alliance continue to engage across the board with Local Authorities in which opportunities have been identified for regeneration and development next to stations in Tameside, Wigan and Bolton in view of commencing early stage feasibility work in these areas once a formal way of working has been agreed.

7. RAIL STATION IMPROVEMENT STRATEGY

- 7.0 The Rail Station Improvement Strategy (RSIS) was established to improve existing passenger security and information systems at smaller rail stations across Greater Manchester, as funding became available.

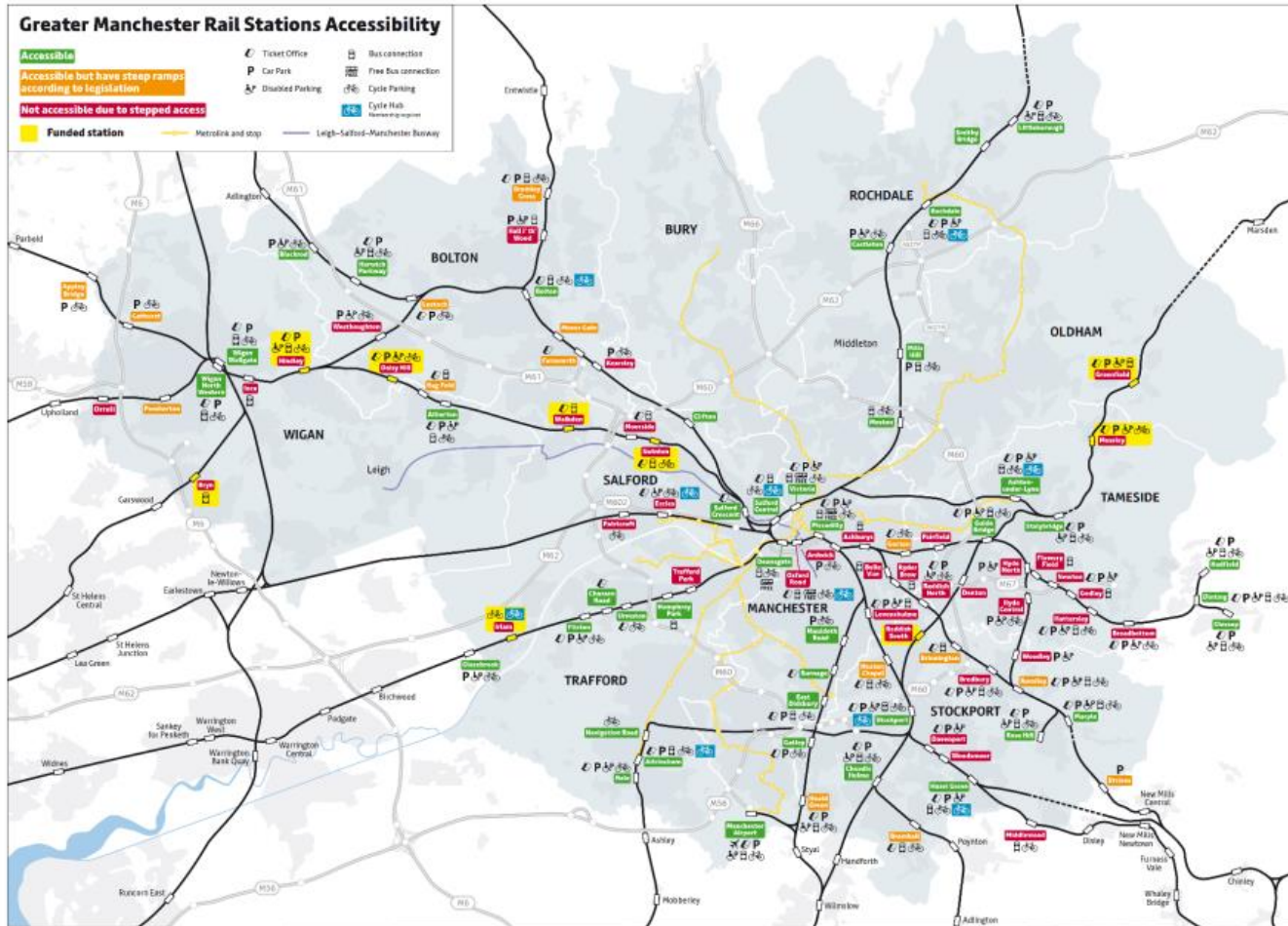
- 7.1 To date 76 stations have received one or more of help points, CCTV, real time information screens and public announcement systems with induction loops.
- 7.2 Horwich Parkway, where TfGM have recently become Station Facility Operator, is the final station outstanding within this programme of upgrades and is anticipated to be complete by Q2 2022.

8. Rail Reform

- 8.0 TfGM officers are currently working alongside industry partners, the Department for Transport and Greater British Railway Transition Team's (GBRtt) to establish its plans for the formation of an enhanced Greater Manchester Rail Partnership. A paper was sent to GMTC's February meeting outlining these proposals in greater detail, including GM's response to the Great British Railway's Whole Industry Strategic Plan Call for Evidence, which will form the basis of our plans for rail across Greater Manchester going forwards.
- 8.1 The Committee endorsed the approach for GM officers to work with the rail industry in establishing plans for the development of an enhanced Greater Manchester Rail Partnership and GM Rail Prospectus Refresh; that will set the tone for a positive realigned relationship across local leaders in the rail industry and local government.

Simon Elliott
Head of Rail Programme

Appendix A – Greater Manchester Rail Stations Accessibility



BOLTON
BURY

MANCHESTER
OLDHAM

ROCHDALE
SALFORD

STOCKPORT
TAMESIDE

TRAFFORD
WIGAN