

## TRANSPORT FOR GREATER MANCHESTER COMMITTEE REPORT FOR RESOLUTION

Date: 09 November 2018

Subject: Rail Station Accessibility - Access for All Submission

Report of: Director of Finance and Corporate Services

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### PURPOSE OF REPORT

This report provides an update on work to carry out option selection reports for the top ten stations which will be submitted as part of Greater Manchester's nomination for the next round of Department for Transport's (DfT) Access for All programme.

### RECOMMENDATIONS

Members are asked to:

- I. Endorse the DfT Access for All funding nomination; and
- II. Delegate authority to the TfGM Chief Executive and the TfGMC Chair, in consultation with the GMCA Treasurer, to submit Greater Manchester's joint nomination with Northern Rail.

### BACKGROUND DOCUMENTS

TfGMC Report (July 2018) Item 13 – Rail Station Accessibility Programme.

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## **1. Introduction and Background**

- 1.1 This report provides an update on work undertaken since the July 2018 report relating to the identification of accessibility priorities at Greater Manchester's rail stations to inform the next phase of Access for All nominations.
- 1.2 The July 2018 report recommended that the revised priority list be used to develop a number of option selection studies to satisfy the nomination requirement for the Access for All programme. In accordance with the next steps set out in that report, the first round of option selection studies would be for the top six priorities (namely Walkden, Swinton, Daisy Hill, Irlam, Reddish North and Hindley).

## **2. Access for All Control Period 6**

- 2.1 Access for All is a key part of the Government's strategy to improve the accessibility of Great Britain's railway. In July 2018, Government made up to £300 million available to extend the Access for All programme across Control Period 6 (CP6 2019-2024). Those schemes previously deferred as a result of the Hendy review will be automatically included in the new programme and will form part of the £300 million allocation.
- 2.2 Successful rail stations will receive an accessible route into the station and to, and between, each platform. DfT have advised that nominated stations will be assessed primarily against similar criteria to those used in previous Control Periods. The criteria is summarised below:
- 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.
- 2.3 There is no limit on the number of stations that can be nominated but rail stations should be ranked in priority order with a clear rationale for this ranking. There is however a need for each proposal to be credible for delivery within CP6 (April 2019 to March 2024) and to be underpinned by an Option Selection Report covering key delivery considerations (i.e. preferred option, capital cost and constructability assessment).

- 2.4 There is also an expectation that the views of local authorities, Members of Parliament, local disability groups and community rail groups will have been sought, with well evidenced nominations given due weight during the selection process.
- 2.5 In previous rounds of Access for All funding, weighting towards footfall has meant that the successful stations have not always been evenly distributed across the country. Within this round of funding, the final selection process will seek to deliver a fair geographical spread across the country.

### 3. Revised Rail Station Accessibility Prioritisation Framework

- 3.1 The overall assessment framework process for accessibility improvements was reported to the TfGMC in July 2018.
- 3.2 The prioritisation framework considers that rail stations with stepped access are prioritised above those requiring improvements to steep ramps, as rail stations with stepped access present a greater barrier to users facing mobility constraints (such as heavy luggage or pushchairs) and disabled passengers. This aligns with the guidance for the nomination process which states:
- “Priority will be given to stations that currently have no access to and between platforms over stations where this is possible, even if the existing route is not ideal.”*
- 3.3 The wider framework criteria as reported in the July 2018 report to TfGMC follows the DfT’s Access for All programme nomination criteria.
- 3.4 The top ten stations identified from the accessibility prioritisation framework are summarised below. The revised list remains broadly consistent with the Rail Station Accessibility Programme (RSAP) priority rankings reported in 2009. The framework fulfils one of the nomination criteria by assigning a priority ranking.

Rank	Rail Station	Included in 2009 RSAP Top 10 (Ranking)	2016/17 Footfall (000's)
1	Walkden	Yes (4)	301
2	Swinton	Yes (10)	137
3	Daisy Hill	Yes (8)	298
4	Irlam	Yes (5)	362
5	Reddish North	No	197
6	Hindley	Yes (6)	361

Rank	Rail Station	Included in 2009 RSAP Top 10 (Ranking)	2016/17 Footfall (000's)
7	Bryn	No	154
8	Flowery Field	No	222
9	Newton for Hyde	Yes (7)	180
10	Levenshulme	No	593

- 3.5 Six of the top ten stations from the 2009 priority list remain within the programme list to support the Access for All nomination. Since the list was generated, two rail stations have been funded and/or delivered, namely Blackrod and Mills Hill. The two other exceptions include Appley Bridge and Broadbottom. Appley Bridge includes a steep ramp in the order of a 1 in 10 gradient. Within our nomination we have prioritised rail stations with stepped access over those with a steep ramp. Appley Bridge may be considered as part of Access for All mid-tier nominations in 2019. With regard to Broadbottom, values used for the nearest accessible station and disability percentage for the station catchment were updated, together with additional metrics leading to the rail station falling down the priority order.
- 3.6 Further to the report to TfGMC in July 2018, TfGM have engaged Network Rail and contractors to undertake Option Selection Reports for these ten stations. The Option Selection Reports include an audit of existing access arrangements; identification of potential interventions; and assess the likely cost and “constructability”, within CP6, 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. Greater Manchester Access for All Submission**

- 4.1 Historically, submissions to the Access for All programme have been led and submitted by the relevant Train Operating Company as the nomination sponsor. We have however this year agreed with Northern Rail to submit a joint Greater Manchester nomination for the top ten stations.
- 4.2 The nomination of ten stations reflects the need for all of the proposed schemes to be deliverable within the CP6 and to be underpinned by an Option Selection Report; and also reflects the need for the funds to deliver an even distribution of stations for accessibility upgrades across the region.
- 4.3 The nominations covers six of the nine Local Authority rail stations within Greater Manchester. The exceptions include Trafford, Rochdale and Oldham. Relative to the other Local Authorities, Trafford and Rochdale

have a greater provision of existing step free rail stations. With regard to Oldham, our nomination has been developed on the understanding that where stations are to be part of planned major infrastructure programmes, these interventions should address accessibility issues and therefore unlikely to receive DfT Access for All funding. This has implications for Greenfield rail station, whilst we consider it to be a priority for accessibility improvements; we have excluded Greenfield from the nomination on the basis that any improvements will be deliverable via the TransPennine Route Upgrade programme. This will be made clear as part of our nomination.

- 4.4 Network Rail led the Option Selection studies for five of the ten stations (including Walkden, Daisy Hill, Hindley, Reddish North and Irlam). The remaining five station studies have been procured separately via TfGM's existing framework agreements, with Asset Protection reviews being undertaken by Network Rail, as the asset owner.
- 4.5 The emerging preferred options presented below are currently under ongoing review by Network Rail and by specialist advisors on behalf of TfGM. These will be finalised prior to the nomination submission on 16<sup>th</sup> November 2018.
- 4.6 The current proposed scope emerging from the option selection report studies is summarised below. Appendix A includes a summary for each station with regard to key demographic and local factors.

Rank	Rail Station	Emerging Preferred Option
1	Walkden	Single passenger lift from street level to platform via ticket office
2	Swinton	Single passenger lift
3	Daisy Hill	Single passenger lift
4	Irlam	Passenger lift access to existing subway (Manchester bound) / passenger lift access to platform (Liverpool bound)
5	Reddish North	New footbridge and lift structure connecting platform 1 and 2
6	Hindley	Options include both: Passenger lift access to both platforms; or Direct access from the car park to platform 2 and use of the existing path (platform 1)
7	Bryn	Options include both:

Rank	Rail Station	Emerging Preferred Option
		Passenger lift access to both platforms Alternatively, modifications to existing stepped 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

4.7 The emerging preferred options identified above are subject to ongoing buildability and viability studies, and subsequent progression of the schemes to Governance for Railway Investment Projects (GRIP) 4. This work would be progressed subject to a successful nomination. Costs are currently under review by Network Rail and TfGM appointed consultants; and will be finalised prior to the nomination submission on 16 November 2018.

4.8 Subject to the outcome of our nomination, the timing of works at successful stations would be subject to further discussion between TfGM/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.

## 5. Stakeholder Support

5.1 In preparing the nomination documentation, we have engaged with MPs, Council Leaders, Friends of Groups, and Community Groups to obtain letters of support which will be appended to our submission. Strong stakeholder support has been received for each of the stations to date. Districts have also contributed to the option selection workshops and nomination documentation.

5.2 We have also engaged with the Disability Design Reference Group (DDRG) and have presented our proposals to the group to ensure, an inclusive, barrier-free access option is put forward.

## 6. Funding

- 6.1 The nomination also includes a requirement for third party match funding, although there is no fixed amount or percentage allocation prescribed in the nomination guidance.
- 6.2 Based on the cost information available to date, an indicative estimation has been made of the level of match funding that may be required to support the nomination.
- 6.3 It is estimated that, if all 10 stations were successful in receiving Access for All funding, that up to circa £5 million of match funding would be required. Match funding of circa £1 million has already been secured. in principle, largely from existing Growth Deal 3 allocations. Other potential funding opportunities for individual schemes are also being progressed.
- 6.4 It is proposed that the remaining match funding of circa £4 million is allocated, where possible, from existing capital budgets, including from unallocated risk and contingency allowances; and, to the extent necessary, from Transport Reserves. This allocation will be agreed in consultation with the GMCA Treasurer.

## **7. Next Steps**

- 7.1 The Option Selection Reports will be finalised in the coming weeks and incorporated within our nomination documentation prior to the submission on 16 November 2018.
- 7.2 We will then submit the overall nomination by 16 November 2018 to ensure our proposals are considered by the Department for Transport.

## **8. Recommendations**

- 8.1 TfGMC Members are recommended to:
  - I. Endorse the DfT Access for All funding nomination; and
  - II. Delegate authority to the TfGM Chief Executive and the TfGMC Chair, in consultation with the GMCA Treasurer, to submit Greater Manchester's joint nomination with Northern Rail.

**Steve Warrener**

**Director of Finance and Corporate Services**

## **Appendix A: Access for All Nomination Summaries**





Walkden

Walkden station was built in 1888 and is located off Walkden Road (A575) in the local authority of Salford. The station is located on the Manchester-Southport line, between Wigan and Manchester, approximately 13km west of Manchester City Centre.

There are several pedestrian accessible routes leading to the station from all directions. A bus stop located immediately outside the station entrance provides a drop-off point for buses, taxis and other vehicles.

Walkden has a single entrance located beneath and in between two overhead railway bridges carrying the Manchester-Southport Line. The island platform is served by regular Manchester to Southport/Kirby services operated by Northern.

There are no doors at the station entrance at street level and the only means of access into the station is via two flights of stairs as no step-free access is available.

Located on the first floor is the ticket hall, ticket office and toilet facility for employees only. There are two spare rooms separated by plasterboard partition walls on either side of the ticket office. The room nearest the station entrance is a bin store and it contains a gas pipe. The room nearest the platforms is a disused spare room which is currently inaccessible. The ticket hall has timber ceilings and beams with skylights.

The top of the second flight of stairs opens out onto the platforms and has a covered canopy area. To the left of the staircase is a patch of disused space approximately 4.9m wide with flower beds planted alongside the walls and an access ladder to the roof.

Platforms 1 and 2 are on an island of traditional ‘solid fill build’ with brickwork riser walls and tactile paving is provided along the edges of both platforms. There is seating provided under the canopy as well as some decorative planter pots and lighting columns spread out across the platform.

There is no station car park currently available; however parking is available on nearby streets. CCTV, Customer Information and Help points are available to users.

Walkden station has a special interest group known as the Friends of Walkden Station (FOWS). FOWS is a community volunteer group that was founded for the purpose of campaigning for better services and facilities, improving the station’s environment and raising the station and profile of the station within the community. The FOWS have long held aspirations for delivering step free access to Walkden station.

An audit of facilities at the rail station was undertaken in 2018 and is available on request.

Greater Manchester Priority Rank	1
DfT Category	E
ORR 2016/2017 Entries/Exits	300,710
ORR 2016/2017 Interchange	Not applicable
ORR 2015/2016 Entries/Exits	339,942
Station Operator	Northern
Network Rail Route	London North Western
Staffed	Mon-Fri: 06:10-12:40; Sat: 07:10-13:40

Existing Access Provision

Walkden includes a central island platform located above street level. There are no doors at the station entrance at street level and the only means of access into the station is via two flights of stairs as no step-free access is available. From the ground floor entrance, passengers ascend the first flight of stairs (14 steps) to reach the ticket hall on the first floor, and then proceed up the second flight of stairs (28 steps) to reach the platforms (42 steps).

Nearest Accessible Rail Station

The closest fully accessible station is Clifton. Clifton includes ramp access to the Manchester and Preston bound platforms. Alternatively, via car Clifton is approximately 7.5-9.5km or up to 20 minutes via the A6 or A580 respectively. Clifton has one service calling between Manchester Victoria and Wigan Wallgate each day: one service toward Manchester in the AM and one service toward Wigan in the PM. Therefore it is not considered a viable alternative.

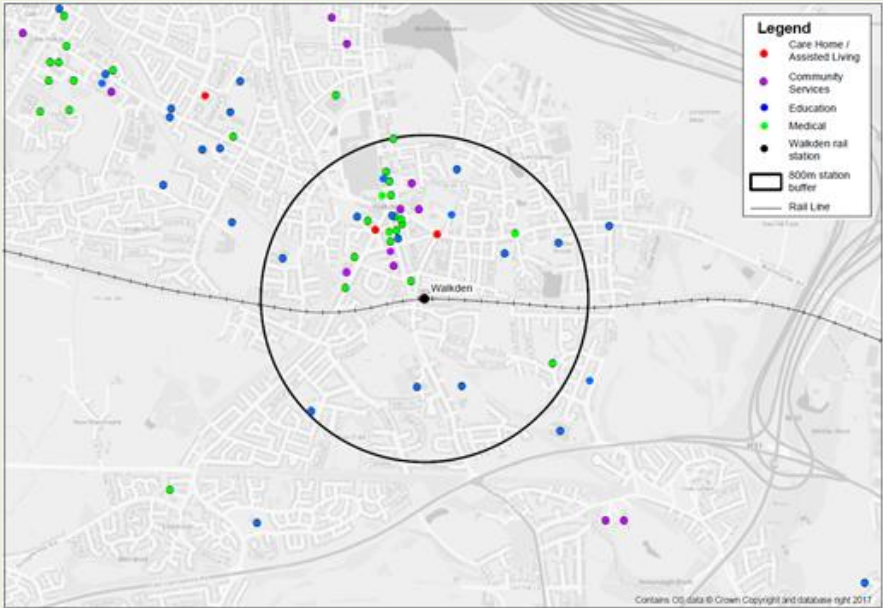
The next fully accessible rail station and a more likely suitable alternative is Atherton. Atherton has a lift from street level to the platform. Via car, Atherton is approximately 8.5-9.5km via Manchester Road (Tyldesley) or via Manchester Road East/West (Little Hulton) respectively with a journey time of approximately 20 minutes. Atherton is served by all trains that stop at Walkden with three departures each hour per direction between Manchester Victoria and either Southport or Kirkby.

Key Local Factors

- 2016 Mid-Year estimates (ONS) identify 8,460 people living within defined OCSI walking threshold;
- ACORN data identified 12,247 people who reside within 1km of the rail station;
- 20% of population aged 65+ (+2.1% versus England average);
- 24.2% of population pensioner households (+3.5 versus England average);
- 4.4% of population claim Disability Living Allowance (+1.3% versus England average);
- 65% of the population are within the 40% most deprived areas in England;
- 70% of population within the 30% most deprived health areas nationally;
- People with a limiting long-term illness: +3.4% (compared to England average); and
- People aged 16-64 with a limiting long-term illness: +2.3% (compared to England average).

Salford’s ‘Walkden Gateway’ provides a number of health services including audiology, health visitor baby clinic, podiatry, Salford Specialist Stop Smoking Service, sexual health clinic, and physiotherapist and is an important local service for the community. Importantly these services are within easy reach of areas such as Bolton, Bury, Leigh, Oldham, Prestwich, Sale, Stretford, Swinton and Wigan.

A key educational institutional provider is Salford College of Further Education: Worsley College, located approximately 300 metres from the station. The all-new Worsley College includes business, childcare, health and social care, public services, sport, animal care and travel and tourism courses, together with an impressive vocational provision which includes hair and beauty, hospitality and catering and the Prince’s Trust team programme.







## Swinton

Swinton railway station is located on the Manchester Airport – Manchester - Southport line between Wigan and Manchester, and serves the town of Swinton and Pendlebury in the City of Salford. The station is approximately 8km north-west of Manchester City Centre.

CIS is located in the booking hall (above platform) to show live departure times of the trains including any delays or cancellations. Further CIS is provided on the platform showing live next train departure information to commuters waiting on the platforms. In addition, Swinton also includes CCTV, tactiles, ticket vending machine (ticket office level), a Help Point, 3 benches on the platform, and a canopy covering a large area of the platform.

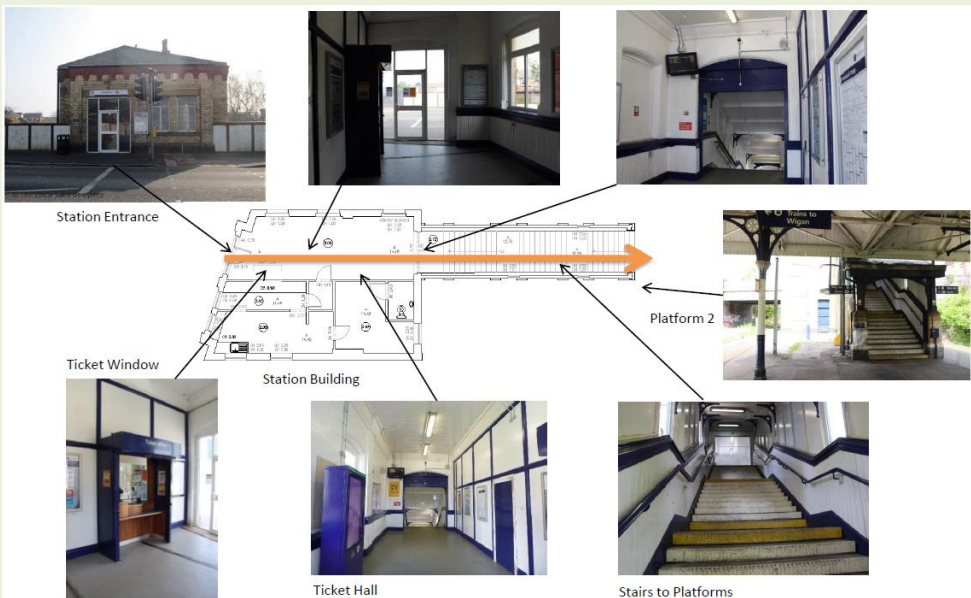
No car parking is available at the station. There is however 2 cycle hoops at street level and bus stops within 20 yards of the station.

An audit of facilities at the rail station was undertaken in 2018 and is available on request.

Greater Manchester Priority Rank	2
DfT Category	E
ORR 2016/2017 Entries/Exits	137,362
ORR 2016/2017 Interchange	Not applicable
ORR 2015/2016 Entries/Exits	132,684
Station Operator	Northern
Network Rail Route	London North Western
Staffed	Mon-Fri: 06:20-12:50; Sat: 07:20-13:50

### Existing Access Provision

The station building and entrance is located at road level and connected to Road Bridge above the platform. Swinton includes an island platform for Platform 1 and 2 providing services toward Wigan and Manchester. Access to the platforms is provided via the station building and down a central staircase with 31 steps. There is no step free access to the platforms.



### Nearest Accessible Rail Station

The closest fully accessible station is Clifton at approximately 2km via Queensway. Clifton includes ramp access to the Manchester and Preston bound platforms. The journey time via car between stations is approximately 5 minutes. Clifton has one service calling between Manchester Victoria and Wigan Wallgate each day: one service toward Manchester in the AM and one service toward Wigan in the PM. Therefore it is not considered a viable alternative. The best alternatives are Salford Crescent (one station toward Manchester City Centre) or Atherton (three stops toward Wigan).

Atherton access provision: Atherton has a lift from street level to the platform and is served by all the trains that stop at Walkden. Distance from Swinton station: Approximately 15km via M61. Journey time to Swinton station: Approximately 20 minutes – Car (subject to travel time of day). Frequency of service: Three departures each hour per direction between Manchester Victoria and either Southport or Kirkby.

Salford Crescent access provision: The station includes ramp access to the island platform (approximately 1 in 24 grade). Distance from Swinton station: Approximately 6.5 km via Bolton Road/A666 and A6. Journey time to Swinton station: Approximately 15 minutes – Car (via above route). Frequency of service: Served by trains towards Rochdale and Wigan Wallgate (typically 6 trains per hour) Increased frequency compared to Swinton.

### Local Factors

There are a number of services within 800m of Swinton rail station which may attract a greater proportion of people with accessibility requirements including a leisure centre, community health and social care facility, welfare rights advisory service, community hub, the Swinton Police station, Medical Centres/Health Clinics including SHINE Adults & Young Persons Sexual & Reproductive Health Services on Chorley Road, four primary schools, an academy and two nurseries.

A key attractor is Salford City Council Civic Centre, located on Chorley Road (A6) in the centre of Swinton at its junction with Partington Lane (B5231), approximately 500m from Swinton station. It is the location of the council chamber and committee rooms, as well as being the administrative headquarters of Salford City Council, providing an advisory service for the community across a number of areas including children’s services, adult social care, benefits and housing etc.

Other local factors include:

- 2016 Mid-Year estimates (ONS) identify 12,295 people living within defined OCSI walking threshold;
- ACORN data identified 15,847 people who reside within 1km of the rail station;
- 4.5% of population claim Disability Living Allowance (+1.4% versus England average);
- 10.3% of population receiving incapacity benefits (England average – 5.6% (+4.7%));
- 12.9% of population receiving working age workless benefits (England average – 7.4% (+5.5%));
- Unemployment benefit – June 2018: 3.0% of population (England average – 2.1% (+0.9%));
- 85% of the population are within the 40% most deprived areas in England;
- 45% of the population are within the 20% most deprived areas England;
- 90% of the population are within the 20% most deprived health areas nationally, and 100% within 30% most deprived;
- People with a limiting long-term illness: +4.4% (compared to England average);
- People aged 16-64 with a limiting long-term illness: +4.9% (compared to England average); and
- Emergency admissions to hospitals higher for all causes against the North West and England comparator averages (ration 135 to 100).





## Daisy Hill

Daisy Hill station is located approximately 23km west of Manchester Regional Centre on the Atherton line, between Wigan and Manchester. Daisy Hill is located between Hindley and Hag Fold stations. The station serves the Daisy Hill area of Westhoughton, in the Metropolitan Borough of Bolton, Greater Manchester, England. A portion of the 800m catchment surrounding the station also lies within the Metropolitan Borough of Wigan.

Daisy Hill Station is an island station located on Leigh Road. The station entrance is on the bridge crossing the two tracks running through the station. Daisy Hill station includes a regular Northern service to Manchester and Wigan as well as Salford, Swinton and Hindley, with onward trains to Kirkby and Southport.

The station building has a concourse with a ticket office and a ticket vending machine. The station is staffed Monday – Friday: between 06:10 and 19:25. The ticket office is closed on Saturday and Sunday. The building is split in half through a partition wall, with one half as the concourse and the other with the ticket office and station staff facilities.

A station car park is located further north off Leigh Road with provision for approximately 70 spaces including five disabled spaces. A pavement currently connects the car park with the station entrance, with bollards on the pavement along the road side. Protection barriers are present on both sides of the road in front of the station building. Opposite the car park entrance is a bus stop. There is street lighting along the road.

Attached to the side roof of the stair case structure are CCTV cameras looking out onto the platforms. The platform has a sheltered waiting area, with a bench and a standing rest bar. Lighting posts are also present along the platform, along with two CIS boards and further benches. At the base of the lighting posts are wooden planters, along with a grit bin in the middle of the platform. All of the benches provided have back rests, but only half are provided with arm rests. A PA system is also present on the platform.

The special interest group “Friends of Daisy Hill Station” (FoDHS) is present in the local area, and holds monthly meetings. The groups aim is “to enhance the appearance, improve the environment, develop facilities at the station, so helping to deliver a better travelling experience for local commuters” (FoDHS website, accessed 31.08.2018).

An audit of facilities at the rail station was undertaken in 2018 and is available on request.

Greater Manchester Priority Rank	3
DfT Category	E
ORR 2016/2017 Entries/Exits	298,322
ORR 2016/2017 Interchange	Not applicable
ORR 2015/2016 Entries/Exits	336,540
Station Operator	Northern
Network Rail Route	London North Western
Staffed	Mon-Fri: 06:10 – 19:25

### Existing Access Provision

The station building is located at road level and connected to the road bridge above the platform. Access to the platforms is via the station building from Leigh Road (B5235) via the ticket office and down a central staircase with 31 steps. Platform 1 and 2 is an island platform. There is no alternative step free access provision.

### Nearest Accessible Rail Station

The closest fully accessible station is Atherton (two stops toward Wigan) at approximately 5.5-7km via Lower Leigh Road / Atherleigh Way/ Bolton Road or the A58/A6/Newbrook Rd respectively. Atherton has a lift from street level to the platform and is served by all the trains that stop at Daisy Hill. The journey time to Daisy Hill station is approximately 15 minutes via car. There are three departures each hour per direction between Manchester Victoria and either Southport or Kirkby. Atherton is served by the same train paths which call at Daisy Hill.

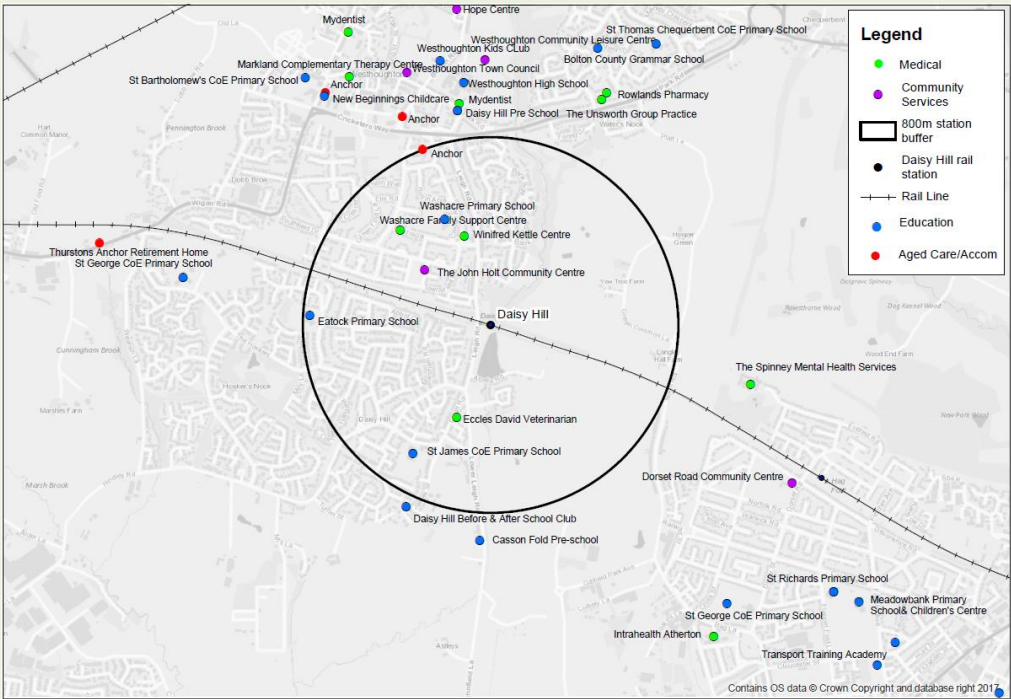
### Local Factors

- 2016 Mid-Year estimates (ONS) identify 7,940 people living within defined OCSI driving threshold;
- ACORN data identified 8,964 people who reside within 1km of the rail station;
- 4.5% of population claim Disability Living Allowance (+1.4% versus England average);
- 60% of the population are within the 30% most deprived health areas nationally;
- People with a limiting long-term illness: +2.3% (compared to England average); and
- People aged 16-64 with a limiting long-term illness: +4.5% (compared to England average).

John Holt Community Centre is located approximately 650m via road from Daisy Hill station. The community centre is an integral and vital community resource, and is used by many agencies to provide services to the community including: Bolton Council (Area Forums), Greater Manchester Police (drop-ins and PACT meetings), Bolton at Home (Work Club) and many more community groups.

The Westhoughton community leisure centre and Westhoughton Town Hall are both within 1km of the station.

There are three primary schools within 800m of Daisy Hill rail station. This includes Washacre Primary School which has a slightly above national average number of pupils who receive support for special educational needs and/or disabilities; and Eatock Primary School with a proportion in line with the national average.





## Irlam

Irlam rail station serves the town of Irlam in the borough of Salford. The station is located just off Liverpool Road to the west of Manchester City Centre on the Manchester to Liverpool line approximately 14km from Manchester Oxford Road. The station is well placed, within walking distance of just over 1,000 homes and close to Irlam and Cadishead College, Lower Irlam Neighbourhoud Centre and Northbank Industrial Estate. It is served only by services operated by Northern, and is currently unstaffed.

There is a local community interest group – Friends of Irlam Station – which was set up in 2006 by local residents with an interest in the train station in Irlam, supported by TfGM and Salford City Council. One of the groups key aims is to campaign for improved infrastructure facilities and services.

The station has seen significant investment already, following years of planning and consultation between TfGM, Hamilton Davies Trust, Salford City Council, local councillors, the Community Committee, the rail industry and the community at large. In 2015, works on a £2m revamp were concluded for the restoration of the derelict Station House, bringing it back in the community with provision of a café bistro, waiting area, toilets and meeting facilities. Furthermore, following the redevelopment project, the station now also offers:

- Car parking for over 60 cars (including disabled bays);
- Enhanced lighting, security cameras and pedestrian footpaths to ensure a safe environment;
- Extensive landscaping including shrubs and trees, providing a peaceful areas for both people and wildlife;
- A child friendly area known as ‘Platform 9 ¾’ adjacent to the station building; and
- A large scale piece of art featured on the Liverpool bound platform.

Station Road which leads to the complex has also seen improvements with re-surfacing work and the creation of new parking bays and a pedestrian crossing. Accessibility remains a key barrier to fulfilling the future potential of Irlam rail station and improvements would further capitalise on this recent investment.

An audit of facilities at the rail station was undertaken in 2018 and is available on request.

<b>Greater Manchester Priority Rank</b>	4
<b>DfT Category</b>	F1
<b>ORR 2016/2017 Entries/Exits</b>	362,358
<b>ORR 2016/2017 Interchange</b>	Not applicable
<b>ORR 2015/2016 Entries/Exits</b>	305,590
<b>Station Operator</b>	Northern
<b>Network Rail Route</b>	London North Western
<b>Staffed</b>	No (Café in station building staffed)

### Existing Access Provision

Manchester bound platform: From Liverpool Road opposite Excalibur Drive, existing access is provided along a path to the underpass, through the underpass (28 paces) and then up 26 steps onto the platform. Level access is provided to Platform 1 from the car park.

Liverpool bound platform: From Liverpool Road opposite Excalibur Drive, existing access is provided along a path to the underpass and up 28 steps to platform level. To access platform 2 from Manchester bound platform, users are required to walk down 26 steps, through an underpass (28 paces) and up 28 steps onto the platform.

Therefore access to both platforms via the subway is constrained by stepped access.

### Nearest Accessible Rail Station

The closest accessible station is Glazebrook (one stop toward Liverpool). Users travelling toward Manchester are able to access the platform along a ramp (43 paces, 1:20 slope) to the right of the bridge and onto the platform. For those travelling toward Liverpool, the platform is accessible via level access including a dropped kerb at car park. Glazebrook is approximately 4.5km via Liverpool Road or approximately 10 minutes via car. The Monday to Saturday timetable from Glazebrook includes 15 services toward Manchester and Liverpool from Glazebrook. This is less than half the total services from Irlam toward Manchester and Liverpool (35/36). Throughout the day, services are roughly two hourly, compared to an hourly services from Irlam. Furthermore Glazebrook has no Sunday service whereas Irlam has 15 services in each direction.

Due to Glazebrook not having a comparable service to Irlam rail station, we have also included the distance to an alternative rail station, Birchwood, which has recently had a new footbridge and lifts delivered. Birchwood is approximately 15km via Cadishead Way/ Manchester Road/ Woolston Grange Avenue or approximately 20 minutes via car. Birchwood has more frequent services across the week compared to Irlam and therefore offers a viable alternative. The station generally has three trains per hour per direction, compared to a half hourly service at Irlam. The uplift in service is associated with an additional fast train per hour in each direction.

### Local Factors

- 2016 Mid-Year estimates (ONS) identify 2,895 people living within defined OCSI walking threshold;
- ACORN data identified 4,317 people who reside within 1km of the rail station;
- Areas with proportion of population greater than 6% of thos economically inactive due to long-term sick or disabled;
- 4.6% of population claim Disability Living Allowance (+1.5% versus England average);
- 16.8% (+3.3% compared to England average) of people receiving Attendance allowance;
- Areas of catchment within 20-40% most deprived nationally; east of Ship Canal considered within 10% most deprived LSOAs nationally;
- 100% of the population are within the 30% most deprived health areas nationally;
- People with a limiting long-term illness: +0.9% (compared to England average);
- People aged 16-64 with a limiting long-term illness: +1.1% (compared to England average); and
- Emergency admissions to hospitals higher for all causes against the North West and England comparator averages (ration 127 to 100).

A key provider within 800m of Irlam station is Hamilton Davies Trust (HDT). HDT provide charitable support to the local communities of Irlam and Cadishead (Salford), with some additional support given to Rixton-with-Glazebrook (Warrington). HDT were a key partner with TfGM, Salford City Council, local councillors, the Community Committee, the rail industry and the community at large, in the redevelopment of Irlam station.

Other community facilities within 800m include the Cadishead library, Positive Moves CIC (a not-for-profit social enterprise who run Irlam and Cadishead Youth Project – offering creative, social, education and recreational activities and creative play to children aged 5 years to 19 years) and Irlam Steel and Recreation Club. In terms of medical services, the Salford Community Health Care Trust / Irlam Medical Centre, an optometrist and a dental practice are all within 800m.

There are three schools and five nurseries/play group providers within 800m of the station. Irlam and Cadishead College has twice of national average in terms of the proportion of disabled students and those with special educational needs.





## Reddish North

Reddish North station is one of the two stations serving the town of Reddish, in Stockport, the other being Reddish South railway station. Reddish South however has an extremely sparse train service of only one train a week (on Fridays) and this only runs in the northbound direction. Therefore Reddish North station is the only viable railway station to access the town of Reddish.

Reddish North is located between Ryder Brow and Brinnington on the Hope Valley corridor. The current timetable includes two trains per hour northbound to Manchester Piccadilly and two trains per hour southbound towards New Mills Central (Monday to Saturday). Some services are extended to Sheffield.

The station has a ticket office, which is manned on weekdays all day (06:30-20:55) and on Saturday until early afternoon (07:20-14:30). The ticket office is accessible via automatic doors during these times. The ticket office is closed on Sundays.

The station includes approximately 15 car parking spaces immediately outside the ticket office and along the station approach road off Gorton Road. This includes provision for two disabled parking spaces.

The station also includes CCTV, tactiles, CIS, help points, shelters and cycling storage lockers. Step free access to the Sheffield bound platform is the key issue remaining at the station.

An audit of facilities at the rail station was undertaken in 2018 and is available on request.

<b>Greater Manchester Priority Rank</b>	5
<b>DfT Category</b>	E
<b>ORR 2016/2017 Entries/Exits</b>	196,906
<b>ORR 2016/2017 Interchange</b>	Not applicable
<b>ORR 2015/2016 Entries/Exits</b>	174,334
<b>Station Operator</b>	Northern
<b>Network Rail Route</b>	London North Western
<b>Staffed</b>	Mon-Fri: 06:30-20:55; Sat 07:20-14:30

### Existing Access Provision

The station building is located at road level and comprises of a ticket office and waiting area. The entrance door to ticket office/waiting area is automatic; the door from the ticket office/waiting area to the platform is also automatic. Access to the platforms is via the ticket office/waiting area with level access to the Manchester bound platform. Access to the Sheffield bound platform is via the Manchester bound platform and stepped over a lattice footbridge. There are 20 steps up to the footbridge and a further 20 steps down to the Sheffield bound platform. At non-staffed times, a wooden picketed gate (approximately 93cm wide) is available to the left of the ticket hall providing access to the Manchester bound, and enabling access to the existing stepped footbridge to the Sheffield bound platform.

### Nearest Accessible Rail Station

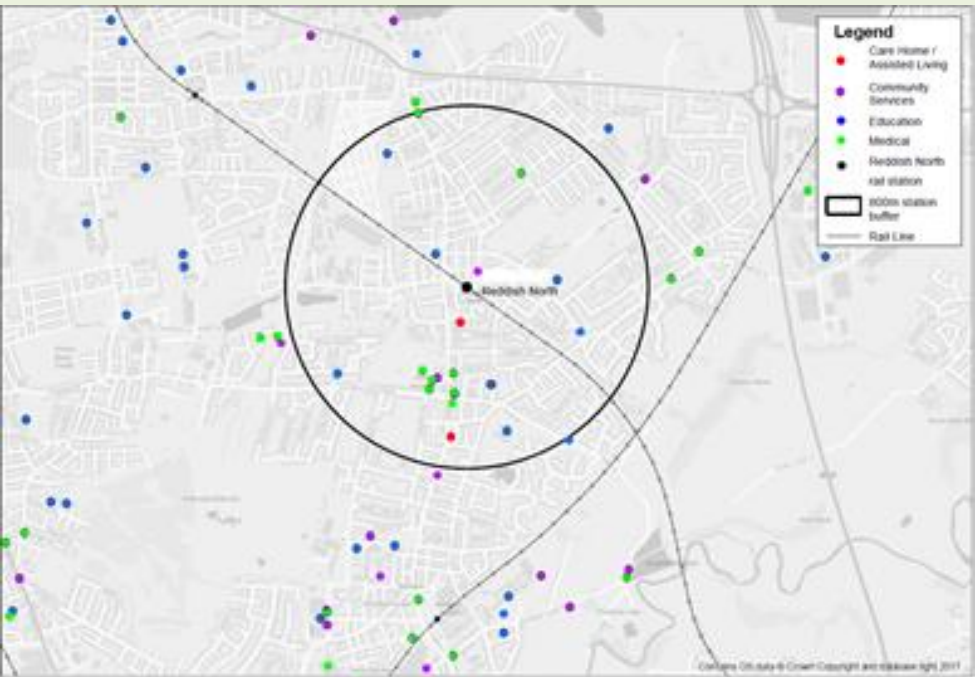
The nearest accessible station is Mauldeth Road. Mauldeth Road is located on a parallel line to Reddish North. Two stops in either direction on the Hope Valley corridor are stepped access restriction access for users (including Brinnington, Bredbury, Belle Vue and Ryder Brow).Mauldeth Road includes level access toward Marple; and a 1 in 20 ramp (87 paces) to Manchester. As part of a £12m station modernisation programme on the Manchester Airport line, re-building work on Mauldeth Road station was undertaken in 2006-07. This included new steel platforms, modern waiting shelters, new lighting and access ramps were delivered. Mauldeth Road is approximately 5.5km via Kingsway / Moseley Road / Albert Road / Barlow Road / Longford Road West / Gorton Road or approximately 15 minutes via car on route identified above. Mauldeth Road is served by two train services per hour. The introduction of the new 2018 timetable means not all services along this route now call at the four other commuter stations on the Styal line including Burnage, East Didsbury, Gatley and Heald Green.

### Local Factors

- 2016 Mid-Year estimates (ONS) identify 13,195 people living within defined OCSI walking threshold;
- ACORN data identified 19,114 people who reside within 1km of the rail station;
- 3.9% of population claim Disability Living Allowance (+0.8% versus England average);
- Total percentage of people receiving Attendance Allowance across the Reddish North defined threshold (17.2% compared to 13.5% in England (+3.7%));
- Higher proportion of residents receiving IB and ESA workless benefit subsidies (7.3% compared to 5.6% across England (+1.7%));
- Approximately 30% of population within 20% most deprived LSOAs nationally;
- Approximately 70% of population within 40% most deprived LSOAs nationally;
- Health domain: approximately 30% of the population were observed to be within the 20% most deprived health areas nationally, together with a further 40% of the population within the 20-30% most deprived health areas nationally;
- Health and Wellbeing: Hospital admissions: All causes are identified at 132 verses a North West average of 120 and the national average of 100 (standardised ratio).

Key services within close proximity to the station include a working men’s club, community centre, housing trust and anchor site, the Reddish Library, Medical group practice, dental surgery and pharmacies along Gorton Road. There are also a number of educational providers including:

- Oasis Academy Aspinal: absence rates of pupils who have special educational needs and/or disabilities and disadvantaged pupils remain above the national average. The proportion of pupils who have support for special educational needs and/or disabilities and those that have a statement of special educational needs and/or disabilities or an education, health and care plan is slightly above the national average.
- Vale View Primary School: The proportion of disabled pupils and those with special educational needs in the main school is well above average.







## Hindley

Hindley is one of the principal stations on the Wigan to Manchester line. It is approximately 23km from Manchester Victoria located just before the route branches to use either the Atherton line or the Eastern Branch line via Westhoughton and Bolton.

The station includes a split platform located on Ladies Lane, Hindley. The station entrance is shortly before the bridge crossing over the two tracks running through the station. A footbridge from the station building across the two tracks provides access to the platforms.

The station is served by a mixture of express and stopping Manchester to Wigan / Manchester to Southport services operated by Northern. Hindley is a staffed station (Mon-Fri 06.10 to 12.40; Sat 07.10 to 13.40; Sunday: Closed). Within the station concourse, there are a number of information boards provided on the walls, with a ticket office and ticket vending machine at the end of the concourse. On the concourse there are three visible CCTV cameras.

A station car park is located to the south west of the station, with a capacity of 50 with an additional 2 PRM spaces. Currently the station car park appears to be overcrowded, with a number of vehicles using hatched areas and pavements as parking spaces. Further down the road past the car park is a Road-Rail access point.

Hindley station has an active ‘Friends of Hindley Station’ (FoHS) group, formed in 2007, who have made a positive contribution toward the station delivering a number of improvements that ensure Hindley is considered one of region’s most picturesque railway stations. FoHS was awarded gold status in the Community Rail Awards’ It’s Your Station category in 2016 and 2017. This recognises community participation, environmental responsibility and gardening achievement and the contribution of the group towards enhancing passenger experience.

An audit of facilities at the rail station was undertaken in 2018 and is available on request.

Greater Manchester Priority Rank	6
DfT Category	E
ORR 2016/2017 Entries/Exits	346,424
ORR 2016/2017 Interchange	20,793
ORR 2015/2016 Entries/Exits	333,462
Station Operator	Northern
Network Rail Route	London North Western
Staffed	Mon-Fri: 06.10-12.40; Sat: 07.10-13.40

### Existing Access Provision

Access from the car park to the station is via the pavement along Ladies Lane, with a pedestrian crossing directly opposite the staircase coming out of the car park, providing a point to cross the road. From this point to the station there are a number of dropped kerbs without tactile paving.

Hindley includes stepped access to both platforms. Steps are located at three separate junctures on the journey from the station entrance to the platforms. The main entrance to the station includes two steps. This entrance leads to an enclosed walkway to the ticket office. Beyond the ticket office there are seven steps down to the over bridge and further steps on either side of the tracks which leads to both Manchester and Wigan bound platforms. Platforms are approximately 37 steps below the entrance from the main road outside the station entrance.



### Nearest Accessible Rail Station

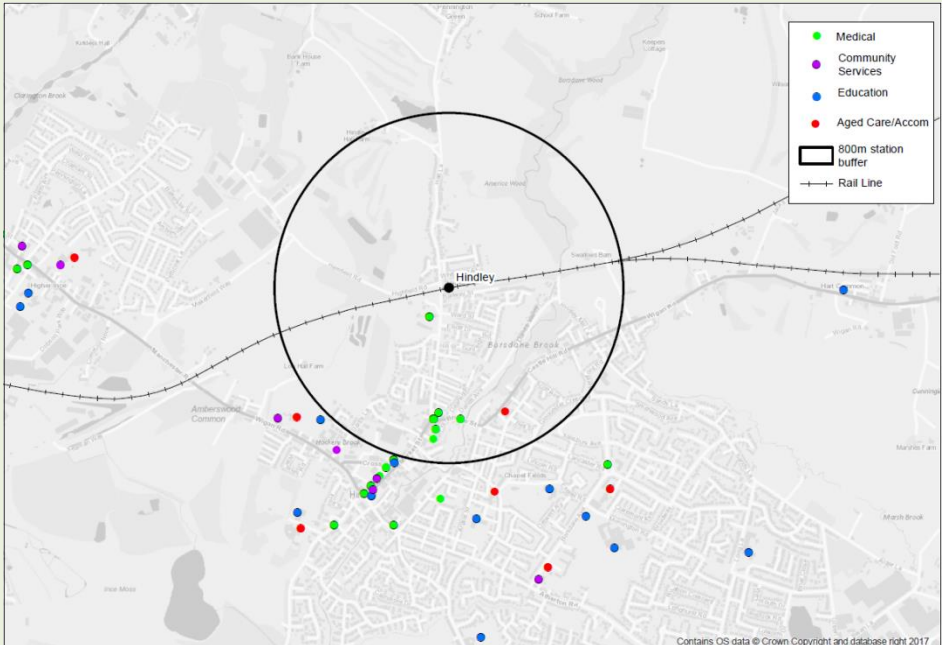
The nearest accessible station is Wigan North Western approximately 9.5km via Manchester Road (A577) or approximately 20 minutes via car (significant journey time variability during peak times along this route). Wigan North Western includes lift provision to all platforms.

Wigan North Western is a more strategic station than Hindley and offers a quality alternative rail service. The station is operated by Virgin and includes a mix of both Virgin and Northern services. There are services between Glasgow and London along the West Coast mainline (hourly), to Liverpool Lime Street (half-hourly) along the Liverpool-Wigan corridor; between Liverpool and Blackpool and Blackpool and Manchester Airport.

### Local Factors

- 2016 Mid-Year estimates (ONS) identify 13,195 people living within defined OCSI walking threshold;
- ACORN data identified 19,114 people who reside within 1km of the rail station;
- Population growth around Hindley station has been greater than the North West and England average since 2001;
- 3.6% of people within the Hindley rail station walking threshold area claim DLA (Nov 2017) which is +0.5% compared to the England average (3.1%);
- 17.5% of people within the Hindley rail station walking threshold area claim attendance allowance (Nov 2017) which is +4% compared to the England average (13.5%);
- Number of people claiming DLA and Attendance Allowance around Hindley rail station has consistently remained above the England average over the last 15 years;
- Health domain: two thirds of catchment population within the 30-40% most deprived and a third within the 10-20% most deprived nationally;
- Areas within 30% most deprived LSOAs nationally (IMD (2015));
- People with a limiting long-term illness: +2.6% (compared to England average); and
- People aged 16-64 with a limiting long-term illness: +0.8% (compared to England average).

There are a number of community services including a library, community centre, sports and community club, as well as care facilities on the periphery of the 800m catchment area. The station is located approximately 1-1.5km from the town centre and is considered a key access point to those services falling within 800m-1km station catchment. The town centre includes a number of medical services along Market Street (A58) including a health centre, dental providers, sports massage therapy and podiatrist/chiroprapist which are likely to attract a greater proportion of people with disabilities / accessibility constraints.







Bryn

Bryn station is on the electrified Liverpool to Wigan Line approximately 25km northeast of Liverpool Lime Street and 6.0 km south of Wigan. The station serves the area of Bryn, in the Metropolitan Borough of Wigan.

All trains serving Bryn are operated by Northern. The station is unmanned.

The station includes new waiting shelters, CIS, CCTV, tactiles, seating and help points. Ticket vending machines have recently been installed within the waiting shelters.

An audit of facilities at the rail station was undertaken in 2018 and is available on request.

Greater Manchester Priority Rank	7
DfT Category	F1
ORR 2016/2017 Entries/Exits	154,298
ORR 2016/2017 Interchange	Not applicable
ORR 2015/2016 Entries/Exits	150,632
Station Operator	Northern
Network Rail Route	London North Western
Staffed	Not Applicable

Existing Access Provision

The station entrance is at road level with the platforms in a cutting below. Platforms are currently reached via ramps/stepped ramps. The Liverpool bound platform includes a stepped switchback ramp restricting access.

Nearest Accessible Rail Station

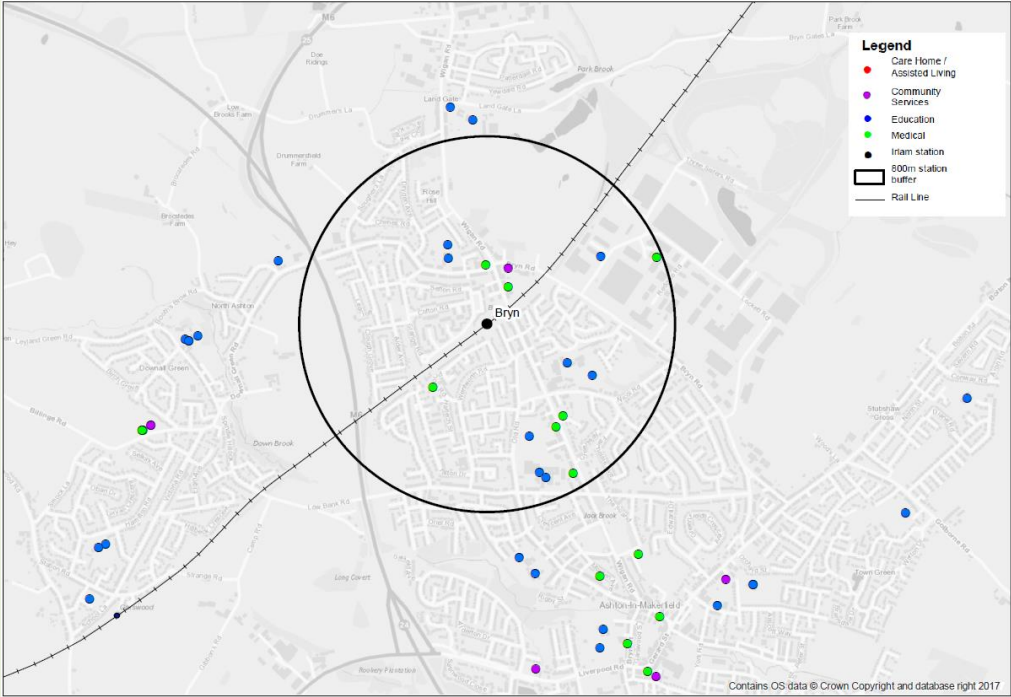
The nearest accessible station is Wigan North Western approximately 5.5km via Wigan Road/A49 and B5238 or approximately 15 minutes via car. Wigan North Western includes lift provision to all platforms.

Wigan North Western is a strategic station and offers a quality alternative rail service. The station is operated by Virgin and includes a mix of both Virgin and Northern services. There are services between Glasgow and London along the West Coast mainline (hourly), to Liverpool Lime Street (half-hourly) along the Liverpool-Wigan corridor; between Liverpool and Blackpool and Blackpool and Manchester Airport.

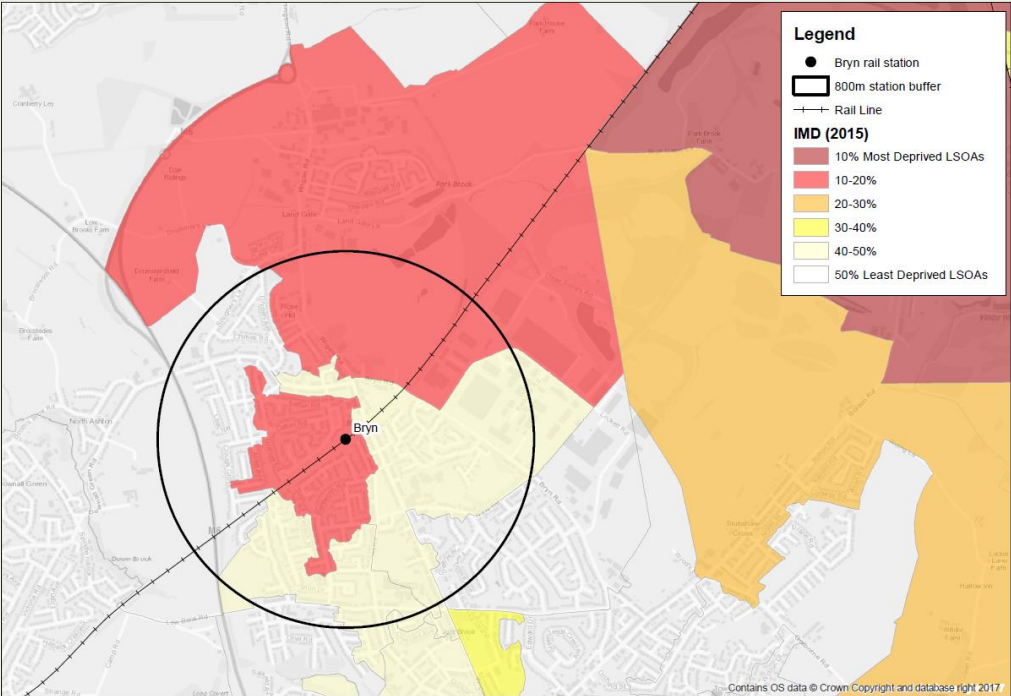
Local Factors

- 2016 Mid-Year estimates (ONS) identify 7,095 people living within defined OCSI walking threshold;
- ACORN data identified 9,211 people who reside within 1km of the rail station;
- 22.4% of population within close proximity to Bryn rail station were aged 65+, compared to England average of 17.9% (+4.5%);
- Higher percentage of pensioner households, 25.7% compared to England average 20.7% (+5%);
- 5.1% of people within the Bryn rail station walking threshold area claim DLA (Nov 2017) which is +2% compared to the England average (3.1%);
- 15.1% (+1.6% compared to England average) of the population within the catchment receive Attendance Allowance;
- 30% of persons within the Bryn walking defined catchment reside within the 10-20% most deprived areas in England. A further 40% of the population are within the 40-50% most deprived areas in England (i.e. 70% within 50% most deprived areas nationally);
- People with a limiting long-term illness: +7.6% (compared to England average); and
- People aged 16-64 with a limiting long-term illness: +5.6% (compared to England average).

Key Services within 800m

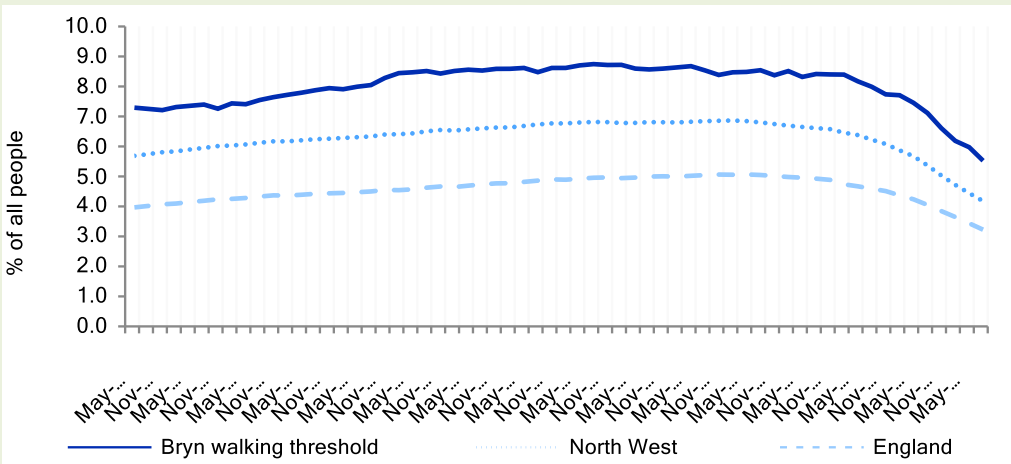


Indices of Multiple Deprivation



Source: Communities and Local Government (Indices of Deprivation 2015)

Adults with a disability (receiving Disability Living Allowance)



Source: Department for Works and Pensions (Nov 2017)



# Flowery Field

Flowery Field is located approximately 11km east of Manchester City Centre. The station is located on the Glossop corridor between Hyde North and Newton for Hyde and serves the Flowery Field area of Hyde.

There is a half-hourly daily service to Manchester Piccadilly and to Hadfield and an hourly service during the evening.

The station includes two platforms mainly of wooden construction.

Station facilities include shelter including seating, CIS, help point, CCTV, hearing induction loop and PA system. Tactiles are to be delivered as part of the Rail Station Improvement Scheme.

A bus stop for the 340 and 343 services is located on Bennet Street (B6170).

An audit of facilities at the rail station was undertaken in 2018 and is available on request.

Greater Manchester Priority Rank	8
DfT Category	F2
ORR 2016/2017 Entries/Exits	222,152
ORR 2016/2017 Interchange	Not applicable
ORR 2015/2016 Entries/Exits	197,330
Station Operator	Northern
Network Rail Route	London North Western
Staffed	Not applicable

## Existing Access Provision

Both platforms (to Manchester and Glossop) include a stepped ramp. This offers a significant deterrent to those with a disability and/or mobility restrictions.

To Manchester, access is available along a footpath (20 paces) through a 2.9ft wide gate on the left, down a stepped ramp (36 paces, 1:12 slope) and onto the platform.

To Glossop, access is available through a 3ft wide gate, down a stepped ramp (44 paces, 1:12 slope) and then through a 2.5ft wide gate onto the platform.

Sections of the existing stepped ramp are in poor condition and represent a potential hazard for station users.

## Nearest Accessible Rail Station

The nearest accessible station is Guide Bridge. The station includes the following access:

Level access is provided to both platforms. The Manchester bound platform includes a new car park with level access through the new ticket office. The Glossop bound platform includes level access via the access road from Guide Lane - this includes a pedestrian footpath adjacent the cobbled road, a dropped kerb and access through the building to the platform. Separately stepped access is also provided from Guide Lane to both platforms.

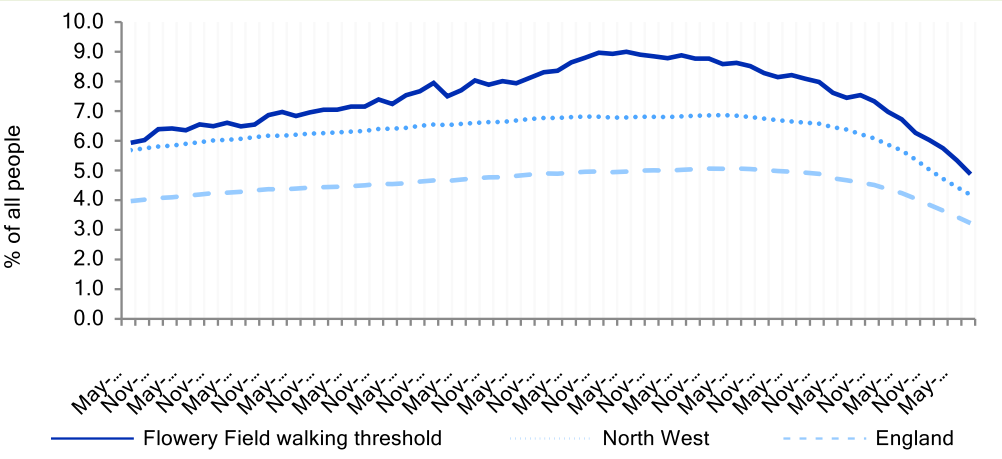
The station has benefited from a new single-storey ticket office as part of a £1.7million revamp of the station, along with improved lighting, an extended car park with 140 spaces, CCTV cameras and cycle storage lockers. The new facilities were commissioned in December 2014. Permanent disability compliant access to both platforms was also created at this time.

The station is approximately 5km via the A627 or approximately 15 minutes via car from Flowery Field. Guide Bridge includes a half-hourly Manchester Piccadilly-Hadfield service (increasing to every 20 minutes during weekday peak periods) and a half-hourly service between Manchester Piccadilly and Rose Hill Marple.

## Local Factors

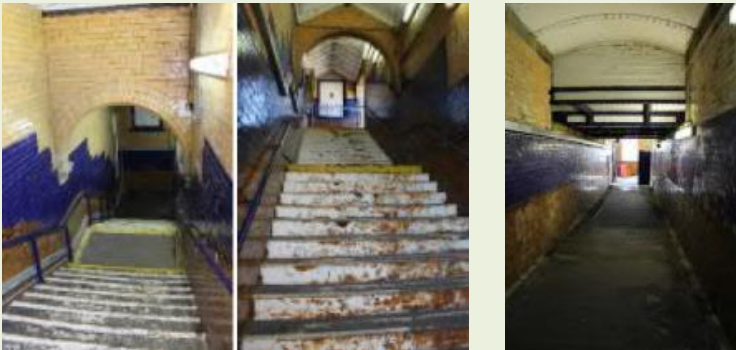
- 2016 Mid-Year estimates (ONS) identify 7,900 people living within defined OCSI walking threshold;
- ACORN data identified 12,186 people who reside within 1km of the rail station;
- 4.7% of population claim Disability Living Allowance (+1.6% versus England average);
- 85% of the population are within the 20% most deprived areas in England;
- 100% of the population are within the 20% most deprived health areas nationally;
- People with a limiting long-term illness: +3.2% (compared to England average); and
- People aged 16-64 with a limiting long-term illness: +6.8% (compared to England average).

## Adults with a disability (receiving Disability Living Allowance)



Source: Department for Works and Pensions (Nov 2017)





## Newton for Hyde

Newton for Hyde railway station, serves the Newton area of Hyde in Greater Manchester. The station is approximately 12km east of Manchester Piccadilly station and managed by Northern.

The station is raised on the viaduct.

The station has a main building and staffed ticket office at street level - this is staffed six days per week on a part-time basis. There is a half-hourly daily service Monday to Sunday to Manchester Piccadilly westbound and Hadfield eastbound. There are additional weekday peak services and an hourly evening service in each direction. A half hourly service also operates on Sundays.

There are eight allocated parking spaces on the approach road to Platform 1. This includes two disabled parking spaces.

Facilities at the station include platform shelters, seating, CCTV (within stairwell), CIS, PA system, Help point and Hearing Induction Loops. An audit of services at the station was undertaken in 2018 and can be made available to Network Rail / Department for Transport on request.

The closest bus service is the 346 on Clarendon Road (100m northwest of station).

An audit of facilities at the rail station was undertaken in 2018 and is available on request.

Greater Manchester Priority Rank	9
DfT Category	E
ORR 2016/2017 Entries/Exits	180,436
ORR 2016/2017 Interchange	Not applicable
ORR 2015/2016 Entries/Exits	176,812
Number of Passenger Assists	tbc
Station Operator	Northern
Network Rail Route	London North Western
Staffed	Mon-Sat: 08:00 - 20:00; Sun 09:00 - 17:00

### Existing Access Provision

The station is accessible by an approach road off Sheffield Road. This access lane includes some on-street car parking. From street level, the booking hall is accessed via an inclined path (approximately 33 paces / 1:8 slope). From the ticket office/booking hall, a covered subway connects with stairs (stepped access) to both platforms. The Manchester bound platform is accessible via 28 steps; the Hadfield bound platform includes 27 steps. The covered underpass is not an inviting access route.

There is additional access to the Hadfield platform down a ramp (40 yards) from Danby Road or a footpath from Victoria Street (200 yards) then up one large step and through a gate on to the platform.

### Nearest Accessible Rail Station

The nearest accessible station is Stalybridge which includes lift access to both platforms. Stalybridge is approximately 3-4.5km via Ashton Road and B6175 or via Birch Lane/B6170 and B6175 or 15minutes via car.

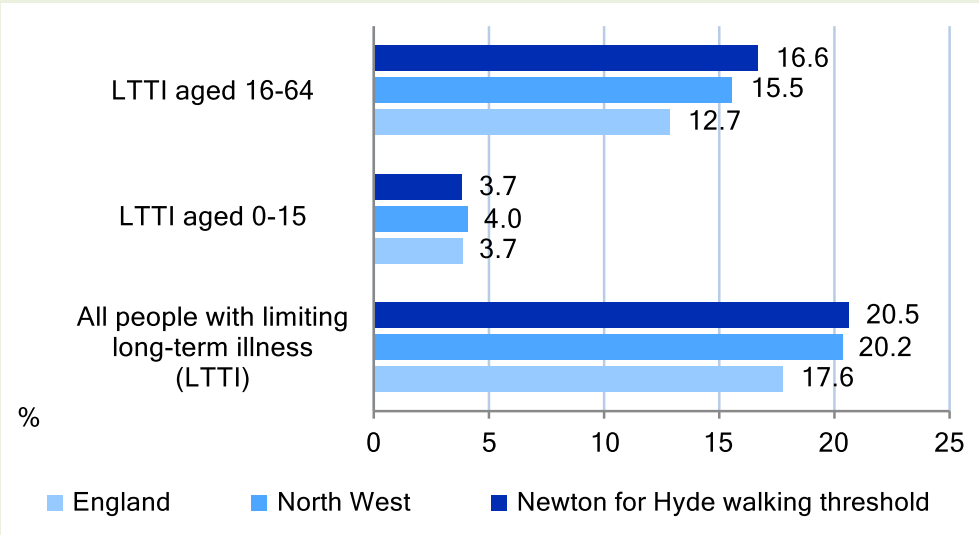
Stalybridge includes a 30-minute Transpennine Express service frequency. Eastbound departures serve the intermediate stations on a "skip-stop" pattern en-route to Huddersfield and Leeds, with alternate trains continuing to Hull. Westbound trains terminate at Manchester Piccadilly.

The station also includes two Northern services per hour on weekdays and Saturdays, with one of them continuing to Bolton and Wigan North Western. A limited peak-only weekday service operates eastwards to Huddersfield running to and from Manchester Piccadilly. An hourly service runs on Sundays.

### Local Factors

- 2016 Mid-Year estimates (ONS) identify 10,105 people living within defined OCSI walking threshold;
- ACORN data identified 12,757 people who reside within 1km of the rail station;
- 4.7% of population claim Disability Living Allowance (+1.6% versus England average);
- Total percentage of people receiving Attendance Allowance across the Newton for Hyde defined threshold (15.3% compared to 13.5% in England);
- 40% of the population are within the 20% most deprived areas in England;
- 100% of the population are within the 20% most deprived health areas nationally;
- People with a limiting long-term illness: +2.9% (compared to England average); and
- People aged 16-64 with a limiting long-term illness: +3.9% (compared to England average).

### People with a limiting long-term illness



Source: Census 2011



## Levenshulme

Levenshulme station is located in Manchester City Council area approximately 5km south-east of Manchester Piccadilly station towards Stockport.

Four tracks pass through Levenshulme station with the centre tracks used by fast trains and the outer by stopping trains.

Levenshulme includes trains from Alderley Edge, Chester, Crewe, Hazel Grove and Stoke-on-Trent towards Manchester Piccadilly northbound during the day. Services continue to Blackpool North via Preston. Southbound trains go through Stockport towards Alderley Edge, Hazel Grove, Crewe, Buxton, Stoke-on-Trent and Chinley.

Levensulme station is raised above road level and is only accessible via steps.

The station includes a car park. The car park is used for a market once a month.

The station includes CCTV (stairs), CIS, shelters, seating, PA, Help point, Hearing Induction, Tactiles.

For too long, Levenshulme has not been considered a priority due to its proximity to a frequent low floor bus corridor operating between Manchester City Centre and Stockport. However many users actually travel beyond Manchester City Centre, meaning accessible alternatives to the bus are still required.

An audit of facilities at the rail station was undertaken in 2018 and is available on request.

Greater Manchester Priority Rank	10
DfT Category	E
ORR 2016/2017 Entries/Exits	592,638
ORR 2016/2017 Interchange	Not applicable
ORR 2015/2016 Entries/Exits	512,654
Station Operator	Northern
Network Rail Route	London North Western
Staffed	Yes

### Existing Access Provision

Access to the platform is via steps to both platforms.

From Albert Road up 20 steps to reach the ticket office, then for services to Manchester up a further 26 steps onto the platform. For Services towards Stockport from ticket office go through the underpass (29 paces) and up 26 steps onto the platform.

### Nearest Accessible Rail Station

The nearest accessible station at approximately 3.5km or 10minutes (via car via Kingsway / A34) is Burnage. Burnage includes a 1 in 15 ramp providing access to both platform directions. The station was redeveloped including access arrangements in 2007.

Trains from Burnage station typically depart twice an hour for Manchester Piccadilly, Manchester Airport and Crewe, with fastest journey times of 10 minutes, 12 minutes and 50 minutes respectively. Extra trains to Southport and some services on the Transpennine Express also stop here during peak hours.

### Local Factors

- 2016 Mid-Year estimates (ONS) identify 24,305 people living within defined OCSI walking threshold;
- ACORN data identified 26,992 people who reside within 1km of the rail station;
- population growth between 2001 and 2016 significantly higher around Levenshulme station compared to North West and national growth average;
- 19.9% of people within station catchment claim Attendance Allowance compared to 13.5% in England (+6.4%);
- Working age DWP Benefits claimants: +2% versus national average (Nov 2016);
- Housing Benefit claimants: +7.7% versus national average (Feb 2018);
- 70.8% of population within 20% most deprived areas nationally;
- 96.3% of population witin 20% most deprived health domain areas nationally; and
- Limited long term illness: +1.9% for those aged 16-64 compared to national average.

### Older people with social care needs (receiving Attendance Allowance)

