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GREATER MANCHESTER TRANSPORT COMMITTEE METROLINK AND RAIL NETWORKS SUB-COMMITTEE

Date: 17 September 2021
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, including an update on the key themes of the Williams-Shapps Plan for Rail.

RECOMMENDATIONS:

Members are asked to note the contents of this report.

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Equalities Implications: n/a

Climate Change Impact Assessment and Mitigation Measures – n/a

Risk Management: n/a

Legal Considerations: n/a

Financial Consequences – Revenue: n/a

Financial Consequences – Capital: n/a

Number of attachments to the report: n/a

Comments/recommendations from Overview & Scrutiny Committee

BACKGROUND PAPERS: n/a

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?		N/A.
GM Transport Committee	Overview & Scrutiny Committee	
N/A.	N/A.	

1. INTRODUCTION

- 1.1 This report provides an update on the status of rail stations across Greater Manchester, including an update on the key themes of the Williams-Shapps Plan for Rail.
- 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:
- Access for All (AfA)
 - Main Programme Schemes
 - Mid-Tier
 - 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
 - The Greater Manchester Rail Station Alliance
 - Regeneration and Development
 - Rail Station Improvement Schemes (RSIS)
 - Transforming Cities Fund 2
 - Progress to date - Golborne New Station
 - Progress to date – Access for All Swinton and Next Tranche
 - Williams-Shapps Plan for Rail – Next Steps
 - Rail Reform Road Map - Next Steps

2. ACCESS FOR ALL

Access For All Main Programme Schemes

- 2.1 Following the successful submissions to DfT for AfA main programme funding, supported by a GMCA funding contribution, 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 the schemes.

- 2.2 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.
- 2.3 Development and design activities are underway and initial consultation has begun with key stakeholders to ensure engagement and buy in of the proposed scope. Further consultation with user groups will continue through to project completion.
- 2.4 It is forecast that delivery will be completed on site by Q2 2023. 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.

Access For All Mid-Tier

- 2.5 Following the successful submissions to the DfT for AfA Mid-Tier funding, supported by a GMCA funding contribution, for 22 stations; TfGM and rail industry partners have been progressing the development of the following schemes.

Package 1: Minor Interventions		Package 2: Customer Information Systems (CIS)		Packages 3 & 4: Harrington Hump and Ramp	
Station	Intervention	Station	Intervention	Station	Intervention
Bramhall	Handrails	Belle Vue	CIS	Rose Hill (3)	Harrington Hump
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 TfGM is delivering these enhancements with delivery off all packages anticipated by Q1 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.

- 2.7 Suppliers for these work packages are currently being procured and upon contract award the design activities will commence.
- 2.8 Consultation on the initial designs has already been conducted with key stakeholders. Further engagement and consultation with user groups will continue as future design work is progressed.

3. SALFORD CENTRAL RAIL STATION

- 3.1 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.
- 3.2 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.
- 3.3 **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 advise that they currently plan to deliver this scheme in 2023. Originally Network Rail had planned to deliver this in 2017 but has been subject to constant slippage. Recently Network Rail advised delivery would be summer 2022, however there have been delays due to finalising design and confirming disruptive possession availability. Network Rail are continuing to monitor the situation to improve upon the current programmed completion date.
- 3.4 **Phase 2 – Platforms 3- 5 – TfGM's Platforms 3, 4 and 5 Scheme:** TfGM is finalising GRIP 4 (Single Option Development) with a view to starting detailed design this financial year. Subject to receiving the necessary rail industry approvals construction is planned to commence in 2023.

4. RAIL BASED PARK AND RIDE

Mills Hill Park and Ride

- 4.1 The Mills Hill Park and Ride project plans will 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.
- 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 working on site to provide an unobstructed access route to the station entrance by means of a Puffin signal-controlled crossing on Middleton Road. The Network Rail programme shows an estimated completion in September 2021
- 4.3 The P&R scheme includes increasing the number of parking spaces from 24 to 58 bays, resurfacing and introducing new walking routes, installing new CCTV and LED lighting and improving the drainage and boundary planting. This scheme is jointly funded by Northern and TfGM, supported by the Greater Manchester Local Growth Deal Programme.
- 4.4 In addition, following discussions with Local Authority partners additional works are now planned to include modifications to the footway on Middleton Road adjacent to the car park entrance and egress to enhance pedestrian accessibility. This includes the relocation of some existing signage and traffic signals on Middleton Road, enhancing pedestrian access by reducing existing 'street clutter' and providing new tactile paving to assist the visually impaired. These works will be funded by Oldham Council.
- 4.5 Construction works are planned to be delivered by end of October 2021.

Walkden Park and Ride

- 4.6 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.
- 4.7 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.
- 4.8 Full planning permission has been granted and the detailed construction drawings are being finalised. It is anticipated that the main construction works for the scheme will be issued for tender by the end of 2021 with an anticipated start on site date of early 2022, subject to securing all the necessary powers and consents.

Swinton Park and Ride

- 4.9 Salford Council, using Local Growth Deal 3 funds are investigating the suitability of sites close to Swinton Station to develop a Park and Ride facility.

Bromley Cross Park and Ride

- 4.10 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.
- 4.11 Bolton Council Officers are currently working with the developers to finalise drainage designs at the site. A section 106 agreement has now been signed and the planning decision notice issued.

5. THE GREATER MANCHESTER RAIL STATION ALLIANCE

- 5.1 The Rail Station Alliance was successfully awarded £650,000 worth of funding from London Continental Railways (LCR) to develop four redundant station buildings in Greater Manchester into thriving community assets, the stations successful were:
- Altrincham;
 - Broadbottom;
 - Heaton Chapel; and
 - Trafford Park.
- 5.2 TfGM will continue to work closely with Network Rail, Northern and LCR, as well as the Greater Manchester Centre for Voluntary Organisation (GMCVO) to begin progressing plans at the sites to delivery stage.
- 5.3 Lead organisations for each location have been identified and site visits with each partner has taken place. The organisations are currently working with GMCVO to develop their individual business plans which will be presented to the Rail Station Alliance Board in due course.
- 5.4 The organisations identified to operate at each location are all not-for-profit social enterprises that will deliver a local community benefit to each area. There will not be a single operator at each location, instead the buildings and rooms will be multi-functional and multi-use and will be available for use daily, including evenings and weekends.
- 5.5 The SME's all offer a variety of different uses and will be encouraged to collaborate with other SME's to ensure that a variety of different services will be on offer at each location.

- 5.6 Whilst the organisations will not be looking to make profit from the buildings, they will be in a position to generate income and therefore conversations will be taking place in the near future as to what financially they will be able to contribute. This may take the form of a monthly rental or once set up, a revenue share with the Rail Station Alliance.
- 5.7 Any income that the Alliance receives will be ringfenced and used for future building developments at other locations across Greater Manchester.
- 5.8 The delivery of the building work required to bring these spaces back into use will be managed by Northern. They are currently in the process of recruiting a new project manager to deliver this work. It is currently expected that this position will be filled by October 2021.

Regeneration and Development Update

- 5.9 Over the past 6 months, the Alliance members have been progressing a portfolio of regeneration and development opportunities with the active Local Authorities, namely Trafford, Stockport and Rochdale.
- 5.10 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.
- 5.11 The Alliance is now in the final stages of securing approvals to market, there are three sites in Trafford and Stockport, which hope to be secured in the coming months. 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. RAIL STATION IMPROVEMENT STRATEGY

- 6.1 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.
- 6.2 To date 72 stations have received one or more of help points, CCTV, real time information screens and public announcement systems with induction loops.
- 6.3 In addition, a further five stations have received funding through the Local Growth Fund.

Station	CIS	PA	Help Points	Induction Loops	CCTV
Horwich Parkway		✓		✓	
Hyde Central	✓				
Patricroft		✓	✓	✓	
Woodley		✓	✓	✓	
Swinton			✓	✓	✓

6.4 Hyde Central is complete and Patricroft, Woodley and Swinton works anticipated to be completed on site by Sept 2021. Horwich Parkway works are due to be complete by the end of 2021 financial year, this is due to TfGM becoming Station Facility Owner, therefore requiring a different approach to procurement and delivery.

7. TRANSFORMING CITIES FUND 2

7.1 Government announced a second allocation from the TCF i.e. TCF Tranche 2 in January 2019, with Greater Manchester being awarded £69.5 million and, on the 29 January 2021 GMCA approved the prioritisation of schemes for TCF2 funding, included in these proposals were the following rail schemes:

- £1.0 million to fund further development work for Golborne Station, as the best performing option in the New Stations Study;
- A further £15 million for the delivery of Golborne new station;
- £0.5 million to fund further SOBC development of New Stations;
- £3.3 million for the next priority stations under the Access for All programme:
 - £2.3 million for development and delivery of Swinton Access for All (AfA) GM's 2nd priority Station requiring step free access;
 - £1.0 million to develop the next tranche of AfA stations in GM.

7.2 TfGM have appointed Network Rail to complete modelling and costs plans and appoint external resource to support the delivery of the TCF2 Rail Programme.

7.3 The Project Team were appointed in July 2021 and have been progressing procurement activities to enable the appointment of the necessary external disciplines to undertake such activities as design, costings, operational modelling and Value for Money (VfM) assessment which will allow the development of an Outline Business Case and further development and design activities prior to construction.

Progress to date - Golborne New Station

- 7.4 The New Stations SOBC workstream took the best performing 8 locations from the previous 2019/20 New Stations study and progressed these to Strategic Outline Business Case (SOBC) level during 2020/21.
- 7.5 The site at Golborne presented an opportunity for immediate further development, therefore capital funding has been allocated to ensure this scheme can progress.
- 7.6 The brief for Outline Business Case (OBC) was completed and on the 13 July 2021 a tender went out under TfGM's Professional Services (TPS) framework for the OBC, associated design, analysis impact of planned service change and performance modelling with submission deadline of 13 September 2021. The supplier is expected to be announced Early October 2021.

Progress to date – Access for All Swinton and Next Tranche

- 7.7 In April 2019/20, Greater Manchester were successful in securing DfT Access for All funding for Control Period 6 (2019-24) for Daisy Hill, Irlam and Walkden to be made step free. 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.
- 7.8 Swinton station, GM's 2nd priority station, was unsuccessful in TfGM's bid to the DfT's CP6 Access for All programme. Therefore, GMCA has approved further funding (TCF2) to progress the next schemes on GM's prioritised list, including the development and delivery of Swinton AfA (£2.3 million) and £1.0 million to further develop the next tranche of stations ready for any potential future central government or other funding streams that may become available.
- 7.9 The brief for development activities following Network Rail's Governance for Railway Investment Projects (GRIP) process has been developed and on the 20 August 2021 a tender went out under the TPS framework for the associated design and development work with submission deadline of 17 September 2021. The chosen supplier is expected to be announced in November 2021.

8. WILLIAMS-SHAPPS REVIEW

- 8.1 With the Williams-Shapps Plan for Rail now published; Transport for Greater Manchester (TfGM) is continuing to work with the DfT and TfN to further establish its position and begin developing a partnership with Great British Railways (GBR) that helps us cement our GM Rail and BEE network aspirations.
- 8.2 The review, led by Keith Williams, now gives us the mandate to start having these conversations with GBR reform teams and begin integrating rail (the missing piece of the jigsaw) with the rest of the GM Bee network. Seizing the opportunity now will

be key in allowing us to firmly establish our plans for integrating rail with the rest of the Bee network and put the interests of GM residents and the Our Network 2040 Transport Strategy principles at the forefront.

- 8.3 TfGM has several interfaces with the railway; across fares, information, planning and policy, business support, incident management, station management and in delivery of capital programmes. The review will impact across these activities in a number of different ways, it is therefore important that we plan and adjust our rail strategy to what is now outlined in the review.
- 8.4 Although there is very little detail on the transition to GBR, it is envisaged that our relationships will transition to this body. This means the partnership we build and maintain will be paramount to achieving our objectives within GM. Across all these areas, the devil will be in the detail, and we need to actively participate in shaping the legislation and mechanisms so that the full local potential is realised, and we are well-placed to do so. If we do not proactively take the opportunity it is possible national policy and changes will be implemented without our input, which may impact our local plans.
- 8.5 At the heart of the GM strategy is a focus on public transport integration, so as to provide the mobility that modern commuters and business expect in a forward-looking city region it is vital that all modes of transport play a pivotal role in developing this vision. Currently, rail sits outside of our control and therefore prevents us from being able to fully integrate it within the BEE network and achieve the panacea of a fully integrated, cohesive, affordable and seamless single sustainable transport system.
- 8.6 To ensure we can deliver the integration we need, the review now allows us to shape the three key enablers to integration of PT within GM – Stations, Services and Fares. Our GM Rail plans in these three key areas will us to achieve growth and delivering our 2040 right-mix vision principles.
- 8.7 TfGM over the coming months will continue to work with the Reform Team and begin developing a programme of work that looks to influence this partnership and put GM on the front foot ready to capitalise on the decisions being made within the industry.

Rail Reform Road Map - Next Steps

- 8.8 To progress these plans and establish our position for a deeper and accountable role within the railway we will look to implement the following pathway:
- 8.9 In the short term we will continue to engage with the DfT reform team and other key stakeholders and focus on:
- Establishing the opportunities with the DfT on GM Rail, Stations and Fares and Ticketing.

- Input into the Levelling Up white paper, which is expected to provide more detail on the involvement of devolved city regions in rail and the levers available to them.
- We are currently working with the Urban Transport Group Rail Devolution Network to establish our collective response and engagement with the Rail Industry. We are also supporting TfN with its overall response to the review which is planned to be submitted late September 2021.

8.10 TfGM are continuing to work-up their longer-term plans to deliver the programme and truly influence decision making.

Simon Elliott
Head of Rail Programme