

**GREATER MANCHESTER TRANSPORT COMMITTEE
METROLINK AND RAIL NETWORK SUB-COMMITTEE**

Date: 18 September 2020
Subject: Local Stations Update
Report of: Simon Elliott, Head of Rail Programme, TfGM

PURPOSE OF REPORT

This report provides an update on local rail stations matters within Greater Manchester.

RECOMMENDATIONS:

Members are asked to note the contents of this report.

CONTACT OFFICERS:

Simon Elliott Head of Rail Programme 07841862475
simon.elliott@tfgm.com

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

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 aims to provide an overview to Members on local rail station matters since 23 March, 2020 and any impacts as a result of the Coronavirus pandemic.

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

- Access for All funding and mid-tier programme
- Mills Hill park and ride scheme
- Rail Station Improvement Schemes (RSIS)
- Rail Station Alliance
- Community Rail

2. ACCESS FOR ALL FUNDING AND MID-TIER PROGRAMME

2.1 It is recognised that extensive work is needed to address accessibility issues and the provision of the necessary facilities to encourage travel by train by passengers with disabilities and mobility restraints.

2.2 Across Greater Manchester approximately 40% of rail stations are stepped access and a further 14% with steep ramps.

2.3 Although the responsibility for addressing this issue lies with Network Rail and the train operating companies, historically GMCA has also invested in improvements in this area.

2.4 In April 2019, DfT announced the outcome of the Access for All programme, which will, subject to feasibility design, award funding to 73 stations to receive accessibility improvements. In Greater Manchester, Daisy Hill and Irlam were successful. TfGM is working closely with Network Rail and Northern to progress these projects. All work at Daisy Hill and Irlam is to be completed by the end of March 2024. TfGM have agreed with Network Rail and Northern to procure the delivery of Governance for Railway Investment Projects (GRIP) Stages 3-5. The procurement of the work has been impacted by COVID and will be completed later this year.

2.5 Following joint working with the rail industry, TfGM and Network Rail secured additional funding for Walkden as part of the March 2020 budget announcements. Work is now underway to include this in the above work programme. Although Daisy Hill and Irlam will be managed by TfGM, following discussions with Network Rail, it has been agreed that they will progress the delivery of GRIP Stages 3-5. This is due to several operational challenges with this scheme and mine workings in the area, Network Rail are best placed to take this scheme forward.

- 2.6 Additional to the main Access for All programme, in July 2019, DfT announced the Access for All Mid-Tier programme. This fund will provide £20 million nationally focused on stations where accessibility improvements can be delivered with a fixed contribution up to £1 million of government support. This funding is in addition to the Access for All Programme detailed above. The fund is targeted at smaller scale access improvements and TfGM has submitted a single nomination covering a number of smaller improvements at around 22 stations. The types of improvements proposed include:
- Compliant handrails – including modifications to existing fencing
 - Enhanced seating – for instance resting points along ramps
 - Refined disabled parking bays;
 - Harrington hump;
 - Enhanced signage;
 - Help points;
 - Hearing induction loops;
 - PA systems; and
 - CCTV
- 2.7 The DfT announced on 26 February 2020 that all 22 stations submitted by TfGM and Northern were successful in securing funding. 124 stations across Great Britain will receive a share of £20 million funding for accessibility improvements. These stations are listed in Appendix C.
- 2.8 TfGM along with Northern are currently progressing the procurement of the work which should be completed later this year – this has been impacted by three months due to COVID. Works are due to start by summer 2021.

3. MILLS HILL PARK AND RIDE UPDATE

- 3.1 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.
- 3.2 Network Rail is currently on site delivering a step-free, unobstructed access route from the station entrances, at street level, to both platforms. Their scope of works includes a lift and a puffin crossing which are estimated for completion by winter 2020.
- 3.3 The Mills Hill P&R project will deliver the following:
- Increase in available parking spaces rising from 24 to 63 parking bays (including blue badge holder parking bays);

- CCTV cameras to improve daytime/night parking for commuters;
- Additional lighting columns for a safer and more attractive environment for Park and Ride users and improved perception of safety;
- New paving and surfacing for a comfortable and smoother drive; and
- Removal of widespread vegetation in the area to enhance the car park and provide additional security in general.
- The park and ride construction works, which will commence in winter 2020 following the completion of Network Rail AfA works, are planned to be delivered by end of March 2021.

4. STATIONS ALLIANCE UPDATE

- 4.1 In April 2019, TfGM formally entered into the Rail Station Alliance Framework Agreement with Network Rail, London Continental Railway (LCR), Transpennine Express (TPE) and Arriva Rail North (Northern).
- 4.2 Over the past 5 months, the Alliance has been progressing a number of initiatives, but the pace at which these have been progressed has been impacted by COVID.
- 4.3 TfGM in partnership with Northern, Network Rail and TPE are working through a programme of work that will see automated external defibrillators (AEDs) being installed at all Greater Manchester stations. Funding for the AEDs has been provided by a collaboration between Network Rail, TfGM, Northern and TPE.
- 4.4 An initial installation of eight stations in Sept 2019 (including Wigan Wallgate, Horwich Parkway, Eccles, Romiley, Levenshulme, Hindley, Manchester Airport and Stalybridge).
- 4.5 These units build on the twenty existing Greater Manchester rail stations which already have AEDs. Once installed, a quarter of the estate will have access to these life critical units. Many of the existing AEDs at Greater Manchester rail stations, however, are located within ticket offices, presenting a potential barrier to their use during out of office hours. We are currently removing these AEDs from ticket offices across the network and relocating them to more visible and accessible locations.
- 4.6 In addition to these a further 13 stations are currently having a new AEDs and cabinet installed. This will be completed by end of August and will mean that 41 locations across Greater Manchester rail stations will have the life-saving equipment.
- 4.7 The 33 stations that are included in this tranche are:

Bolton	Salford Crescent	Deansgate	Salford Central
Cheadle Hulme	Greenfield	Rochdale	Ashton Under Lyne
Hazel Grove	Marple	Glossop	Blackrod

Daisy Hill	Atherton	Walkden	Swinton
East Didsbury	Urmston	Navigation Rd	Heald Green
Reddish North	Davenport	Bredbury	Rose Hill
Newton for Hyde	Broadbottom	Littleborough	Altrincham
Guide Bridge	Bromley Cross	Woodsmoor	Bramhall
Hadfield			

4.8 The new AEDs will be located at stations with access using a key code available from the local ambulance services. The devices will always be accessible to both railway users and the local communities 24/7, 365 days a year. To ensure that any member of staff or a customer can make use of them until emergency services arrive, each defibrillator provides audio guidance to talk users through the process.

4.9 TfGM continue to work closely with Network Rail, Northern and LCR looking at a number of disused buildings across GM that would be suitable to bring back into use for the community, social enterprise or commercial use. Working collaboratively with Greater Manchester Centre for Voluntary Organisation (GMCVO), the alliance has identified several different potential groups/ organisations that may wish to use the spaces identified. These range from health care drop in centres, to start up accountancy firms. Using local knowledge and demographic data, it is agreed that any usage will match the requirements of the local community.

5. COMMUNITY RAIL UPDATE

5.1 Following a review of practices, local station Friends groups were allowed back onto stations in July to continue their work. Groups have been supporting each other and their communities throughout the pandemic, with some groups offering web chat, food delivery and on-line counselling for vulnerable people.

5.2 Four Greater Manchester stations have been shortlisted for awards in this year's Community Rail Network (previously ACoRP) awards. There are a total of six nominations for:

- Heaton Chapel - Community Art Schemes – Renewable and Smaller Projects and Its Your Station – Silver category
- Hindley - Involving Diverse Groups and Its Your Station – Platinum category
- Rose Hill - It's Your Station – Gold category
- Strines stations - It's Your Station – Silver category

5.3 A virtual event will be held across the UK on 09 December.

- 5.4 TfGM continues to work with its thirty-five Friends groups and six Community Rail Partnerships (CRPs) and has funding available for small projects through our Small Grants Fund. Current projects include gardening at Walkden, planters at Heaton Chapel and art projects at Orrell and Pemberton. A further two industry volunteer days are scheduled at Pemberton and Romiley in the autumn subject to COVID restrictions.

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 Growth Deal Two Additional Priorities funding was allocated for the provision of further safety, security and information systems at rail stations across Greater Manchester. To date 73 stations have received one or more of help points, CCTV, real time information screens and public announcement systems with Induction Loops.
- 6.3 A list of schemes delivered as part of the Phase 1 is provided in Appendix A. All works are now complete for Phase 1.
- 6.4 The Phase 2 scope, which delivers similar improvements at rail stations as
- 6.5 Improvements are planned at a further 6 stations. Namely: Horwich Parkway Hyde Central, Patricroft, Woodley, Swinton and Hall 'th Wood. Works are anticipated to be completed during 2021.
- 6.6 A complete list of the stations and associated scope is provided at Appendix B.

Simon Elliott

Head of Rail Programme

Appendix A – RSIS Phase 1 Schemes

Station	ORR Footfall	CIS	PA	Help Points	CCTV	Upgrade PA Induction Loop(s)
Manchester Victoria	6,851,175	✓	★	N/A	★	★
Ashburys	83,264	★	✓	✓	★	✓
Hattersley	55,000	★	✓	✓	✓	✓
Ince	22,200	★	✓	✓	✓	✓
Strines	21,112	★	★	✓	✓	★
Glossop	898,836	★	✓	★	★	✓
Atherton	448,934	★	★	✓	★	✓
Hadfield	393,092	★	★	★	★	✓
Bromley Cross	381,002	★	★	✓	★	✓
Lostock Parkway	268,914	★	★	✓	★	✓
Appley Bridge	241,314	★	✓	✓	x	✓
Bredbury	215,162	★	✓	✓	✓	✓
Flowery Field	197,450	★	✓	★	✓	✓
Woodsmoor	187,182	★	★	✓	✓	✓
Bryn	172,428	★	★	★	x	✓
Moston	134,966	★	✓	✓	SIF	✓
Dinting	134,220	★	✓	★	x	✓
Gorton	128,666	★	✓	✓	✓	✓
Navigation Road	85,890	★	✓	✓	x	✓
Godley	69,814	★	✓	✓	✓	✓
Hyde Central	69,502	x	✓	✓	✓	✓
Hag Fold	56,600	★	★	✓	★	✓
Glazebrook	49,524	x	✓	✓	x	★
Hyde North	43,938	x	✓	✓	SIF	✓
Horwich Parkway	629,416	★	✓	★	★	★

KEY



equipment already installed



equipment to be provided









equipment is low priority and has been removed from scope

SIF

(Station Improvement Fund) Northern will deliver this equipment.

Appendix B – RSIS Phase 2 stations and scope

Station	ORR Footfall (17/18)	CIS	PA	Help points	CCTV	Induction Loops for PA
Horwich Parkway	580,308		✓			✓
Hyde Central	101,984	✓			Phase 1	
Patricroft	86,744	x	✓	✓	SIF	✓
Woodley	63,556	x	✓	✓	SIF	✓
Swinton		x	X	✓	✓ Digital	✓
Hall I' th' Wood	128,316	✓	✓	✓	✓	✓

KEY



equipment already installed

✓ equipment being provided

x equipment not being provided

SIF (Station Improvement Fund) Northern will deliver this equipment.

Appendix C - Mid-tier Access for Fall Programme Stations and Scope

Rail Station	Brief Description of Works
Heald Green	Hearing Induction Loops
Bramhall	Handrails
Romiley	Resting points
Heaton Chapel	Resting points
Bromley Cross	Handrails
Lostock	Resting points
Belle Vue	Customer Information Screens (CIS)
Chassen Road	Customer Information Screens (CIS)
Fairfield	Customer Information Screens (CIS)
Farnworth	Customer Information Screens (CIS)
Humphrey Park	Customer Information Screens (CIS)
Kearsley	Customer Information Screens (CIS)
Middlewood	Customer Information Screens (CIS)
Moorside	Customer Information Screens (CIS)
Moses Gate	Customer Information Screens (CIS)
Ryder Brow	Customer Information Screens (CIS)
Trafford Park	Customer Information Screens (CIS)
Altrincham	Hearing Induction Loops
Rose Hill	Harrington Hump
Westhoughton	Handrails
Bredbury	Ramp
Davenport	Handrails