

## GREATER MANCHESTER TRANSPORT COMMITTEE METROLINK AND RAIL NETWORKS SUB-COMMITTEE

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

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### PURPOSE OF REPORT:

This report provides an update on the Rail Programme including the status of TfGM's rail stations projects across Greater Manchester.

### RECOMMENDATION:

Members are asked to note the contents of this report.

### CONTACT OFFICERS:

Simon Elliott, Head of Rail Programme

[simon.elliott@tfgm.com](mailto:simon.elliott@tfgm.com)

Cat Morris, Rail Programme Sponsor

[cat.morris@tfgm.com](mailto:cat.morris@tfgm.com)

## **Equalities Implications**

All accessibility and inclusivity works at GM stations will remove barriers to travel by addressing accessibility issues by providing enhanced facilities to encourage travel by train for passengers with disabilities and mobility constraints.

EQIAs will be carried out as schemes are progressed.

## **Climate Change Impact Assessment and Mitigation Measures**

The proposed schemes will improve access to the rail network for a variety of users, which may encourage modal shift away from the private vehicle by removing barriers to travel.

The carbon impacts of all of the proposed works will be managed via Industry design standards which include decarbonisation as part of the assessment.

## **Risk Management**

Not applicable.

## **Legal Considerations**

Not applicable.

## **Financial Consequences – Revenue**

Not applicable.

## **Financial Consequences – Capital**

Not applicable.

## **Number of attachments to the report:**

Nil.

## **Comments/recommendations from Overview & Scrutiny Committee**

Not applicable.

## **Background Papers**

GMTC MRN 20220311 Rail Programme and Infrastructure Project Update

GMTC 20220218 Williams-Shapps Plan for Rail Update

### **Tracking/ Process**

Does this report relate to a major strategic decision, as set out in the GMCA Constitution:

No.

### **Exemption from call in**

Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?

No.

### **GM Transport Committee**

Not applicable.

### **Overview and Scrutiny Committee**

Not applicable.

# 1. INTRODUCTION/BACKGROUND

1.1 This report provides an update on the Rail Programme including the status of TfGM's rail stations projects across Greater Manchester. The report is structured under subject headings aligned with the following key areas of focus for TfGM in relation to rail infrastructure schemes and initiatives, including:

## **Station Accessibility Schemes**

- DfT Control Period 6 CP6 (2019-24) Access for All (AfA) Schemes
  - Walkden
  - Daisy Hill
  - Irlam
- DfT CP6 (2019-24) Mid-Tier Schemes
- CRSTS Access for All Schemes
  - Swinton
  - Reddish North
  - Hindley
  - Bryn
  - Flowery Field
  - Newton for Hyde
  - Levenshulme
- DfT CP7 (2024-29) AfA Nomination

## **Rail Based Park and Ride**

- Walkden Park and Ride

## **New Station Schemes**

- Golborne
- Other New Stations SOBC+ Study

## **Rail Station Improvement Schemes**

- Salford Central Rail Station
- RSIS

## **Rail Reform**

## **2. STATION ACCESSIBILITY SCHEMES**

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

- 2.0 Following the successful submissions to the DfT CP6 (2019-24) AfA main programme for funding to provide step free access for Daisy Hill, Irlam and Walkden stations, TfGM and rail Industry partners have been progressing the development of these schemes.
- 2.1 TfGM will deliver the improvements at Daisy Hill and Irlam, and Network Rail, as the asset owner, will deliver the proposed improvements at Walkden due to the levels of site complexity.
- 2.2 The outline design is now complete for Daisy Hill and Irlam and a procurement exercise is ongoing to appoint a design and build contractor for the delivery of these works.
- 2.3 The tender was put forward to the TPS Framework with only one tender return received. TfGM is currently exploring its procurement and contract strategy to try and attract bidders on future schemes.
- 2.4 It is currently forecast that delivery will be completed on site by Q3 2024, however this is subject to confirmation from TfGM's delivery partner following contract award.
- 2.5 Regarding delivery timescales for the Walkden AfA scheme, we are still waiting for a programme update from Network Rail and will update local members once this has been received.

### **DfT CP6 (2019-24) Mid-Tier Schemes**

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

- 2.7 Following a procurement exercise TfGM appointed a framework contractor to deliver the works on Package 1, Minor Interventions. Utilising the landlord's consent (LLC) process as well as close integration with the rail industry, all works on Package 1 have now been completed and are undergoing hand back to the Station Facility Operator Northern. The LLC process is now being completed to approve the completed works into service.
- 2.8 TfGM is utilising Northern Rail as their deliver partner for Package 2 to deliver the installation of Customer Information Systems at 14 stations. This Package will also be delivered under an APA with Network Rail. Northern have recently undertaken a tender exercise and are currently in the process of evaluating tenders prior to appointing a contractor to undertake the works. GRIP 4 outline design works are currently forecast to start in Spring 2022 with construction to start in Summer 2023 and complete in Spring 2024.
- 2.9 A contractor has now been appointed via the TfGM framework for Package 3 for the installation of a fully compliant ramp at Bredbury Station, providing step-free access from the car park to platform level. Due to the size and nature of these works, this Package will be delivered under an Asset Protection Agreement (APA) with Network Rail. GRIP 4 (Single Option Development) outline design works are now underway with construction forecast to start in Spring 2023 and complete in Summer 2023. Bredbury station also forms part of GM's nomination to the DfT's AfA programme for CP7 (2024-29), in which full step free access is proposed via construction of a new foot bridge and lifts (see below for further details).
- 2.10 Package 4 includes a range of soft asset interventions to improve accessibility at Rose Hill Marple as below;
- Accessible WC facilities adjacent to the waiting room
  - Baby Changing Facilities – adjacent to WC
  - Accessible parking spaces markings – reconfiguration of lining and hatching to provide compliant access space for existing accessible parking bays
  - Drop off and pick up point – provision of a sheltered drop off point

- Improved signage and lighting – between the station and car park
- Install a compliant help point on each platform.
- Ensure an induction loop is present on each help point.

2.11 TfGM will deliver these works as a variation to the Bredbury contract. A site visit is scheduled in November to finalise and detail scope prior to instructing the contractor to proceed. It is expected that GRIP 4 outline design works will commence following this in late November, with construction forecast to start in Spring 2023 and complete in Summer 2023. This Package will utilise the Landlord Consent process.

2.12 The accessible toilet and baby change facilities as part of Package 4 will be delivered by Northern Trains Ltd on TfGM's behalf.

### **Swinton and Next Tranche Stations AfA Schemes**

2.13 Following the award of CRSTS funding development works have commenced to progress AfA schemes at Swinton and the next tranche of 6 GM priority stations, as identified below:

- Reddish North
- Hindley
- Bryn
- Flowery Field
- Newton for Hyde
- Levenshulme

2.14 Of the above stations currently in design, 4 are fully funded to completion using CRSTS funding: Swinton / Reddish North / Hindley / Bryn. It is anticipated that, subject to final business case approval, these schemes will be on site, staggered during 2023 / 2024, with completion expected in 2025.

2.15 Survey works were due to conclude on site by October 2022, however some delays in gaining site access have prolonged this activity. Some initial surveys are now complete, with the remainder due to conclude in the coming months. Completion of single option layout designs (GRIP 4 – Single Option Development) is now forecast by early to mid 2023 for Swinton & the 4 next tranche stations detailed above. TfGM are working with the design consultants to improve these timescales where possible.

2.16 The remaining 3 stations currently in development; Flowery Field, Newton for Hyde and Levenshulme are included in GM's nomination to the DfT's CP7 (2024-29) AfA Programme (see details below).

#### **DfT CP7 (2024-29) Access for All Nomination**

2.17 On 16th September 2022 GMCA presented its nomination for the next 11 stations on Greater Manchester's prioritised list of stations most in need of step free access, to be awarded DfT CP7 funding.

2.18 The nomination was supported with a combined match fund of £8,395,394 (which includes expenditure on previous development work and other accessibility schemes).

2.19 The 11 stations nominated, in GMCA's priority order are;

- Flowery Field
- Newton for Hyde
- Levenshulme
- Bredbury
- Woodsmoor
- Moorside
- Hattersley
- Broadbottom
- Davenport

- Hall I' Th' Wood
- Woodley

- 2.20 In line with our CP6 (2019-24) nomination we considered synergies with other projects and programmes, and on the understanding that stations which are to be part of major infrastructure programmes, such as Mossley and Greenfield, would be unsuccessful in receiving Access for All funding due to their particular interface with the Transpennine Route Upgrade (TRU) proposals.
- 2.21 In the case of Mossley and Greenfield, ranked 13 and 14 respectively, we are informed that accessibility at these stations will be developed as part of the Transpennine Route Upgrade (TRU) and the intention will be to deliver accessibility at these stations when TRU is delivered, subject to confirmation of funding. For that reason, we did not include these stations in our submission to the DfT.
- 2.22 The nomination was developed working closely with Northern Trains Ltd. and Network Rail, who each provided letters of support. The outcome of the nomination is expected in April 2023.
- 2.23 The GM Stations Accessibility Map can be seen in Appendix B.

### **3. RAIL BASED PARK AND RIDE**

#### **Walkden Park and Ride**

- 3.0 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.
- 3.1 The scheme which will provide a Park and Ride facility on the site of the former Salford City Council Environmental Services depot, off Chestnut Avenue is currently in the construction phase.

- 3.2 On completion, 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. The current programme estimates the facility will be open to rail users in February 2023.

## **4. NEW STATIONS SCHEMES**

### **Golborne**

- 4.0 Golborne New Station Outline Business Case (OBC), previously due to complete in August 2022, is still ongoing. Delays with conducting site surveys and identification of constructability challenges has delayed completion, with the project team currently working through scheme designs to determine the preferred option.
- 4.1 The current proposal is that the new station at Golborne would be served by the Wigan North Western to Manchester Victoria service (peak only), which is in the Dec 2022 MRTF B+ timetable. Discussions with Northern Trains Ltd. Have been positive and they are supportive of extending this to an all-day service, thus providing an hourly service throughout the day. This is subject to business case approval and the completion of detailed timetable analysis.
- 4.2 Initial timetable modelling has concluded that this service could be accommodated on both the fast lines or slow and goods lines, with the outputs suggesting the fast line operation was preferable. However, recent survey results have highlighted some constructability challenges in terms of the interface between the platforms (on fast lines) and Overhead Line Equipment (OLE), meaning that minimum safety standards could not be achieved.
- 4.3 The project team have been exploring mitigations and options for platforms on both fast line and slow lines and due to the additional optioneering work required the completion of the OBC is now programmed for January 2023. An update will be provided on the recommended way forward in future reports.

4.4 Separately, the Wigan Council Masterplan Study for Golborne Station and the surrounding area is underway the outputs of which will be shared with the ongoing Golborne New Station development work.

#### **New stations SOBC+ study**

4.5 The Strategic Outline Business Case Plus (SOBC+) is a study of 5 previously proposed new stations, reviewing works carried out to date. This includes the development of a gap analysis of the economic cases and any other relevant areas of the previous SOBC's to understand how to make them viable for development.

4.6 The stations in the study are Kenyon Junction (Warrington), Slattocks (Rochdale), Gamesley Derbyshire), Stanley Green (Stockport) and Little Hulton (Salford).

4.7 The report, now concluded, undertook reviews of the following:

- economic dimension for each station as presented in their respective SOBCs;
- site visits to identify engineering issues and to understand the local environment; and
- high level timetable work to identify any operability issues.

4.8 The conclusions of the gap analysis are that, whilst there are operational and modelling opportunities to enhance the case for delivery of some sites considered at SOBC, these locations will still require changes to externally managed factors to be considered viable. The work is currently undergoing final review and sign off. Once complete, TfGM will be engaging with local officers to discuss next steps.

## **5. RAIL STATION IMPROVEMENT SCHEMES**

### **Salford Central**

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

- 5.1 A phased approach had previously 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.
- 5.2 **Phase 1 Platforms 1 and 2 Renewal Scheme:** This scheme is being delivered by Network Rail who have confirmed that delivery of this scheme will commence in January 2023 and complete by May 2023. During the works there will be a full station closure and a series of disruptive weekend possessions to facilitate the delivery of the scheme.
- 5.3 **Phase 2 – Platforms 3- 5 – TfGM's Platforms 3, 4 and 5 Scheme:** as previously reported, a number of operational concerns were identified including capacity challenges on this part of the network and likely performance issues (associated with an increase in services). As such a strategic review was undertaken and the Manchester Recovery Taskforce (MTF), which is focused on improving performance and reliability, does not believe that calls at the proposed new platforms at Salford Central can be accommodated in a performance neutral way.
- 5.4 As a result of these challenges and lack of Industry support, the station enhancements elements of the scheme have been decoupled from the additional platforms scheme and are now being considered as part of the wider MTF Manchester infrastructure programme. The wider station enhancement scheme which will still be progressed is now seeking option appraisal with Industry partners and developing a delivery strategy including seeking to maximise the station closure planned to deliver Network Rail's scheme.

### **Rail Station Improvement Strategy (RSIS)**

- 5.5 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.
- 5.6 Works at the final station, Horwich Parkway, where TfGM have recently become Station Facility Operator, are now complete and all works within this programme are now delivered.
- 5.7 The conclusion of this element of TfGM's rail programme has seen improvements to 76 stations across Greater Manchester which have received one or more of help points, CCTV, real time information screens and public announcement systems with induction loops, providing a safe and secure environment for rail passengers and supporting seamless journeys by providing passenger information.

## 6. Rail Reform

- 6.0 Since the release of the Williams-Shapps Review and the creation of the Great British Rail Transition Team (GBRtt), TfGM officers have been working with Industry partners, Transport for the North (TfN), Rail North Partnership (RNP), the Department for Transport (DfT) and GBRTT to develop its plans for future partnership working with the industry. As part of these discussions and recognising the regional nature of how rail services operate across Greater Manchester, officers have put forward two mutually reinforcing partnership structures:
- A **North West Partnership**: supporting TfN and RNP in executing their formal duties (e.g. management of Northern Trains Limited and TransPennine Express), with a specific focus on providing specialist insight, advice and added value for the North West Region.
  - A **GM / GBR Partnership** for local rail matters, including cross Industry collaboration with key rail stakeholders within the GM region (e.g. NR and relevant TOCs), station investment / wider transport integration, ticketing and

fares reform / simplification, infrastructure investment and integration, and project development and delivery.

6.1 TfGM have begun to take the next steps in developing how this approach may work, and have started to engage with Industry partners, on establishing a North West Regional Business Unit (NW RBU) and Greater Manchester Rail Board (GMRB), which will form the basis of both partnership arrangements once formal powers are transferred and GBR stands-up (estimated 2024-25).

6.2 Anticipated timescales are as follows:

- Work with industry stakeholders to agree ToR for GMRB for Q4 2022
- TfGM will formally submit a proposal to set up NW RBU to Rail North Partnership Board in Q1 2023
- Mobilise / establish GMRB early 2023
- Mobilise / establish RBU in mid 2023.

6.3 TfGM officers are continuing to work with their industry partners in the development of both these proposals and will provide further detail in the new year.

#### **GM-GBR's Fares, Ticketing and Retail (FTR) programme**

6.4 Following bus franchising in 2024, GM will have the levers locally to integrate bus services and the Metrolink tram network – aligning fares, ticketing, information, branding and services – to optimise the utility of the network, and maximise patronage and ticket revenues. Rail officers are now working with GBRTT and Northern colleagues to begin bringing passenger rail into this system, which would allow us to incorporate all public transport modes in GM, ensuring commuters get the benefits of an integrated system (Bee Network) as they do in London.

6.5 The work with our industry partners has been positive and focused on how to unlock early integration and simplification of ticketing across GM; joint working arrangements have been established to explore the following:

- Introducing PAY-Go contactless payment and capping – giving customers access to the modern technology and certainty over the fares they pay like on Metrolink and in London.
- Rationalising the number of ticket products available and simplifying the approach to tickets offered on certain routes – e.g. advance purchases are offered on short-distance trips on some routes but not on others, and there are too many fares on short, simple key routes like Manchester-Manchester Airport.

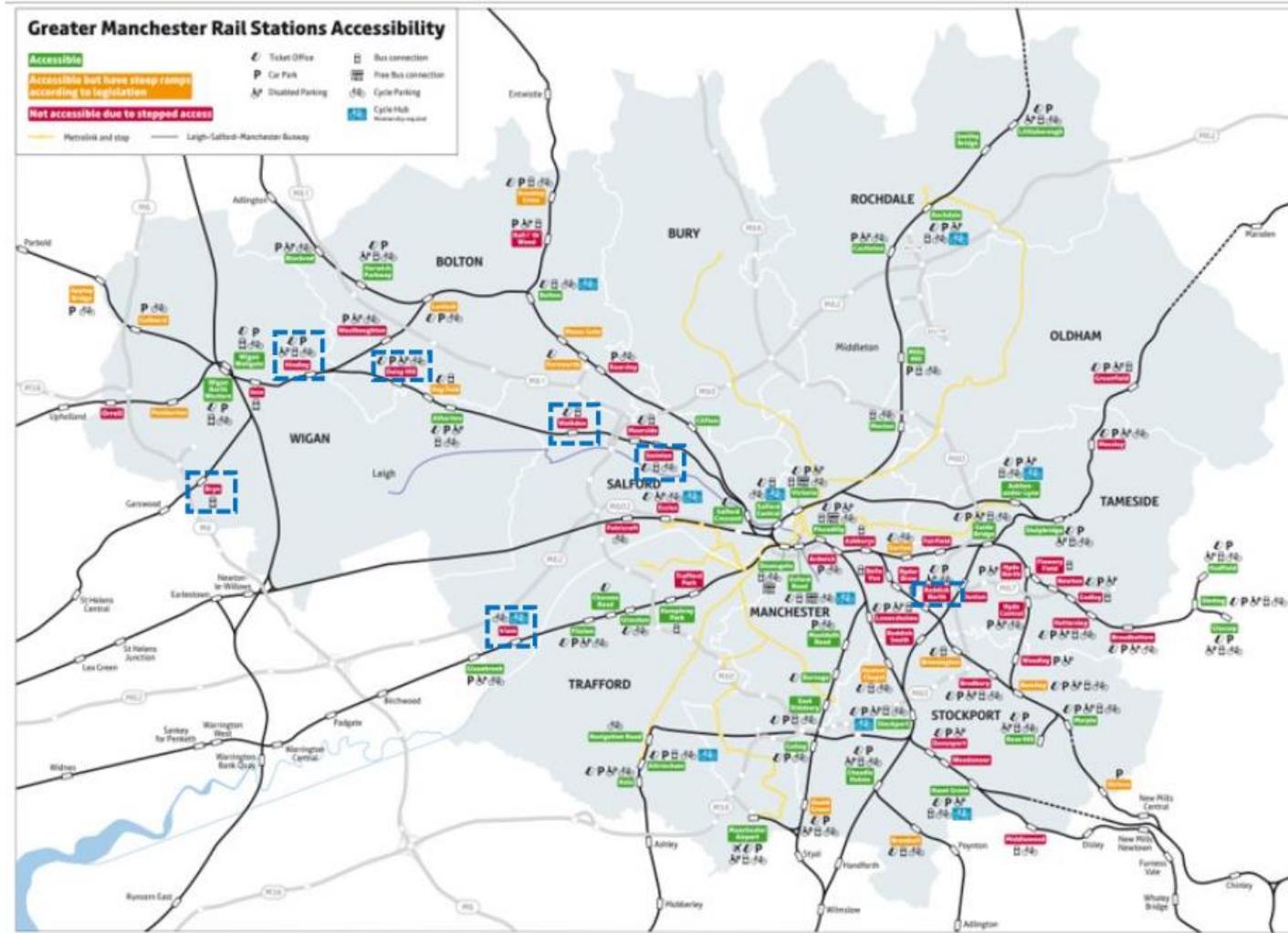
6.6 TfGM will also be working with GBRTT and its industry partners over the longer term on rationalising fare bands within GM, Improving the retail experience, expanding the availability of easy-to-use multimodal tickets and improving the offer to the wider GM ‘travel to work’ area.

**Simon Elliott**  
**Head of Rail Programme**

**Appendix A: Mid-Tier Schemes Intervention List**

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

## Appendix B – Greater Manchester Accessibility Map



**BOLTON**  
**BURY**

**MANCHESTER**  
**OLDHAM**

**ROCHDALE**  
**SALFORD**

**STOCKPORT**  
**TAMESIDE**

**TRAFFORD**  
**WIGAN**

**GMCA** GREATER  
MANCHESTER  
COMBINED  
AUTHORITY