

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY**REPORT FOR RESOLUTION**

COMMITTEE: Policy & Resources
DATE: 11th September 2009
SUBJECT: Rail Stations Update
REPORT OF: Interim Bus & Rail Director, GMPTE

PURPOSE OF REPORT

To update Members on recent progress in respect of the Rail Station Improvement Strategy and the Rail Station Accessibility Programme; and endorse the associated recommendations in relation to the forthcoming DfT Access for All Small Scheme Funding bid.

RECOMMENDATIONS

Members are requested to:-

- 1 Note the contents of this report and the progress which has been made on the various schemes in recent months;
- 2 Note the proposal to deliver Horwich Parkway enhancements in conjunction with the Rail Station Improvement Strategy Work Programme for 2009/10;
- 3 Endorse the proposals for the future Rail Station Improvement Strategy delivery programme;
- 4 Endorse the proposal to develop submissions for DfT's Access for All Small Scheme Funding for 2010/11 Rail Station Improvement Strategy and Rail Station Accessibility programmes;
- 5 Note and comment on the proposed methodology relating to the Rail Station Accessibility investment proposals; and
- 6 Request that a further update report be submitted to an appropriate meeting of this Committee in Spring 2010.

BACKGROUND DOCUMENTS

Report to PTA: 1 December 2006, 5 April 2007, 22 June 2007, 19 October 2007 entitled "Rail Station Improvement Strategy" and 1 February 2008 "Rail Issues Paper". Reports to Policy Committee; 11 July 2008 and 5 June 2009 entitled "Rail Projects Update".

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1 Introduction

- 1.1 The purpose of this report is to provide specific updates on the progress and proposals for the way forward in relation to two initiatives: the Rail Station Improvement Strategy (RSIS) and the Rail Station Accessibility Programme.
- 1.2 In addition this report seeks Members' approval of the proposed way forward in relation to the above two initiatives and their endorsement of an associated DfT Access For All Small Schemes funding bid at the end of September 2009.

2 Rail Station Improvement Strategy

Background

- 2.1 This section of the report provides the background to the Strategy, provides an update on recent progress in respect of the various work streams since the 5 June 2009 report and provides the initial results from an prioritisation exercise that focuses on maximising GMITA funding by identifying third party funding opportunities; namely the Department for Transport's (DfT) Access for All Small Scheme Funding.
- 2.2 The Rail Station Improvement Strategy was established to improve existing passenger security and information systems at 48 designated smaller rail stations across the County. The strategy was endorsed at the 1 December 2006 meeting of the Authority.
- 2.3 The Strategy focuses on smaller stations and therefore does not include larger stations in the County, such as Manchester Victoria, which require a more substantive investment and where the wider railway industry has to play an active role.
- 2.4 The subsequent proposals that were endorsed at 5 April 2007 Policy Committee, which are detailed below, focused on funding a programme of works from the 2007/8, 2008/9 and 2009/10 Minor Work Capital Programme with the inclusion of an annual sum of £500,000. Subsequently, 11 April 2008 Policy Committee endorsed an initial three year programme comprising the following timescales for the taking forward of specific improvements.
 - **Tranche 1:** Heaton Chapel, Mossley, Romiley, Littleborough and Orrell
 - **Tranche 2:** Cheadle Hulme, Swinton, Guide Bridge, Mauldeth Road, Burnage and Greenfield
 - **Tranche 3:** Urmston, Levenshulme, Heald Green, East Didsbury, Gatley, Mills Hill , Davenport and Bryn
- 2.5 As Members have previously been advised, the Executive has been successful in obtaining a DfT grant of up to £281,900 (50% contribution) towards the implementation of the Tranche 2 schemes from their Access for All Small Schemes budget. A subsequent submission in respect of Tranche 3 stations secured £143,500 (25% contribution). Additionally, Wigan MBC has agreed to provide a maximum funding contribution of £130,000 from their

Transport Infrastructure Fund 2009/2010 allocation for the works planned at Bryn

- 2.6 In addition to the above, enhancements in respect of safety and security and passenger information systems were also planned at the following five stations which featured in the 1 December 2006 PTA report through funding from the 2007/2008 Transport Infrastructure Fund work programme for the west of the conurbation:
- Borough of Bolton – Bromley Cross, Lostock and Daisy Hill
 - Borough of Wigan – Hindley and Atherton
- 2.7 The above five station enhancement schemes, together with Farnworth and Hag Fold, which were not on the original list of 48 stations, were delivered in 2008/9.
- 2.8 The programme of works detailed above constitutes the Authority's minimum aspirations and the Executive will continue to work with other partners to ensure that funding for all the remaining rail stations on the list of 48 stations is secured and delivered. The funding opportunities which will be explored and exploited, where appropriate, include Network Rail, Northern Rail, Local Authorities and DfT.
- 2.9 A further 24 rail stations were identified and planned to be delivered by 2011/2012 through further multi-stakeholder expenditure; although, currently funding for these stations has not been identified.

Altrincham	Castleton	Hall i'th' Wood	Pemberton
Ashburys	Eccles	Hattersley	Rose Hill
Ashton-under-Lyne	Flixton	Ince	Smithy Bridge
Bramhall	Flowery Field	Irlam	Strines
Brinnington	Gathurst	Marple	Walkden
Broadbottom	Hale	Newton for Hyde	Westhoughton

- 2.10 In addition, Horwich Parkway rail station, which opened in 1999 and is the only station in Greater Manchester owned by GMPTC, requires upgrades to its Customer Information System. The cost is estimated to be in the region of £50,000 and it is intended to fund these enhancements from the revenue stream derived from owning the station. As part of taking this scheme forward a review of the condition and performance of the existing safety and security equipment will be undertaken; along with identification of any required funding opportunities.
- 2.11 Consequently, to gain economic efficiencies it is planned that the scheme at Horwich Parkway is delivered in conjunction with the Tranche 3 work programme for 2009/10. The upgrades are also timed to compliment GMPTC's planned long term redecoration of the station.

Delivery of RSIS Stations

- 2.12 An update report on current progress in relation to the delivery of Tranches 1, 2 and 3 of the Rail Station Improvement Strategy is to be submitted to the meeting of the Authority's Capital Project Committee being held on 18th September 2009.
- 2.13 The purpose of this section of the report is to set out the Executive's recommendations for the sequence of delivery for the remaining stations within the RSIS package, in particular in relation to work programmes for 2010/11 and 2011/12.
- 2.14 It is anticipated that two of the main funding sources for delivery of future RSIS stations will be the Authority's Minor Works Capital Programme and the DfT's Access for All Small Scheme Fund.
- 2.15 As far as the Authority's Minor Works Capital Programme is concerned the current working assumption, subject to Members' approval, is that the £500k per annum that has been included in the programme for the last three financial years will be continued in 2010/11 and 2011/12. This has been included in the provisional programme.
- 2.16 The DfT Access for All Small Station Scheme Fund is also anticipated to play a fundamental role in funding station improvements over the coming years and utilises station footfall as a key driver for funding.
- 2.17 The footfall, shown overleaf, has been specifically derived from the ORR and not local data, as it is this data which is directly linked to the maximum contribution from the DfT's Access for All Small Station Schemes Funding. There are slight variations in ORR footfall data to the local GMPTE data.
- 2.18 Under DfT rules, scheme promoters are permitted to bid for a maximum of 50% of the overall cost of any project, up to a maximum of £250,000.
- 2.19 In order to ensure that the Authority's delivery proposals for future RSIS improvements are closely aligned with the aforementioned DfT criteria, thereby maximising the opportunity for additional funding contributions and ensuring that investment is prioritised to deliver maximum benefit, it is proposed that future works are prioritised in descending order of station footfall. (i.e. with the stations with the highest level of footfall being at the top of the priority list.)
- 2.20 This would result in the remaining stations within the RSIS package being prioritised in the sequence illustrated in the table overleaf.

	Station Name	District	ORR 07/08 Footfall (000's)
1	Ashton-Under-Lyne	Tameside	344
2	Marple	Stockport	335
3	Altrincham ¹	Trafford	283
4	Bramhall	Stockport	166
5	Walkden	Salford	162
6	Westhoughton	Bolton	139
7	Irlam	Salford	135
8	Flowery Field	Tameside	122
9	Newton For Hyde	Tameside	120
10	Hale	Trafford	109
11	Smithy Bridge	Rochdale	102
12	Castleton	Rochdale	100
13	Broadbottom	Tameside	98
14	Rose Hill Marple	Stockport	76
15	Eccles	Salford	74
16	Flixton	Trafford	60
17	Gathurst	Wigan	53
18	Brinnington	Stockport	52
19	Hall I Th Wood	Bolton	47
20	Ashburys	Manchester	45
21	Pemberton	Wigan	38
22	Hattersley	Tameside	34
23	Ince	Wigan	12
24	Strines	Stockport	7

2.21 Based on the £500k per annum Minor Works Capital Programme allowance referred to above, this would result in the delivery, as minimum of the following stations:

- Tranche 4 (2010/11) - Ashton-Under-Lyne, Marple, Bramhall, Walkden and Westhoughton.
- Tranche 5 (2011/12) – Irlam, Flowery Field, Newton For Hyde, Hale and Smithy Bridge

2.22 The number of additional stations which could also be delivered in these two financial years, in the event of the Executive being successful in securing DfT Access for All monies, would be dependent on the level of funding obtained. However, the additional stations that would be introduced into the programme would be prioritised in the sequence indicated in the table above.

2.23 Although, it is likely that further funding can be obtained from this source it is also likely that the funding stream will be once again oversubscribed. This is evidenced by the year on year percentage decline in contribution received by GMPTE from 50% in 2008/9 to around 25% in 2009/10. Discussions with DfT reveal that the reduction in contribution is in no way related to the quality of

¹ Altrincham enhancements are currently being delivered by GMPTE, as part of Phase 1 of a wider scheme and therefore Altrincham is not included in future tranches of the RSIS Programme.

GMPTe's submissions, which DfT stated were of high quality, but due to the increasing demands placed on the funding programme.

- 2.24 It would also be the Executive's intention to look to exploit other funding opportunities, in particular where these might be available through third parties, to enable the remaining stations within the package to be delivered at the earliest available opportunity.

3 Rail Station Accessibility Programme

Background

- 3.1 The 2005 Disability Discrimination Act (DDA) and 2008 DfT guidelines set a 2020 end-date for adjustments to rolling stock to meet the needs of disabled people. They also specify a framework for reasonable adjustments to the built environment. This includes both physical (level) access and "softer measures" such as the availability of information, e.g. tactile paving and audio induction loops.
- 3.2 GMITA has no legal requirement to comply with the legislation, with the exception of Horwich Parkway, which as described above is owned by GMPTe, as this duty lies with Network Rail and the train operating companies. Historically the ITA has invested in improvements in this area, and has a KPI to ensure that the rail industry as a whole ensures that two further stations each year are provided with level access.
- 3.3 A significant number of rail stations in Greater Manchester would benefit from some form of accessibility improvement and most stations need improvement if they are to meet the DDA requirement of reasonable adjustment. A map attached as Appendix 1 provides the current status of all Greater Manchester rail stations with regard to DDA compliant access.
- 3.4 As Members are aware it is generally recognised that extensive work needs to be undertaken by the rail industry as a whole in terms of addressing accessibility issues and provide the necessary facilities to encourage travel by train by passengers with disabilities.
- 3.5 Since it is neither practical or affordable to deliver all these improvements in one comprehensive intervention, the Executive has undertaken an assessment of issues associated with rail station accessibility, with a view to developing a defined programme of accessibility improvements to be taken forward in conjunction with stakeholders. It is intended that the outputs from this piece of work will be of assistance in giving a stronger focus to the Authority's annual KPI targets in relation to Rail Station Accessibility, thus enabling a set of proposed revised KPI targets to be brought to this Committee in the near future.

Prioritisation Process

- 3.6 A comprehensive audit, assessment and validation exercise with regards step-free access has now been completed for all rail stations in the County. The analysis focused on level-access to station platforms. Softer measures,

such as tactile paving, PA, induction loops, and CIS are not considered in the assessment.

- 3.7 A number of data sets were assembled and assessed for each station without DDA-compliant level access. That data included whether the station has steps, or over-steep ramps (over-steep ramps were scored at 50% of stepped access); the estimated capital and on-going costs; average footfall, using data from the ORR and GMTU for 2005/6 - 2007/8; disability data at sub-ward level for Attendance Allowance and Disability Living Allowance Mobility Award; highway distances between the station; and consideration of the nearest accessible station.
- 3.8 Network Rail is planning to deliver DDA compliant schemes at Cheadle Hulme, Littleborough, Manchester Oxford Road, and Stalybridge over the next two years. Delivery of these schemes would meet the requirements of the ITA's targets over the next two years. Additionally, Salford Crescent works are planned to take place within CP4.

Results

- 3.9 The output from this purely analytical process was a top ten list of stations as shown below:
- Appley Bridge
 - Walkden
 - Mills Hill
 - Blackrod
 - Daisy Hill
 - Irlam
 - Newton For Hyde
 - Swinton
 - Broadbottom
 - Hindley
- 3.10 The stations' locations are shown on the map attached as Appendix 1.
- 3.11 The list of stations, above, is considered robust following a number of sensitivity tests relating to the different criteria used which resulted in a broadly similar core body of stations, being selected.
- 3.12 It is evident from the map provided as Appendix 1 that the outputs from this purely analytical process do not produce an even geographical spread. This is principally due to the distance between stations, relatively high levels of patronage and lack of accessible stations in close vicinity. The rail network in the south-east of the county is much more dense, with generally lower levels of patronage per station. As a result of the density of stations the distance between accessible station is lower than elsewhere. Consequently, Members' views in this regard and on the approach used are sought.

- 3.13 In order to ensure that the authority meaningfully influences the debate and the priority of other parties' investments, including influencing schemes proposed in the rail re-franchising process, it is important to ensure that agreed programmes of work are established reflecting the mutual objectives of all parties. Given that it is the legal responsibility of the rail industry (i.e. asset owners and managers) to take reasonable steps to provide access to its infrastructure, it will be necessary to discuss any proposed programme of improvement works with both Network Rail and the relevant Train Operating Companies.
- 3.14 To inform these discussions the table below summaries the top ten stations in terms of indicative costs and footfall.

Station	Current Capital Cost (£000's)	ORR 07/08 Footfall (£000's)
Appley Bridge	£250	178
Walkden	£850	162
Mills Hill	£850	198
Blackrod	£750	246
Daisy Hill	£650	116
Irlam	£1,800	135
Newton For Hyde	£825	120
Swinton	£500	71
Broadbottom	£1,080	98
Hindley	£1,950	163

- 3.15 Over and above rail industry investment the information in the table above will assist in informing Members in making their own investment decisions. Whilst at this time the Minor Works Capital Programme is not fixed there is capacity, subject to Members approval, to provide some investment in rail station access enhancements in 2010/11 financial year. It is intended that initial discussions on the shape of the 2010/11 Capital Programme itself will take place before the end of the year.
- 3.16 Should the principle of funding Rail Station Accessibility improvements in 2010/11 be acceptable to Members then there is the opportunity for the Executive to submit a bid for DfT's Access for All Small Scheme Funding, further details of which can be found below.

4 Access for All Small Schemes Funding

- 4.1 Access for All funding is a key part of the Government's strategy to improve the accessibility of Great Britain's railway. This funding is specifically targeted at providing improvements at stations which will enable more disabled people to access the rail network.

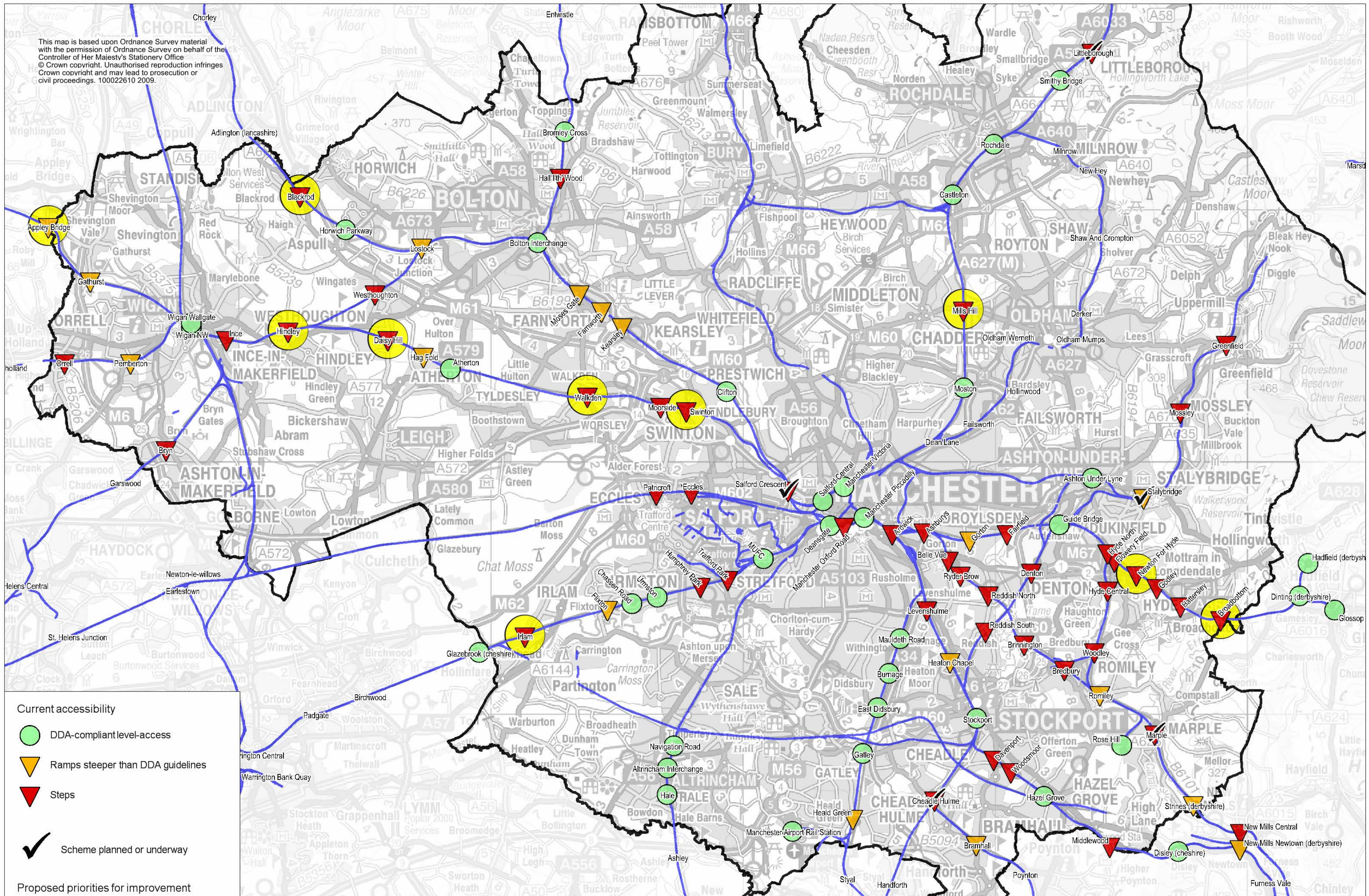
- 4.2 Under the provisions of the Access for All Small Schemes funding stream, a DfT contribution up to a maximum of 50% of the overall cost of individual schemes is potentially available. All applications for contributions in this regard, which have an upper limit of £250,000 per scheme, need to be made by completing and submitting to the DfT a standard application form for each individual scheme.
- 4.3 In addition to specifying upper funding limits in relation to the percentage of overall scheme costs and the maximum amount that can be drawn down per scheme, the DfT also stipulate that the maximum amount of funding that can be claimed should not equate to more than £1 per passenger, based on the annual passenger footfall at any individual station.
- 4.4 This funding is only available for schemes which have reached a credible stage in development having completed all appropriate feasibility studies and after identification of other funding sources and which anticipate being substantially complete by the end of March 2011. The closing date for Small Schemes funding applications for 2010/11 is Friday 25 September 2009. DfT will thereafter contact all applicants for funding by 26 February 2010, informing them whether or not their bid has been successful
- 4.5 Up to £7m per year is available as Small Schemes funding to spend on specific projects and can be delivered by a range of bodies including TOCs, local authorities and other parties. However, as articulated above, although, it is likely that further funds can be obtained from this source it is also likely that the funding stream will be once again oversubscribed.
- 4.6 As identified above, another submission to the DfT's Access for All Small Schemes funding in respect of RSIS is proposed for 2010/11 schemes in line with the timescales described. It is proposed that the submission will seek the maximum 50% contribution for the following stations:
- Ashton-Under-Lyne
 - Marple;
 - Bramhall;
 - Walkden; and
 - Westhoughton.
- 4.7 Subject to Members approval and in line with the Rail Station Accessibility aspirations; and taking into consideration the DfT Access for All Small Schemes funding criteria, articulated above, it is recommended that a submission is presented to DfT for the scheme at Blackrod. This is based on maximising the potential of GMITA's contribution, as the highest potential DfT funding, at just under £250,000 (as a result of this station's footfall) is available for Blackrod.

5 Recommendations

5.1 See the front cover of the report.

Michael Renshaw
Interim Bus & Rail Director

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Current level-access to rail stations, and proposed priorities for improvement