

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

**COMMITTEE:** Capital Projects  
**DATE:** 18<sup>th</sup> September 2009  
**SUBJECT:** Rail Stations Improvement Strategy (RSIS)  
**REPORT OF:** Interim Bus & Rail Director, GMPTE

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**PURPOSE OF REPORT**

To provide an update to Members on the progress to date of the Rail Station Improvement Strategy.

**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 Executive's proposal to deliver Horwich Parkway enhancements as part of the Rail Station Improvement Work Programme for 2009/10; (subject of a separate report to GMITA Policy Committee on 11 September 2009)

**BACKGROUND DOCUMENTS**

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

**CONTACT OFFICERS**

Paul Griffiths	0161 244 1027	<a href="mailto:paul.griffiths@gmpte.gov.uk">paul.griffiths@gmpte.gov.uk</a>
Peter Boulton	0161 244 1411	<a href="mailto:peter.boulton@gmpte.gov.uk">peter.boulton@gmpte.gov.uk</a>
Chris Barnes	0161 244 1428	<a href="mailto:chris.barnes@gmpte.gov.uk">chris.barnes@gmpte.gov.uk</a>
Mike Kinsey	0161 244 1497	<a href="mailto:michael.kinsey@gmpte.gov.uk">michael.kinsey@gmpte.gov.uk</a>
Anthony Murden	0161 244 1399	<a href="mailto:anthony.murden@gmpte.gov.uk">anthony.murden@gmpte.gov.uk</a>
Alan Arkwright	0161 244 1410	<a href="mailto:alan.arkwright@gmpte.gov.uk">alan.arkwright@gmpte.gov.uk</a>

## 1 Introduction

- 1.1 The purpose of this report is to provide an update on the progress and proposals in relation to the Rail Station Improvement Strategy.

## 2 Rail Station Improvement Strategy

### *Background*

- 2.1 The Rail Station Improvement Strategy was established to improve existing passenger security and information systems at 48 designated rail stations across the County. The strategy was endorsed at the 1 December 2006 meeting of the Authority.
- 2.2 The subsequent proposals that were endorsed at 5 April 2007 Policy Committee, focused on funding a programme of works from the 2007/8, 2008/9 and 2009/10 Minor Work Capital Programme through the allocation of an annual budget of £500,000. The Policy Committee on the 11 April 2008 endorsed a three year programme with specific improvements being undertaken at the following locations:
- **Tranche 1:** Heaton Chapel, Mossley, Romiley, Orrell and Littleborough.
  - **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
- 2.3 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.
- 2.4 In addition to the improvements to be carried out in tranche 1 to 3, the opportunity to provide enhancements in respect of safety and security and passenger information systems funded through the 2007/2008 Transport Infrastructure Fund works programme for the west of the conurbation at the following five stations was identified:
- Borough of Bolton – Bromley Cross, Lostock and Daisy Hill
  - Borough of Wigan – Hindley and Atherton

- 2.5 The above five station enhancement schemes, together with Farnworth and Hag Fold, which were not on the list of 48 stations, were delivered in 2008/9.
- 2.6 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.
- 2.7 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.

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

Each station will be considered against a value for money criteria factoring the individual site requirements and patronage.

### ***Current Position***

- 2.8 Tranches 1 and 2 are now fully designed and costed and have been subject to a detailed investment appraisal which revealed a positive business case and represents good value for money. GMPTE has entered into a Third Party Works Agreement with Northern Rail which has enabled the appointment of a building contractor to deliver Tranche 1 and 2 station enhancements under one contract.
- 2.9 Construction on site commenced in June 2009; with all works at Cheadle Hulme, Guide Bridge, Swinton, Mauldeth Road, Burnage and Greenfield planned for completion by October 2009 and at Orrell, Romiley, Mossley and Heaton Chapel by January 2010.
- 2.10 The works at Littleborough were previously assumed to be delivered by Network Rail as part of its programmed DDA enhancements. However, due to the delay in the Network Rail scheme, the works are now planned to be delivered directly by GMPTE as part of the Tranche 3 programme. GMPTE Officers have been advised by Network Rail that the DDA scheme is proposed to be delivered in 2009/10. However, a detailed scheme design and definitive programme for these works has not yet been received.
- 2.11 With regards to Tranche 3, GMPTE has appointed a design team, outline designs are largely complete, and consultation with Network Rail and Northern Rail is underway. Delivery is planned for March 2010.

- 2.12 In addition to the 48 stations identified in the original strategy, Horwich Parkway rail station (which opened 1999 and is the only station in Greater Manchester owned by GMPTE) requires improvements to its existing safety, security and passenger information systems. Consequently, to gain economic efficiencies it is proposed that the scheme at Horwich Parkway is delivered within the Tranche 3 work programme for 2009/10. A separate report was submitted to GMITA Policy Committee on 11 September 2009 setting out the proposals for this scheme.

### **3 Recommendations**

- 3.1 Refer to the front cover of the report.

**Michael Renshaw**  
**Interim Bus & Rail Director**