

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY
REPORT FOR INFORMATION

COMMITTEE: Capital Projects
DATE: 18th September 2009
SUBJECT: Salford Stations Update
REPORT OF: Interim Bus & Rail Director, GMPTE

PURPOSE OF REPORT

To provide an update to Members in respect of Salford Central and Salford Crescent stations in the light of recent work which has taken place with key stakeholders.

RECOMMENDATIONS

Members are recommended to note the contents of the report and to request that a further update be brought to this committee in January 2010, by which point further information regarding the potential for taking improvements at these stations forward should be available.

BACKGROUND DOCUMENTS

Reports to the Development and Operations Committee on Salford Crescent and Salford Central Rail Stations dated 24th October 2008, 9th January 2009 and 1st May 2009.

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1 Introduction

- 1.1 This report provides an update with regard to Salford Central and Salford Crescent rail stations, following on from the paper presented to the AGMA Development and Operations Committee on 1st May 2009.
- 1.2 Since the previous report, further work with Network Rail, Central Salford URC and other key stakeholders has taken place in relation to these two schemes.
- 1.3 The purpose of this report is to summarise the latest position in relation to the redevelopment of these two stations in the light of the recent progress that has been made. The report also provides the up to date status in respect of Network Rail's investment proposals for Control Period 4 (CP4) and details of the ongoing work to determine the allocation of Transport Fund monies for rail schemes.

2 Network Rail CP4 Delivery Plan 2009 - 2014

- 2.1 Members will recall that Network Rail published its detailed Delivery Plan for CP 4 on 31 March 2009 following the final Determination with regard to its Strategic Business Plan from the Office of Rail Regulation (ORR) at the end of October 2008.
- 2.2 As detailed in the previous report, a total maximum budget of £87 million has been identified for the delivery of enhancements in the Manchester area within the CP4 Delivery Plan.
- 2.3 Within this overall budget, Network Rail has identified a proposed scope of works, which includes the redevelopment of Salford Crescent Station, as part of enhancements in relation to Route 20 (the section of the rail network covering the main urban areas in North West England and located either side of the West Coast Main Line). Further details regarding the Route 20 scope of works were provided in the 1st May 2009 report.
- 2.4 As far as the Route 20 capacity enhancements are concerned, the Delivery Plan states that, due to the fact that discussions with train operators and other stakeholders are ongoing, there is currently no confirmed scope of works within this project. Network Rail is currently undertaking an exercise to allocate the £87 million identified for enhancements in the Manchester area so that it best achieves its High Level Output Statement (HLOS) objectives of safety, reliability and capacity. All rail enhancement investment for the period 2009-14 needs to be seen in this context.

3 Salford Central Station

- 3.1 As advised in previous reports, it had previously been intended that the Transport Innovation Fund would provide funding in the region of £5 million to enhance the passenger facilities to the two current platforms at this location and to provide high quality linkages to surrounding developments, including a proposed new bus interchange (to have been delivered as a separate TIF scheme). The intention was that this would constitute a meaningful second phase of improvements and form part of the wider long-term delivery of the overall vision for this station

held by key stakeholders (namely GMPTE, Central Salford URC, Salford City Council, Network Rail and Northern Rail.) It was also intended that these improvements would be carried out in association with Network Rail's renewal and raising of these two platforms, which they had previously advised that they would be carrying out in CP4

- 3.2 As noted in the previous report, Network Rail has advised that, following a review of renewal needs and priorities, there are no plans to carry out any works to the existing platforms at Salford Central Station in CP4. Furthermore, whilst it is likely at this stage that there will be some works to these platforms carried out during CP5 (2014 – 2019), it is currently anticipated that these works will only be of a minor nature and will not include full renewal / raising.
- 3.3 As raising the existing platforms would be a prerequisite to platform-level passenger facilities enhancements at this location, the above point would render a scheme of this nature unviable should funding become available. However, Network Rail has advised that, if third party funding to carry out larger scale enhancements were to become available, then there may be the possibility to bring funding forward from CP5 to CP4. It is not clear at this stage what level of funding it might be possible for Network Rail to bring forward.
- 3.4 As previously reported, there remains a further aspiration to reinstate platforms on the Liverpool lines through the station. At present Network Rail has no plans to undertake this work and as a result it is not included in the CP4 delivery plan. GMPTE officers will continue to raise this issue with Network Rail in order to identify any future opportunities to include this facility in future spending plans.
- 3.5 Members will be aware of the recent announcement of the electrification of the Liverpool to Manchester rail line. This scheme may provide an opportunity for work to be undertaken at Salford Central. GMPTE officers will work with Network Rail over the coming months to try to determine whether this opportunity exists.
- 3.6 Further to the above, GMPTE is continuing to work with all rail industry partners and other stakeholders to explore opportunities for bringing forward funding for the much needed improvements at this location. In addition, clarity as to what potential role the Greater Manchester Transport Fund may play in this regard will emerge over the coming months. Further information regarding the Greater Manchester Transport Fund is provided later in this report.

4 Salford Crescent Station

- 4.1 As highlighted above, Network Rail's Delivery Plan for CP4 includes for the redevelopment of Salford Crescent station.
- 4.2 As noted in 2.4, Network Rail is undertaking an exercise to allocate the £87 million identified in its Delivery Plan for enhancements in the Manchester area so that it best achieves its High Level Output Statement (HLOS) objectives of safety, reliability and capacity.

- 4.3 Currently Network Rail are:
- looking at accommodating future projected growth of passenger numbers by lengthening and/or widening station platforms;
 - investigating whether an additional platform is feasible which could also relieve overcrowding at the station and which would facilitate the extension of Calder Valley services turning back at Salford Crescent as well as investigating station remodelling works to improve passenger circulation space on the platforms, possibly by de-cluttering station buildings and furniture; and
 - examining improvements to access arrangements in and around the station along with improving interchange facilities, e.g. lifts, DDA compliance to ease passenger congestion.
- 4.4 As indicated in previous reports, two station location options have been under consideration, the existing site and one at Windsor Bridge north junction (in the vicinity of Frederick Road). However, redevelopment of the existing site is likely to be the preferred option for all key stakeholders involved in the scheme; namely Central Salford URC, Salford City Council, Salford University, GMPTE and Network Rail.
- 4.5 The main advantages of redeveloping the station on the existing site can be summarised as follows:
- This option better supports the ambitious plans for job creation and economic growth in this area, in particular the Crescent and Chapel Street regeneration initiatives.
 - The existing site option would be more closely integrated with the implementation of the University of Salford's Masterplan, which will see student numbers increase by 5,000 over the short to medium term.
 - In transportation terms, this option maximises the potential for decongestion, connectivity, social inclusion, productive uses for development land (i.e. avoiding the need for parking spaces) and environmental improvements.
 - Specifically, the existing site option provides far greater opportunities for interchange with bus services.
- 4.6 In summary it can be said that the existing site option offers the optimum combination of social, economic, environmental and operational advantages and also supports the High Level Output Statement (HLOS) objectives of safety, reliability and capacity.
- 4.7 As noted in 4.5, the redevelopment of Salford Crescent Station underpins wider regeneration aspirations. To this end, GMPTE has developed a remit for a regeneration appraisal on AGMA's behalf. This brief has been agreed with other stakeholders and a consultant has recently been appointed to deliver it. The resultant report will appraise the regeneration impact of redeveloping Salford Crescent Station and establish the case for its redevelopment from a regeneration perspective. It will also provide a regeneration appraisal of the two

location options, where appropriate, giving consideration to any positive and negative impact that the location choice may have. In addition, it will assess the potential to maximise public sector investment and, in particular, third party private sector funding. It is anticipated that this regeneration appraisal work will be concluded during Autumn 2009.

- 4.8 GMPTE is continuing to work with all stakeholders to identify and secure funding for the much needed redevelopment of Salford Crescent Station. In addition, clarity as to what potential role the Greater Manchester Transport Fund may play in this regard will emerge over the coming months.

5 Greater Manchester Transport Fund

- 5.1 On 13th May 2009 AGMA announced the Greater Manchester Transport Fund. This fund will invest in public transport and highways schemes. Its total value is £1,512M and it has been established using funding from national, regional and local sources.
- 5.2 The strategy associated with The Fund focuses on funding schemes with the greatest benefits for the economy of Greater Manchester consistent with positive package level social and environmental outcomes.
- 5.3 A £50M sum has been identified for complementary funding for rail schemes that could not be delivered solely through Network Rail and other existing funding sources, or to maximise the benefits which could be delivered through specific schemes.
- 5.4 Work is currently being undertaken to consider potential investment options and priorities in relation to this £50M funding allocation. Salford Crescent and Salford Central Stations, as Transport Innovation Fund legacy schemes, are both on the list of schemes which are being considered as part of this exercise. It is anticipated that the findings and recommendations of this exercise will be presented to Members in Autumn 2009.
- 5.5 Work will be progressed to investigate the potential for European funding bids, including TENs bids, for Salford Crescent, and other stations.

6 Next Steps

- 6.1 It is intended that GMPTE officers will, over the coming months and in conjunction with key stakeholders, progress the actions noted above in relation to the medium to long term redevelopments of Salford Central and Salford Crescent Stations.
- 6.2 In addition, the Executive will maintain an ongoing dialogue with Northern Rail regarding the issue of overcrowding at Salford Crescent station, to ensure that this matter remains at the forefront of their operational priorities.

7 Recommendations

7.1 See the front cover of the report.

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