

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

COMMITTEE: Capital Projects

DATE: 6th November 2009

SUBJECT: Bolton Rail Station - Improvements to Passenger Facilities

REPORT OF: Interim Bus & Rail Director

PURPOSE OF REPORT

To provide an update to Members on the progress to date of the planned passenger facility enhancements at Bolton Rail Station.

RECOMMENDATIONS

Members are requested to:-

- 1 Note the contents of this report and the progress which has been made on the scheme in recent months; and
- 2 Request that a further update report be submitted to this Committee on 5th March 2010.

BACKGROUND DOCUMENTS

Report to Policy Committee 6th March 2009 - Capital Schemes Update.

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1 Introduction

- 1.1 The purpose of this report is to provide an update on the progress in relation to the planned passenger facility enhancements at Bolton Railway Station.

2 Background

- 2.1 Members may be aware that the ITA has had a long-standing aspiration to provide significant improvements to passenger facilities at platform and concourse level at Bolton Rail Station, to build on the success of the investment which has been made in recent years to the bus waiting facilities and pedestrian over bridge and lifts at this location.
- 2.2 The need for improvements to the rail station is heightened by the intention to relocate Bolton Moor Lane Bus Station to a new site adjacent to the rail station, for which financial resources have been earmarked within the Greater Manchester Transport Fund.
- 2.3 The new bus station will be a modern, high specification facility which is integrated with the rail station by means of a footbridge. Therefore the level of facilities provided for passengers at the rail station are planned to be complimentary and equivalent with those that will be afforded to passengers at the new bus station, ensuring a consistent interchange experience.
- 2.4 Consequently, the Executive has been working in partnership with Network Rail, Northern Rail and Bolton Council in recent months to formulate proposals for taking forward enhancement proposals at the station. As a result of this work, a comprehensive joint package of improvements to the passenger facilities at platform and concourse level has been developed.
- 2.5 At platform level, the main proposed improvements include:
- Additional waiting canopies and shelters, tied in with changes to train stopping positions which reduce passenger walking distances;
 - New Electronic Customer Information Screens, Closed Circuit Television and Public Address equipment;
 - New fully accessible toilets on all platforms;
 - Refurbishment of passenger waiting rooms;
 - Redecoration;
 - New clocks, seating and litter bins;
 - Lighting enhancements;
 - New cycle stands;
 - External improvements to cafeteria facilities; and
 - Improvements to platform surfacing and drainage.
- 2.6 At concourse level the main proposed improvements include the refurbishment of the booking hall area and ticket office.
- 2.7 The overall cost of the planned improvements, inclusive of GMPTE internal project management costs, is estimated to be in the region of £4 million. Based on the above package of works, an investment appraisal,

incorporating initial Network Rail costs and the scheme's associated benefits, has been developed by GMPTE. This indicates a strong business case and represents good value for money. Funding for the scheme will be through a combination of Network Rail National Stations Investment Programme (NSIP) (circa £3 million) funding, GMITA Minor Works Capital Programme funds (maximum contribution of £950,000) and Northern Rail franchise commitment funding (circa £50,000).

- 2.8 Members will recall that it is intended that the GMITA funding will be provided on the condition that the NSIP resources referred to above, which have been identified for the scheme, are confirmed through the necessary Network Rail investment approval process. In addition, this funding will also be provided on the condition that it forms a fixed contribution, with Network Rail being liable for any cost overruns. Additionally, any on-going costs will not be borne by GMPTE. The assets will fall into the rail industry's Regulatory Asset Base. In summary, the GMITA/GMPTE funding contribution is a maximum figure and therefore will not be increased. This will be reflected in the legal documentation which is currently being developed.

3 Current Position

- 3.1 Following on from a Network Rail report which consolidated the scope and provided initial scheme costs, further discussions have been held to progress the project with Network Rail and Northern Rail and specifically, to ensure that the scheme is delivered as per the agreed scope, cost and schedule.
- 3.2 Network Rail and Northern Rail have raised the potential for the existing Travel Centre on the upper level of the station being left ready for fitting out as a retail opportunity. The provision of a retail unit in the Travel Centre space, if introduced, would provide passengers with further opportunities, for example, to take refreshments and purchase goods in a pleasant environment. If a retailer cannot be found to accommodate the space, it is likely that the space will revert to a Travel Centre. Overall, it is considered that design of the new facilities will provide passengers with an enhanced quality travel experience.
- 3.3 Scheme outline designs, which have been produced, have now been submitted for approval and a risk assessment has been completed. Network Rail is currently finalising the design and cost report.
- 3.4 At meetings with Network Rail and Northern Rail to discuss layout options for the ticket office area, it was agreed that an alternative design, put forward by Network Rail designers, should be considered.
- 3.5 The original alignment of the ticket windows has been revised in design and moved through 90 degrees from the existing layout. This design means that the ticket office will be visible from all areas of the station allowing staff to observe the whole upper level area and providing passengers with a clear

view of where they need to go to for service as they approach the station main entrance. Additionally, the position of the barrier system is planned to guide passengers smoothly through the area to obtain tickets and information and proceed towards the bridge to the platforms. Overall, it is considered that this option creates a more open plan station and a fluid passenger experience. It has therefore been agreed, in principle, that this option will provide the basis on which the scheme will be progressed.

3.6 Plans are being developed to provide a temporary ticket office whilst construction works at the upper level are taking place. It is intended that a separate temporary ticket office facility will be provided on the Newport Street side of the station. An option being developed is to allow Northern Rail use of the bus station office, adjacent to the station entrance, whilst the existing rail station ticket offices are closed during construction.

3.7 The schedule for the scheme has recently been reviewed, resulting in the key milestones detailed below:

- Final Design and Costs Report - Mid October 2009
- Final Detailed Design and Cost Report - November 2009
- Complete Network Rail NSIP Funding Agreement - December 2009
- Railway Industry Approvals - February 2009
- Contract Award - February 2010
- Start on Site - April 2010
- Completion – Winter 2010

4 Recommendations

4.1 Please see front sheet of report for recommendations.

Michael Renshaw
Interim Bus & Rail Director