

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY
REPORT FOR INFORMATION

COMMITTEE: Capital Projects
DATE: 5th March 2010
SUBJECT: Salford Stations Update
REPORT OF: 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 including the work to further develop solutions for Salford Crescent and to request that a further update be brought to this committee in Summer 2010, when further information regarding the potential for taking improvements at these stations forward should be available.

BACKGROUND DOCUMENTS

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

Reports to the Greater Manchester Integrated Transport Authority Capital Projects Committee dated 18th September 2009 and 15th January 2010.

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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 this Committee on 15th January 2010.
- 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 recent progress. The report also summarises the current status of Network Rail's investment proposals for Control Period 4 (CP4) (2009-2014) 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 As noted in previous reports, Network Rail's Delivery Plan for CP4, published on 31 March 2009, identified a total maximum budget of £87 million for the delivery of enhancements in the Manchester area. The Delivery Plan includes a proposed scope of works for 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); this scope includes the redevelopment of Salford Crescent Station.
- 2.2 Network Rail is currently working with train operators and other key stakeholders to finalise the scope of works associated with the Route 20 capacity enhancements. This scope will ensure achievement of Network Rail's 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 previously reported, 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. It is currently Network Rail's intention to carry out these works during CP5 (2014 – 2019).
- 3.2 GMPTE is working with key stakeholders to realise improvements to Salford Central Station. This work has included a re-validation of the overall vision for the station, which was originally formulated in 2004 in tandem with the development of the first phase of improvements.
- 3.3 The stakeholder group envisages a phased delivery process with funding provided from different sources. The ultimate aspiration continues to be the delivery of a landmark, state of the art passenger facility that serves all, encourages the use of public transport and is future proof to ensure that it can accommodate potential future growth.
- 3.4 Stakeholders' key requirements for the next phase of improvements (Phase Two) are:

- improving the alignment and access of the existing platforms to safeguard potential future station expansion;
 - installing new canopies and associated passenger information systems on the current platforms;
 - carrying out further improvements to the station's existing eastern entrance; and
 - potentially undertaking colonnade / arch works.
- 3.5 Raising the height of the existing platforms is a prerequisite to the take forward the above works, is dependent on Network Rail being able to identify funding and commit to delivering this work. 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, although no commitment or value can be given at this stage.
- 3.6 Longer-term the aspirations for the station beyond Phase Two include:
- installing two additional platforms to serve the existing Liverpool line;
 - extending platform lengths from six to eight cars; and
 - constructing a new western entrance with level access and a feature roof.
- 3.7 The electrification of the Liverpool to Manchester rail line may provide an opportunity for work to be undertaken at Salford Central. GMPTE officers are continuing to work with Network Rail to determine whether this opportunity exists. However, at present Network Rail has confirmed that the station will not be included in the scheme and will only progress if third party funding is made available.
- 3.8 GMPTE continues to work with all partners to simultaneously identify funding opportunities for a next phase of improvements. In particular, GMPTE is striving to ensure that Salford Central remains high on Network Rail's agenda. Clarity as to what potential role the Greater Manchester Transport Fund Programme may play in this regard will emerge as work considering potential investment options and priorities is concluded.

4 Salford Crescent Station

- 4.1 The previous report to Members described an appraisal of the regeneration impact of redeveloping Salford Crescent Station and an assessment of the ability to bring forward public sector investment and third party private sector funding. This exercise confirmed that development of the existing site was the preferred option for the station, and that a previously considered option to relocate the station to Windsor Bridge north junction (in the vicinity of Frederick Road) should be discounted.

- 4.2 Redevelopment of the existing site is favoured by all key stakeholders involved in the scheme; namely Central Salford URC, Salford City Council, Salford University, GMPTE and Network Rail.
- 4.3 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; and
 - specifically, the existing site option provides far greater opportunities for interchange with bus services.
- 4.4 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.
- 4.5 As noted in 2.2 Network Rail is currently completing an exercise to allocate the £87 million identified in its CP4 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.
- 4.6 In December last year, Network Rail concluded a GRIP 1 feasibility study for the station. This was progressed in close cooperation with train operators with the objective of establishing improvements at the existing site and focused on:
- accommodating future projected growth of passenger numbers by lengthening and/or widening station platforms and improving passenger facilities;
 - investigating whether an additional platform is feasible which could also relieve overcrowding at the station and which could facilitate the extension of Calder Valley services turning back at Salford Crescent;
 - 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.

4.7 The study has generated four options for improving Salford Crescent Station. These options are:

- to provide a new access from either Broad Street or University Road. This scheme would also replace the existing stepped ramp with DDA compliant access, but would not have a secondary escape;
- a scheme which incorporates the features listed above as well as a third platform;
- to provide a new access from Windsor Bridge. This scheme would include a drop-off facility and replacement of the current stepped ramped with DDA compliant access. It would also include a secondary escape; and
- a scheme which incorporates the features of the above as well as a third platform.

All of the above include the removal of the existing ticket office and lengthening of the existing island platform to accommodate six car trains.

These options will form the basis of Network Rail's GRIP 2 & 3 study for which they expect to receive authority during March 2010.

GMPTE is engaging with Network Rail to explore the potential for early implementation of elements of their scheme that will alleviate the current overcrowding.

4.8 GMPTE has liaised closely with Network Rail during the development of their work to date and welcomes the safety improvements that would be made through the alleviation of overcrowding and improved access as well as the capacity enhancements that would be achieved. Further, following a site visit attended by senior GMPTE officers, Network Rail and the Chair of the Capital Projects Committee on 16th November last year, GMPTE commissioned feasibility work that complements Network Rail's GRIP work and builds on this by focussing on the following areas:

- integration with bus services on the A6 as well as at the University e.g. Media city (Quays) shuttle;
- ticketing and information including investigation with respect to locating facilities at alternative locations; and
- safety and security including provision of CCTV, lighting and suitable waiting facilities (additional to any included in Network Rail's scope).

4.9 The above work has produced five options that are compatible with Network Rail's GRIP1 output as described in 4.7. The options identified have located the passenger and pedestrian facilities as follows:

- main facility on Albion Spur on the western side of the station with the Quays shuttle service stops on University Road ("Option 1" in Appendix 1);
- main facility by the University roundabout on the eastern side of the station with the Quays shuttle service stops on University Road ("Option 2" in Appendix 1);
- main facility on the bridge over the railway adjacent to the existing A6 with the Quays shuttle service stops on University Road ("Option 3a" in Appendix 1);
- main facility on the bridge over the railway adjacent to the existing A6 carrying University foot traffic with the Quays shuttle service stops on University Road ("Option 3b" in Appendix 1); and
- elevated main facility at the eastern side of the station adjacent to the A6 with the Quays shuttle service stops on University Road ("Option 4" in Appendix 1).

4.10 The above are currently being evaluated to determine which options should be selected for the next stage of optioneering, this is considering:

- costs;
- viability from technical, deliverability and operational perspectives;
- compatibility with the long-term vision for the station;
- high level risks.

Stakeholders, namely Salford City Council, Central Salford URC, the University of Salford and Network Rail, are fully engaged in this evaluation and are participating in workshops to ensure that any scheme taken forward complements their strategies. Key considerations identified through this engagement include (but are not limited to):

- interfaces, opportunities and constraints associated with the University of Salford's masterplan;
- integration with the A6 and Quays shuttle bus services;
- the desire for a visible gateway structure;
- Pendleton's planned regeneration and the benefit of reducing severance ; and
- opportunities and constraints presented by Central Salford URC's traffic calming works.

- 4.11 The study is scheduled to be completed in late March 2010. At this point GMPTE's work will be fully aligned with the Network Rail schedule which, as mentioned above, includes for work on the next stage of optioneering to commence in late March 2010.
- 4.12 GMPTE is working with Network Rail to establish a scope of work which will take full advantage of the alignment of workstreams and ensure that a truly integrated approach is taken to optioneering going forward.
- 4.13 Salford Crescent Station is included in the Northern / Manchester Hub Study, which considers the area's rail network from a strategic perspective. Given this, any scheme to be delivered in CP4 will be devised to ensure that it contributes to a basis for wider future improvements in capacity, connectivity, operational flexibility, service frequency and journey times.
- 4.14 As detailed above, GMPTE is progressing work with stakeholders to identify and secure funding for the much needed redevelopment of Salford Crescent Station. The station will be considered as part of the review being undertaken to prioritise the £50 million from the Greater Manchester Transport Fund allocated for station improvements.

5 Next Steps

- 5.1 GMPTE officers will work with key stakeholders to progress the actions noted above in relation Salford Central and Salford Crescent Stations.
- 5.2 GMPTE will continue to liaise with Northern Rail regarding the issue of overcrowding at Salford Crescent station ensuring that this matter remains at the forefront of their operational priorities.

6 Recommendations

- 6.1 See the front cover of the report.

Michael Renshaw
Interim Bus & Rail Director

Appendix 1

Salford Crescent Option Plans

Option 1

Main facility on Albion Spur on the western side of the station with the Quays shuttle service stops on University Road.

Option 2

Main facility by the University roundabout on the eastern side of the station with the Quays shuttle service stops on University Road.

Option 3a

Main facility on the bridge over the railway adjacent to the existing A6 with the Quays shuttle service stops on University Road.

Option 3b

Main facility on the bridge over the railway adjacent to the existing A6 carrying University foot traffic with the Quays shuttle service stops on University Road.

Option 4

Elevated main facility at the eastern side of the station adjacent to the A6 with the Quays shuttle service stops on University Road.

Option 1

- New bus / drop off pull in on Albion Way spur
- New bus stops on University Road
- New high level pedestrian link to A6
- New station building on west side
- New station footbridge with lift and stairs to platform

Ticket office and waiting room removed

- Bus / car pull-in
- Station building
- Footbridge / ramp
- Lift and stairs
- Major bridge
- Footpath
- Removals

Option 2

- New bus stops on University Road
- New pedestrian high level link to A6 bridge
- New station building on east side
- New station footbridge with lift and stairs to platform

Ticket office and waiting room removed

- Bus / car pull-in
- Station building
- Footbridge / ramp
- Lift and stairs
- Major bridge
- Footpath
- Removals

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Option 3a

- New bus stops on University Road
- New high level pedestrian link from new bridge to existing footbridge and ramp to bus stops
- New station building on bridge over railway, adjacent to A6
- Lift and stairs to platform

Ticket office and waiting room removed

- Bus / car pull-in
- Station building
- Footbridge / ramp
- Lift and stairs
- Major bridge
- Footpath
- Removals

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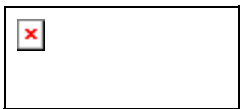
Option 3b

- New bus stops on University Road
- New high level pedestrian access to A6
- New station building on bridge over railway, adjacent to A6 carrying Uni foot traffic
- Lift and stairs to platform

Ticket office and waiting room removed

- Bus / car pull-in
- Station building
- Footbridge / ramp
- Lift and stairs
- Major bridge
- Footpath
- Removals

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Option 4

- New bus stops on University Road
- New high level ticket office with pedestrian access to A6
- New footbridge with lift and stairs to platform

Ticket office and waiting room removed

- Bus / car pull-in
- Station building
- Footbridge / ramp
- Lift and stairs
- Major bridge
- Footpath
- Removals

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