

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

COMMITTEE: Capital Projects
DATE: 5th March 2010
SUBJECT: Rail Stations Improvement Strategy (RSIS)
REPORT OF: Bus and Rail Director, GMPTE

PURPOSE OF REPORT

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

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 current position in respect of Tranche 3 of the programme; and
- 3 Request that a further update report be submitted to the next meeting of this Committee.

BACKGROUND DOCUMENTS

Report to PTA: 1 December 2006, 5 April 2007, 22 June 2007, 19 October 2007 entitled "Rail Station Improvement Strategy"

Reports to Policy Committee 11 July 2008 and 5 June 2009 entitled "Rail Projects Update".

Report to Capital Projects Committee 18 September 2009 entitled "Rail Station Improvement Strategy".

CONTACT OFFICERS

Bob Morris	0161 244 1388	bob.morris@gmpte.gov.uk
Michael Renshaw	0161 244 1026	michael.renshaw@gmpte.gov.uk
Peter Boulton	0161 244 1411	peter.boulton@gmpte.gov.uk

1 Introduction

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

2 Rail Station Improvement Strategy

Background

- 2.1 The Rail Station Improvement Strategy (RSIS) was established by the ITA 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 key objective of the RSIS was stated as:

“To deliver, in partnership, appropriate quality security, safety and passenger information systems at a significant number of the rail stations identified, to improve passenger satisfaction levels and increase the potential for modal shift; whilst maximising economic and programme efficiency for GMITA/GMPTE and partners”.

- 2.3 To achieve this objective, each of the designated stations are to be provided with the following equipment where such facilities do not exist or where the existing facilities are inadequate:

- CCTV;
- Public Address;
- Customer Information Screens; and
- Help points.

- 2.4 The subsequent proposals, which 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 (MWCP) through the allocation of an annual budget of £500,000. The Policy Committee meeting on 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:** Heald Green, Gatley, East Didsbury, Levenshulme, Mills Hill, Davenport, Littleborough, Urmston, Bryn and Horwich Parkway Stations.

- 2.5 In addition to the improvements to be carried out in Tranche 1 to 3, the opportunity to provide enhancements in respect of safety, security and passenger information systems funded through the 2007/2008 Transport Infrastructure Fund works programme for the west of the conurbation was also capitalised upon. This resulted in the delivery of improvements at the following stations:
- Borough of Bolton – Bromley Cross, Lostock and Daisy Hill
 - Borough of Wigan – Hindley and Atherton
- 2.6 The five station enhancement schemes above, and enhancements to Farnworth and Hag Fold, which were not on the list of 48 stations, were delivered in 2008/9 as part of the Wigan and Bolton “7 Station works”.
- 2.7 A schedule of facilities provided, or to be provided, under Tranches 1 to 3 is attached at Appendix A.
- 2.8 In addition to the MWCP and Transport Infrastructure Fund resources identified above, GMPTE has been successful in obtaining a DfT grant of up to £281,900 (50% contribution) towards the implementation of the Tranche 2 schemes from the DfT’s Access for All small schemes budget. A subsequent submission in respect of Tranche 3 stations secured a maximum of £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.
- 2.9 A report was submitted to GMITA Capital Projects Committee on 18th September 2009 setting out the proposals for Horwich Parkway scheme, and the use of £50,000 from Horwich Parkway income streams was sanctioned to cover the replacement of existing Help Points and Customer Information screens.
- 2.10 The Executive will continue to work with partners with the objective of exploiting other funding sources, including Network Rail, Northern Rail, Local Authorities and DfT to assist in the delivery of the remaining rail stations on the initial list of 48 stations.

3 Delivery Strategy

- 3.1 GMPTE does not possess a Rail Safety Management System (Rail Safety Case) therefore the programme has to be delivered either through Network Rail or a Train Operating Company. Northern Rail was selected as the appropriate delivery partner and in May 2009, following a competitive tender process, a contractor was appointed, through Northern Rail, to undertake works on Tranches 1 and 2. Works on site commenced in early June 2009.

- 3.2 This delivery strategy proved successful, and Tranches 1 and 2 were delivered on time and within budget by 26th November 2009. The funding provision of £1.281 million for these works came from MWCP (£1,000,000) and DfT Access for All small schemes funding (£281,000).

4 Current Position

- 4.1 Funding for the 10 stations comprising Tranche 3 will be from the DfT's Access for All Small Schemes fund (£143,500), Wigan Council's Transport Infrastructure Fund (£130,000), Horwich Parkway Revenue Streams (£50,000) and the MWCP allocation for the Rail Station Improvement Strategy.
- 4.2 Tranche 3 works have been fully designed by consultants appointed by GMPTE and approved by Northern Rail, who will deliver the works. A contract price has been agreed with Northern Rail who will appoint a suitably experienced contractor to undertake the works.
- 4.3 It was intended that Northern Rail would let a contract by the end of December 2009, however due to insufficient design detail of the existing stations from Network Rail and delays to obtaining Landlords consent also from Network Rail, the contract is still to be awarded. The current issue has arisen because Network Rail has revised its tenancy agreement with Northern Rail to include Network Rail Group standards for all works at stations.
- 4.4 The designs progressed for tranche 3 are identical to tranches 1 and 2 and meet the technical requirements but due to the revised tenancy agreements, need to be revised in respect of the range for CCTV coverage and help points. GMITA and GMPTE's position in relation to these schemes has always been that they are intended to offer improvements to station facilities in order to provide enhanced levels of convenience, safety and security to the travelling public and the agreed key strategy is to provide benefit and improvement at as many stations as possible within the funds available.
- 4.5 Immediately that this issue was raised with GMPTE, officers expressed their concern at a senior level within Network Rail, and both parties are continuing to work together to address the issue for Tranche 3 and future Tranches.
- 4.6 A dialogue with Network Rail is continuing that expresses the urgency of the situation. It is expected that these issues will be fully resolved in the near future. Following the resolution of the above GMPTE will work closely with Network Rail, Northern Rail and the appointed contractor to recover as much time as possible and deliver the Tranche 3 programme in full at the earliest available opportunity.

- 4.7 It is intended that a further report, providing an update on progress and the delivery timescales for these works, will be submitted to the next meeting of this Committee.

5 Recommendations

- 5.1 Refer to the front cover of the report.

Michael Renshaw
Interim Bus and Rail Director

RSIS Tranches 1, 2 and 3 Planned Equipment Schedule @ 24 September 2009					
	CIS	CCTV	PA	Help Point	Notes
Tranche 1					
Romiley	3	10	Yes	3	
Mossley	2	3	Yes	2	
Heaton Chapel	2	4	Exstg	3	Exstg LLPA system being replaced by Network Rail in 18 Months
Orrell	2	6	y	2	
Tranche 2					
Burnage	3	7	Exstg	2	
Mauldeth Rd	2	9	Exstg	2	
Cheadle Hulme	Extg	4	Yes	2	
Greenfield	3	Exstg	Yes	2	
Guide Bridge	2	7	Yes	2	Northern Rail may add 2 more cameras at their cost
Swinton	3	7	Yes	2	
Tranche 3					
Heald Green	3	5	Exstg	2	Exstg LLPA system being replaced by Network Rail in 18 Months. Northern may add 3 more cameras at their cost.
Gatley	3	9	Exstg	2	
East Didsbury	3	7	Exstg	2	
Levenshulme	3	14	Exstg	2	
Mills Hill	2	5	Yes	2	
Davenport	Extg	10	Exstg	2	Underpass CIS not Working - to be repaired under RSIS works
Littleborough	2	8	Exstg	3	1 existing help point in ticket office. RSIS adds 1 more per platform
Urmston	4	8	Exstg	2	
Bryn	2	6	Yes	2	Existing PA is inside equipment cabinet. RSIS adds 2 pole mounted (1 per platform)
Horwich Parkway	2	Exstg	Exstg	See notes	PTE owned facility. Replacement of existing non functioning CIS system pending instruction from ITA. Help points no longer in existence (vandalised). CCTV coverage needs extending to include cycle parking.

Notes:

Levenshulme will have 2 additional cameras covering the road level underpass (total 16 cameras)

Littleborough will have 1 additional camera covering the bus stop in the turning circle (total 9 cameras)

