

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

**COMMITTEE:** Capital Projects  
**DATE:** 2<sup>nd</sup> July 2010  
**SUBJECT:** Rail Infrastructure Update  
**REPORT OF:** Interim Bus and Rail Director, GMPTE

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**PURPOSE OF REPORT**

To provide an update to Members on the recent progress in respect of a number of rail station schemes and initiatives including: Bolton Rail Station, Rail Station Improvement Strategy (RSIS), Rail Station Accessibility Programme (RSAP), the National Station Improvement Programme (NSIP), DfT's Better Stations and Salford Stations.

**RECOMMENDATIONS**

Members are requested to:-

- 1 Note the contents of this report and the progress which has been made on the various rail schemes and initiatives in recent months;
- 2 Note and endorse the proposed options to progress the schemes in light of the emerging investment proposals with regards to the Rail Station Improvement Strategy and Rail Station Accessibility Programme;
- 3 Approve the stations list to be taken forward as part of NSIP Tranche 2, subject to exploration and confirmation of necessary Minor Works Capital Programme funding in future years; and
- 4 Request that a further update report, on all of the schemes and initiatives detailed in this report, be submitted to an appropriate meeting of this Committee in winter 2010.

**BACKGROUND DOCUMENTS**

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

Reports to Policy Committee 11 July 2008, 5 June 2009 and 11 September 2009 entitled “Rail Projects Update”, and 9 March 2010 “Minor Works Capital Programme Prioritisation”,

Reports to Capital Projects Committee dated 6 November 2009 entitled “Bolton Rail Station – Improvements to Passenger Facilities”, and 5 March 2010 entitled “Better Rail Stations” and “Salford Stations Update”.

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## **1 Introduction**

1.1 This report provides Members with an update on the progress and current position in relation to the following rail station schemes and initiatives:

- Bolton Rail Station – Improvements to Passenger Enhancements;
- The Rail Station Improvement Strategy (RSIS) and Rail Station Accessibility Programme (RSAP), in particular in relation to funding;
- National Station Improvement Programme (NSIP);
- DfT's Better Stations Report and Greater Manchester Stations; and
- Salford Stations.

## **2 Bolton Rail Station**

### **Introduction**

2.1 The purpose of this section of the report is to provide an update on the progress in relation to the planned passenger facility enhancements at Bolton Rail Station.

### **Background**

2.2 GMPTE, in conjunction with Network Rail, Northern Rail and Bolton Council, has developed a comprehensive package of proposals for improvements to the passenger facilities at platform and concourse level at Bolton Rail Station.

2.3 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, including baby changing facilities;
- Refurbishment of passenger waiting rooms;
- Redecoration;
- New seating and litter bins;
- Lighting enhancements;
- New cycle stands;
- External improvements to cafeteria facilities; and
- Improvements to platform surfacing and drainage.

2.4 At the upper concourse level the current station building will be internally rebuilt to provide improved waiting, ticket office and retail facilities.

2.5 The overall cost of the planned improvements, inclusive of GMPTE project management costs, is estimated to be in the region of £4 million. Based on the above package of works an investment appraisal has been developed which indicates a strong business case and represents good value for money. Funding for the scheme will be through a combination of Northern Rail franchise commitment funding (circa £50,000), Network Rail National

Stations Investment Programme (NSIP) (circa £3 million) funding and GMITA Minor Works Capital Programme funds (maximum contribution of £950,000).

### **Current Position**

- 2.6 Network Rail has completed the outline design process and costing work, and the necessary Railway Industry Approval (ORR Station Change) is now in place.
- 2.7 A Funding Agreement between GMPTE and Network Rail has been signed. The GMITA funding will be provided on the condition that the scope of works summarised above is delivered. In addition this funding is a fixed contribution, with Network Rail being liable for any cost overruns.
- 2.8 A Design and Build Contract has been awarded by Network Rail. The Network Rail contractors intend to start work on site during the summer of 2010 with completion anticipated for the spring of 2011.
- 2.9 GMPTE, Network Rail and Northern Rail are finalising arrangements for the temporary arrangements for passengers whilst the works are being carried out on site in order to minimise any disruption.
- 2.10 In addition, GMPTE Officers continue to work with Network Rail, outside of this scheme, to investigate any potential opportunities for improving the pedestrian footbridge at the rail station and in particular seek to improve the visual appearance of this part of the station.

## **3 Rail Station Improvement Strategy and Rail Station Accessibility Programme**

### **Introduction**

- 3.1 The purpose of this section of the report is to provide an update on the progress and current position in relation to the Rail Station Improvement Strategy (RSIS) and Rail Station Accessibility Programme (RSAP), in particular in relation to funding.

### **The Rail Station Improvement Strategy**

- 3.2 The Rail Station Improvement Strategy was established to improve existing passenger security and information systems at 48 designated smaller rail stations across the County. The strategy was endorsed at the 1 December 2006 meeting of the Authority.
- 3.3 The Strategy focuses on smaller stations and therefore does not include larger stations in the County, such as Manchester Victoria, which require a more substantive investment and where the wider railway industry has to play an active role.
- 3.4 The subsequent proposals that were endorsed at the April 2007 Policy Committee, focused on funding a programme of works from the 2007/8, 2008/9 and 2009/10 Minor Works Capital Programme with the inclusion of an annual sum of £500,000. Subsequently, the April 2008 Policy Committee

endorsed an initial three year programme for taking forward specific improvements 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.

3.5 Tranches 1 and 2 were delivered in the winter of 2009. The funding provision of £1.281 million for these works came from the GMITA Minor Works Capital Programme (£1,000,000) and DfT Access for All Small Schemes funding (£260,300).

3.6 Funding for the 10 stations comprising Tranche 3 will be from a combination of 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 GMITA Minor Works Capital Programme allocation for the Rail Station Improvement Strategy.

3.7 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 have appointed a suitably experienced contractor to undertake the works. The contractor is now on site with completion anticipated in late autumn 2010

3.8 A report to Policy and Resources Committee in September 2009 outlined a methodology for prioritising future tranches of RSIS based on passenger footfall and maximising the potential for third party funding.

3.9 Based on previous years Minor Works Capital Programme allocations, the following stations were identified.

- Tranche 4 (2010/11) - Ashton-Under-Lyne, Marple, Bramhall, Walkden and Westhoughton.
- Tranche 5 (2011/12) – Irlam, Flowery Field, Newton For Hyde, Hale and Smithy Bridge

3.10 The stations list will need to be reviewed in the context of the proposed reprioritised capital programme.

### **Rail Station Accessibility Programme**

3.11 The Disability Discrimination Act 2005 and 2008 DfT guidelines set an end date of 2020 for rolling stock to be accessible for disabled people and specify a framework for reasonable adjustments to the built environment. Although the duty to comply with the legislation rests with Network Rail and the train operating companies (other than in relation to Horwich Parkway, which is owned by GMPTe), GMPTe does have a legal duty as a public

sector organisation to ensure that work is undertaken to improve disabled peoples' access to the rail network.

- 3.12 A report to Policy and Resources Committee in September 2009 outlined a methodology for identifying the top ten stations most in need of "step free" accessibility improvements. In determining priorities, the assessment considered the capital cost of improvements, station usage, disability levels at a sub-ward level, highway distances between the station of concern and consideration of the nearest accessible station.
- 3.13 It was agreed by Members that a proposal for improving accessibility at Blackrod station, should be taken forward based on the potential for maximising third party funding opportunities

#### **Access for All Small Schemes Funding**

- 3.14 Following the prioritisation exercises, at their meeting of 11th September 2009, Members of the Policy and Resources Committee endorsed proposals for GMPTe to develop submissions for DfT's Access for All Small Schemes funding in order to support both the RSIS and the Rail Station Accessibility Programme (RSAP).
- 3.15 Subsequently, bids for the DfT's Access for All Small Schemes funding in respect of stations in the RSIS Tranche 4 and Blackrod, part of RSAP, were submitted in September 2009. Funding bids amounting to £459,264 were submitted as summarised in the table below.

<b>Scheme</b>	<b>Estimated Scheme Cost £</b>	<b>DfT Funding Bid £</b>	<b>% Bid</b>
Ashton-Under-Lyne	45,168	22,584	50%
Marple	42,528	21,264	50%
Bramhall	104,083	52,042	50%
Walkden	120,557	60,278	50%
Westhoughton	114,192	57,096	50%
<b>RISIS Total</b>	<b>426,528</b>	<b>213,264</b>	<b>50%</b>
Blackrod	750,000	246,000	33%
<b>Overall Total</b>	<b>1,176,528</b>	<b>459,264</b>	<b>39%</b>

- 3.16 A decision on the outcomes of the submissions has now been received from DfT and Access for All Small Schemes funding to the value of £246,000 over half of the total funding bid, is provided for Blackrod only. The monies are a maximum value and are conditional upon all works being completed by 31 March 2011.
- 3.17 DfT advise that due to uncertainties over Departmental budgets, they are at present unable to support as many projects as in previous years. However, they hope to make a further announcement later in the year. Consequently, DfT has drawn up a reserve list of projects which will be considered again if

more funding becomes available. The following RSIS projects have been included in the list:

- Bramhall;
- Walkden; and
- Westhoughton.

### **Current Situation**

- 3.18 In light of the funding for DfT's Access for All Small Schemes and the position with regards the Minor Works Capital Programme 2010/11, which provided £360,000 for RSIS and RSAP respectively, GMPTE are exploring opportunities for delivering these important projects by using additional funding streams as outline below.
- 3.19 GMPTE are working with Bolton Council to identify potential funding opportunities which will ensure delivery of the "step free" scheme at Blackrod rail station. One such opportunity proposed to Bolton is to use the Bolton and Wigan Transport Infrastructure Fund to a maximum amount of £144,000, then the "step-free" scheme would be fully funded and be able to move forward for further development and delivery.
- 3.20 There are two stations identified in RSIS Tranche 4, Marple and Bramhall that fall within the SEMMMS boundary. In addition, there are the three further stations at Rose Hill Marple (£107,266), Brinnington (£126,922) and Strines (£114,192) which are part of RSIS, but currently are not funded and are proposed for delivery between 2012/13 and 2014/15.
- 3.21 The combined cost of all five stations within the SEMMMS boundary is estimated at £494,991.
- 3.22 Consequently GMPTE has proposed to Officers at Stockport Council that there may be the potential for using the SEMMMS budget to a maximum amount of £414,908 which will enable all stations prioritised in Tranche 4 to be delivered. In addition the three stations of Rose Hill Marple, Brinnington and Strines could be brought forward for delivery at the same time as the Tranche 4 schemes.

3.23 The proposed funding position is shown below.

<b>Scheme</b>	<b>Scheme Cost £</b>	<b>MWCP £</b>	<b>DfT Funding £</b>	<b>SEMMMS £</b>	<b>Bolton TIF £</b>	<b>Total Funding £</b>
Ashton-Under-Lyne	45,168		-			
Marple	42,528		-			
Bramhall	104,083		-			
Walkden	120,557		-			
Westhoughton	114,192		-			
<b>RISIS Tr 4 Total</b>	<b>426,528</b>	<b>360,000</b>	<b>-</b>	<b>66,528</b>		<b>426,528</b>
Rose Hill Marple	107,266					
Brinnington	126,922					
Strines	114,192					
<b>Additional RSIS Total</b>	<b>348,380</b>			<b>348,380</b>		<b>348,380</b>
Blackrod	750,000	360,000	246,000		144,000	750,000
<b>Overall Total</b>	<b>1,524,908</b>	<b>720,000</b>	<b>246,000</b>	<b>414,908</b>	<b>144,000</b>	<b>1,524,908</b>

3.24 Members are requested to note and endorse the proposed options to progress the schemes in light of the emerging investment proposals with regards to the Rail Station Improvement Strategy and Rail Station Accessibility Programme.

3.25 A separate report will be provided to the Policy and Resources Committee to seek their approval with regards the approach to funding outlined above.

#### **4 The National Stations Improvement Programme (NSIP)**

##### **Introduction**

4.1 The purpose of this section of the report is to provide an update on the progress in relation to NSIP Tranche 1 schemes and seeks approval for the list of potential Greater Manchester stations to be put forward for NSIP 2 funding, along with indicative GMITA Minor Work Capital Programme associated funding allocations.

##### **Background**

4.2 The National Stations Improvement Programme (NSIP) is a Department for Transport (DfT) backed programme which allows Network Rail in association with key partners, to deliver improvements to medium sized stations in England and Wales. The primary objective of the programme is to bring about a noticeable and lasting improvement in the environment at stations for the benefit of passengers. Key criteria for accessing the funding includes the following:

- The attraction of additional 3rd party funding;

- Any station should be in the top 500 in usage terms based on ORR's figures- Although a case can be made for a non 500 station to be included if deemed appropriate;
- Does not include work Train Operating Companies are obligated to do via their franchise commitments; and
- Can be aligned with works already planned at a station to achieve efficiencies.

#### **NSIP Tranche 1**

4.3 The table below summarises the stations, in Greater Manchester which have confirmed NSIP1 funding and the contributions which have been committed to through the GMITA Minor Works Capital Programme and which supports the schemes and unlocks the NSIP funding are also shown.

4.4 In total GMPTE has been successful in unlocking NSIP funding of over £6 million, by means of GMITA contributions as part of the NSIP1 programme.

4.5 The NSIP 1 station enhancements are summarised below:

- Manchester Oxford Road: New waiting shelters, new seating, a complete refurbishment of the existing toilets facilities including provision of DDA compliant toilets and new directional signage.
- Manchester Victoria: Additional waiting facilities, help points, CCTV cameras, cycle parking hoops, and refurbishment of the existing toilets;
- Rochdale: Refurbished toilet facilities, additional covered waiting facilities, and additional CCTV camera and CIS screens;
- Wigan North Western: Significant improvements to passenger waiting facilities/environment are planned including enhanced waiting areas on platforms, toilet facilities and redecoration of the subway;
- Altrincham: Phase 1 NSIP improvements consisted of lighting upgrades, CCTV improvements and a basic clean up of platforms and buildings. This complemented the wider scheme which included enhancements to level access between platforms 1, 2 and 3 facilitated by the relocation of the Metrolink Buffer stops and platform resurfacing; and
- Bolton: At platform level- relocation of trains stops reducing the walking distance to the train, refurbished and new passenger waiting facilities, extensions to the existing platform canopies, improvements to the CCTV and CIS systems, new toilet facilities on all platforms, platform resurfacing, and upgraded lighting and signage. At street level- the current station building will be internally rebuilt to provide improved waiting, ticket office and retail facilities. (See Section 2 of this Report)

Station	NSIP Allocation	GMPTE/ITA Contribution	Delivery
	£'000's	£'000's	
Manchester Oxford Road	700	50	2010/11
Manchester Victoria	1,700	50	2010/11
Rochdale	300	50	2010/11 (underway)
Wigan North Western	1,600 (Est)	50	Tbc
Altrincham (Phase 1)	500	2,000	2009/10 (completed)
Bolton	3,000	950	2010/11

## NSIP Tranche 2

- 4.6 In December 2009, Network Rail invited suggestions from stakeholders covering the LNW Region, for stations that might be included in NSIP2 and GMPTE provided an initial list of potential stations and associated enhancements to form the basis for future discussions, clearly subject to change and authorisation. The list provided to Network Rail included the following stations.

RSIS - Station	GMITA Funding Source
Ashton-Under-Lyne	Minor Works Capital Programme
Marple	Minor Works Capital Programme
Bramhall	Minor Works Capital Programme
Walkden	Minor Works Capital Programme
Westhoughton	Minor Works Capital Programme
Irlam	Not confirmed
Flowery Field	Not confirmed
Newton For Hyde	Not confirmed
Hale	Not confirmed
Smithy Bridge	Not confirmed
Castleton	Not confirmed
Broadbottom	Not confirmed
Rose Hill Marple	Not confirmed
Eccles	Not confirmed
Flixton	Not confirmed
Gathurst	Not confirmed
Brinnington	Not confirmed
Hall I' Th Wood	Not confirmed
Ashburys	Not confirmed
Pemberton	Not confirmed
Hattersley	Not confirmed
Ince	Not confirmed
Strines	Not confirmed

- 4.7 In addition, to the above, GMPTE proposed that NSIP2 funding could also be allocated to the following 10 stations. Although the stations and associated schemes had no formal status at the time, their inclusion was based on emerging issues.

- Blackrod- Safety, security and passenger information; and waiting facilities to complement and support accessibility improvements planned for delivery under GMITA's Rail Station Accessibility Programme.
- Broadbottom- Safety security and passenger information; and waiting facilities.
- Eccles- Ticket office.
- Flixton- Ticket office.
- Irlam- Ticket office.
- Levenshulme- Improved access.
- Lostock- Ticket office and upgrade from wooden station.
- Marple Station- Canopy.
- Mills Hill - Ticket office.
- Moston- Safety security and passenger information, and waiting facilities.

4.8 Tranche 2 NSIP funding, estimated to be around £2m (LNW Region), is now available for 2010 onwards and Network Rail is formally consulting stakeholders and partners on potential stations managed through the Northern Rail franchise which might be included.

4.9 Following a meeting with stakeholders to discuss a way forward, Network Rail circulated, a list of station schemes to be considered for potential NSIP2 funding.

4.10 The list includes 27 potential station schemes, of which 15 are within Greater Manchester, 5 in Merseyside, 4 in Lancashire, 1 in Cheshire, 1 in Cumbria and 1 in Derbyshire. The station schemes in Greater Manchester are listed overleaf, including details, where applicable, of committed funding.

Station	Non-Rail 3 <sup>rd</sup> Party Funding £'000's	Funding Source	Indicative Scheme	Comments
Wigan Wallgate	1,250	Wigan MBC/Regeneration monies.	Fit with Better Stations at Wigan NW and Virgin's plans.	Network Rail/Northern Rail inclusion.
Salford Crescent			Network Rail scheme-capacity and platform lengthening.	GMPTE had understood that Network Rail's HLOS scheme would be funded through their updated Delivery Plan. GMPTE is developing a complementary scheme.
Eccles	40	Salford CC (for the forecourt).	Potential New Ticket Office: safety and security systems, new lighting, new cycle shelter.	On GMPTE's initial list
Blackrod	606	DfT £246 GMPTE £360k.		On GMPTE's initial list.

Station	Non-Rail 3 <sup>rd</sup> Party Funding £'000's	Funding Source	Indicative Scheme	Comments
Marple			DDA and renewals activity. Scope required for NSIP scheme. Include canopy.	On GMPTE's initial list.
Deansgate			Opening of subway entrance; Upgrade of information and security systems and station paint.	Network Rail/Northern Rail inclusion.
Lostock			New ticket office, toilet, waiting room and passenger facilities.	On GMPTE's initial list.
Hag Fold			New ticket office, toilet, waiting room and passenger facilities.	Network Rail/Northern Rail inclusion.
Flixton			New ticket office, toilet, waiting room and passenger facilities.	On GMPTE's initial list.
Mauldeth Road			New ticket office, toilet, waiting room and passenger facilities.	Network Rail/Northern Rail inclusion.
Mills Hill			New ticket office.	On GMPTE's initial list.
Irlam			New ticket office.	On GMPTE's initial list.
Levenshulme			Improved Access.	On GMPTE's initial list.
Broadbottom			Safety security and passenger information; and waiting facilities.	On GMPTE's initial list.
Moston			Safety security and passenger information; and waiting facilities.	On GMPTE's initial list.

- 4.11 With the assumption that all RSIS station schemes will be funded through GMITA's Minor Work Capital Programme, it is proposed that the additional list of 10 station schemes is given to Network Rail as potential schemes for NSIP2 funding.
- 4.12 The detailed programme for delivery of NSIP 2 schemes has not yet been confirmed by Network Rail. It is envisaged that the contributions which would 'unlock' the NSIP funding would likely be spread over the next 1 to 3 years.
- 4.13 On the list of the ten stations, contributions are already confirmed at Blackrod (£360k MWCP, £246k DfT) and Eccles (£40k Salford CC).
- 4.14 It is therefore proposed that the following stations list and associated funding is provided to Network Rail, making clear that the list is subject to exploration and subject to the availability of future year's funding and the required authority from Members.

- 4.15 This approach would provide some certainty of inclusion of GMITA/PTE stations on the NSIP2 list of Greater Manchester stations and allow the GMPTE to have a “seat at the table” to continue to explore the opportunities for funding and provide influence over developing schemes.

Station	Scheme Outline	Contribution £'000's	Source
Blackrod	Safety security and passenger information; and waiting facilities to complement accessibility improvements planned for delivery under the Rail Station Accessibility programme including DfT Access for all small scheme funding.	360	MWCP *
		246	DfT *
Broadbottom	Safety security and passenger information; and waiting facilities	Note 1	MWCP
Marple	Station - Canopy	Note 1	MWCP
Mills Hill	Ticket office.	Note 1	MWCP
Flixton	Ticket office.	Note 1	MWCP
Irlam	Ticket office.	Note 1	MWCP
Lostock	Ticket office and upgrade from wooden station	Note 1	MWCP
Eccles	Ticket office.	40	Salford CC*
Moston	Safety security and passenger information; and waiting facilities	Note 1	MWCP
Levenshulme	Improved Access	Note 1	MWCP

\* Confirmed Funding

Note 1: Subject to availability of Minor Works funding in future years.

## 5 Better Stations

### Introduction

- 5.1 The purpose of this section of the report is to provide an update to Members on the progress in respect of the Greater Manchester stations included in the Department for Transport's (DfT) “Better Stations” Report.

### Background

- 5.2 Lord Adonis, the then Secretary of State for Transport, commissioned Chris Green and Peter Hall to prepare a report with a brief to “advise the Government on ways to improve stations, focusing on getting the basic facilities right as well as considering the broader role of stations in the future”.
- 5.3 The resulting “Better Rail Stations’ Report”, published on the DfT’s website on Tuesday 17th November 2009, focuses on:
- achieving an enhanced and consistent level of facilities at each type of station, so that passengers can find what they need and know what to expect;
  - a greater emphasis on end-to-end journeys, with more attention given to helping passengers get to and from the station by bus, bike or car; and
  - more effective integration of public transport into the planning of local communities.

5.4 In response to the report's observations the DfT had published a statement promising they will be 'consulting industry, the devolved administrations and local government stakeholders on the detailed implementation of its recommendations.' In addition DfT has announced that up to £50 million would be made available by Network Rail to help improve the ten 'National Interchange' stations highlighted in the report including Manchester Victoria, Stockport and Wigan North Western from within the Greater Manchester conurbation.

### **Current Position**

5.5 Network Rail has made some progress in developing schemes at the three stations within Greater Manchester.

5.6 For Manchester Victoria, Network Rail is developing a scope of works to address the issues identified with the "Better Stations" Report. Namely: the poor condition of facilities and the associated passenger experience, the under use of the existing station buildings and the vacant site adjacent to the station.

5.7 The requirement for a scheme to address the long-standing problems associated with the station roof together with potential further improvements to the station facilities also, is currently being considered jointly by Network Rail, GMPTE and Manchester City Council.

5.8 Network Rail produced a short report proposing potential enhancements at Stockport rail station to inform the discussion regarding the "Better Rail Stations" Report with GMPTE and Stockport Council. Along with a re-paint and deep clean of the buildings linking the subway and ticket office, this will provide a considerably better environment for passengers. The following enhancements have been identified which will result in an improved overall passenger experience:

- New nosings, risings and treads on all the stairs;
- Cladding the sides of the stairwells to tie in with the subway surfaces;
- Provision of new surfacing to the top of the stairs and landing;
- Undertaking a heavy clean of the exterior of the buildings on the platform;  
and
- Redecoration of the station.

5.9 Separately a car park is currently being developed as part of a Commercial Property project involving the developer of the adjacent shopping and leisure area which increase the number of spaces available to rail users.

5.10 Network Rail has also recently produced a short report proposing potential enhancements at Wigan North Western rail station to inform the discussion regarding the "Better Rail Stations" Report. The report was produced by Network Rail, with substantial input from Virgin Trains, GMPTE and Wigan Council. The measures include:

- Improvements to passenger waiting areas and environment at platform level;

- Improvements to the subway;
- Passenger Information enhancements;
- Lighting and CCTV improvements;
- On the London bound platform, alteration the orientation of the Pumpkin café to enable the entrance to be at the top of the stair well;
- Relocate the toilets to platform level;
- Relocate British Transport Police to the area previously occupied by the toilets (ground level);
- Convert the former British Transport Police office to a Virgin Customer Information Point;
- Tying in the above proposals with identified new surfacing on both platforms; and
- Deep cleaning and modernising the ticket hall and undertaking public realm works to the front of the station.

5.11 These measures were proposed to build upon the scheme developed by Network Rail and Virgin Trains as part of NSIP. However, Central Government has recently announced that the Better Stations funding of £50 million is no longer available. The Better Stations Fund would have contributed £5 million towards the overall cost of £30 million for the Victoria Station improvements. Network Rail are progressing the scheme on the basis that savings or additional funding will be secured GMPTE and Network Rail are currently working in conjunction to assess the potential for alternative funding for the Wigan and Stockport stations.

## **6 Salford Stations**

### **Introduction**

6.1 To provide an update to Members in respect of Salford Central and Salford Crescent stations.

### **Salford Central Station**

6.2 The previous Transport Innovation Fund (TIF) proposals included a scheme to enhance the passenger facilities to the two current platforms at Salford Central Station and provide high quality linkages to surrounding developments. These proposals were contingent upon Network Rail's renewal programme which incorporated raising the height of the two existing platforms by Network Rail during CP4.

6.3 Under a separate TIF scheme, a proposed new bus interchange would have been delivered as a second phase of improvements towards an overall vision for this station held by key stakeholders - GMPTE, Central Salford URC, Salford City Council, Network Rail and Northern Rail.

6.4 As previously reported, Network Rail has advised that they intend to carry out these works during CP5 (2014 – 2019), following a review of renewal needs and priorities, and that it has no plans to carry out any works to the existing platforms at Salford Central Station during CP4.

6.5 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.

- 6.6 GMPTe is striving to ensure that Salford Central remains high on Network Rail's agenda and is seeking opportunities for Network Rail to commit to raising the existing platforms, with or without funding to carry out larger scale enhancements becoming available.
- 6.7 In addition, GMPTe continues to work with all partners to simultaneously identify funding opportunities for a next phase of improvements.

### **Salford Crescent Station**

- 6.8 A report to the Capital Projects Committee on 5 March 2010 confirmed that all stakeholders had agreed development of the existing site as the preferred option for the station; and that a previously considered option to relocate the station to Windsor Bridge north junction (Frederick Road) could be discounted.
- 6.9 The report also described the outcomes of Network Rail's feasibility study into improvements at the existing site and provides a briefing on the progress of the complimentary feasibility study by GMPTe.
- 6.10 The study by Network Rail focuses on accommodating future projected growth of passenger numbers and improving passenger facilities; as well as 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.
- 6.11 Network Rail is now progressing with data collection and preparation for a value management exercise that will form the next phase of development; the objective of which is to define a shortlist of preferred options for further development. Those shortlisted options will be developed to enable selection and approval of a single option by autumn 2010.
- 6.12 GMPTe is actively engaging with Network Rail as part of this process to ensure that the Authority's priorities are both reflected and safeguarded during the scheme's development process. Specifically, GMPTe will be seeking to ensure that opportunities to improve the level and quality of facilities provided for passengers are optimised and to maximise the integration of the upgraded station with other transport modes.
- 6.13 Since the previous report GMPTe has also completed feasibility work, which seeks to complement Network Rail's study and build upon it by focussing on the following areas in close co-operation with key stakeholders (namely Salford City Council, Central Salford URC, the University of Salford and Network Rail):
- integration with bus services on the A6 the University e.g. Media city 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).
- 6.14 GMPTe continues to develop options which will continue into July to integrate with Network Rail's schedule. This will enable a defined shortlist of preferred options in summer 2010.

- 6.15 The critical driver emerging through the ongoing stakeholder engagement work is the need to confirm the single preferred option and provide a firm commitment to funding in a timely manner such that any necessary works may be incorporated into Network Rail's workstream.
- 6.16 Salford University is updating its masterplan and GMPTE is an active member of the stakeholder group that has been convened, which also includes Salford Central URC and Network Rail. This group has confirmed the urgency of some key issues, such as the proposed incorporation of stops for the Media City bus shuttle services and recognition of the timescale for the works to the A6 adjacent to the station, related to the Chapel Street traffic reduction measures, that Salford Central URC will be procuring in summer 2010.
- 6.17 The University is now considering its objectives and strategy for the vicinity of the station and is fully aware of the need to make decisions for this area in the near future such that all stakeholder proposals may be fully integrated. The key focus between GMPTE and the University is legibility of routes between the station, bus facilities and the University, whilst recognising that GMITA/PTE's objectives relate to the whole community and not just the University.
- 6.18 These matters reinforce the importance of maintaining a close, open relationship with all stakeholders to agree key assumptions and parameters for scheme development going forward.
- 6.19 GMPTE is developing an integrated schedule to ensure key decision points for GMPTE, Network Rail and other stakeholders are defined and aligned with the various levels of AGMA/ITA/GMPTE governance and approvals.
- 6.20 Such decisions will be necessary for any works that the Authority would wish to be integrated into the Network Rail scheme for cost effective implementation.

## **7 Recommendations**

- 7.1 Refer to the front cover of the report.

**Michael Renshaw**  
**Interim Bus and Rail Director**