

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

COMMITTEE: Capital Projects
DATE: 5th March 2010
SUBJECT: Bolton Rail Station - Improvements to Passenger Facilities
REPORT OF: Bus and Rail Director, GMPTE

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.
- 2 Request that a further update report be submitted to an appropriate meeting of this Committee in summer 2010.

BACKGROUND DOCUMENTS

Report to Policy Committee dated 6th March 2009, entitled Capital Schemes Update and Report to Capital Projects Committee dated 6th November 2009 entitled Bolton Rail Station – Improvements to Passenger Facilities.

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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 Rail Station.

2 Background

- 2.1 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.

- 2.2 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.

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

- 2.4 The original alignment of the ticket windows had been revised in design and moved through 90 degrees from the existing layout, which allows the ticket office to be visible from all areas of the upper level of the station and provides, overall, a more open plan station.

- 2.5 As part of the scheme Network Rail and Northern Rail are proposing that the Travel Centre on the upper level of the station may become a retail outlet, which, if introduced, would provide passengers with the opportunity to take refreshments and purchase goods in a pleasant and attractive environment. An artist's impression of the proposed new concourse area and a station location plan are enclosed as an appendix to this report.

- 2.6 The overall cost of the planned improvements, inclusive of 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 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).

- 2.7 The GMITA funding will be provided on the condition that the NSIP resources referred to above are confirmed through the necessary Network Rail investment approval process. In addition this funding is a fixed contribution, with Network Rail being liable for any cost overruns.
- 2.8 The Bolton Metroshuttle bus service, which was introduced in November 2008 and is supported by funding from Bolton Council and GMITA, is currently playing an important role in linking the bus and rail stations with the shops and markets in the town
- 2.9 The need for improvements to the rail station is increased by the proposed relocation of Bolton Moor Lane Bus Station to a new site adjacent to the rail station, as part of the Greater Manchester Transport Fund (see Appendix A). The new bus station will be a modern, attractive facility which is integrated with the rail station by means of a direct pedestrian link.
- 2.10 It will therefore be important to ensure that the level of facilities provided for passengers at the rail station is, as far as possible, consistent with those afforded to passengers at the new bus station.

3 Current Position

- 3.1 Network Rail completed the GRIP 4 design process and costing work in October 2009 and the necessary Railway Industry Approval (ORR Station Change) is now in place. Tender documentation has now been issued and it is planned that a Design and Build Contract will be awarded in Spring 2010.
- 3.2 Following on from this it is intended that the work, by Network Rail, will commence on site during the summer.
- 3.3 Network Rail has very recently advised of a slippage experienced during their GRIP 4 design approvals process. They are anticipating a 12 week delay such that the project would not be completed until Spring 2011. GMPTE officers have relayed their concern about any delay to Network Rail and are working with them to endeavour to recover as much of the programme as possible.
- 3.4 GMPTE, Network Rail and Northern Rail have been working together to establish the most effective temporary arrangements for passengers whilst the works are being carried out on site. It has been agreed that the preferred position for siting the temporary ticket office on site whilst construction works at the upper level are taking place, is at the front of the station in the area directly behind the bus facility and in front of the Taxi

Stand turning circle, which it is considered will be the most advantageous arrangement for passengers.

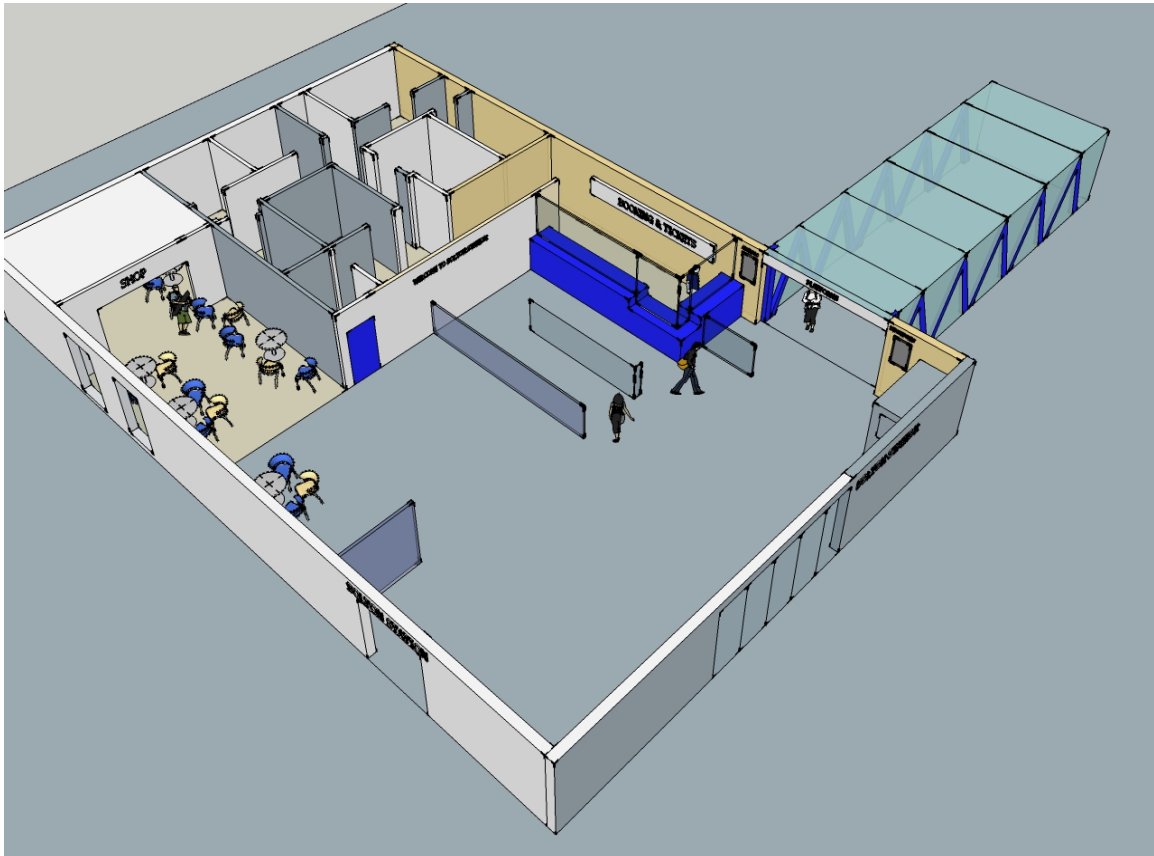
- 3.5 GMPTE Officers propose to work with Network Rail, outside of this scheme, to investigate any potential opportunities for improving the pedestrian footbridge at the rail station and in particular seek to improve the visual appearance of this part of the station.
- 3.6 It is intended that a further report on this scheme updating Members on progress will be brought to this Committee in late summer 2010.

4 Recommendations

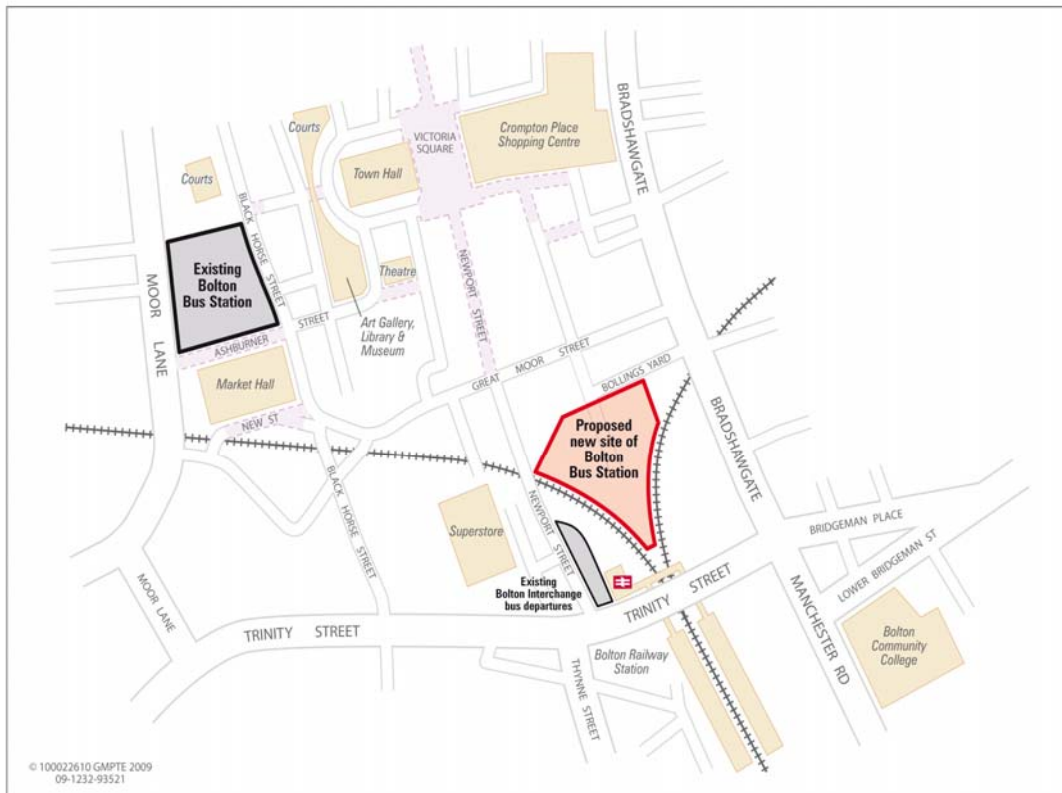
- 4.1 Refer to the front cover of the report.

Michael Renshaw
Interim Bus and Rail Director

APPENDIX A



Artist's impression of the upper level book hall



Bolton Rail Station location plan