

Meeting:

STOCKPORT RAIL STATION REGENERATION UPDATE

Report of the Director of Place Management

1. INTRODUCTION AND PURPOSE OF REPORT

- 1.1 This report provides an update on the Stockport Station Project, progress on the project to date and the next steps.
- 1.2 In the Council's role as accountable body, on behalf Transport for Greater Manchester (TfGM), Network Rail and Avanti West Coast, this report requests delegated authority to enter into programme entry to continue the design development for the Stockport Station redevelopment project and submit the business case documents to enable it to be considered for the City Region Sustainable Transport Settlement (CRSTS) Programme funding.
- 1.3 Finally, this report seeks approval to incur project development costs to continue to progress the design and delivery of project.

2. BACKGROUND TO STOCKPORT STATION REGENERATION ASPIRATIONS AND PROGRESS TO DATE

- 2.1 Stockport Station is already a regionally significant asset which in terms of its rail connectivity already operates at a national, regional, and local level, operating as the key southern gateway into Greater Manchester and has the opportunity to be even more significant but is in need of investment if it is realise its potential as an economic driver for the town centre and the Greater Manchester area. The existing and future connectivity provided by the Station underpins the Town's housing and economic growth potential as part of the wider Greater Manchester and North West economies.
- 2.2 Stockport Station is a key asset to the town centre and the MDC (Mayoral Development Corporation) and is adjacent to Stockport Exchange providing local commuting access to the new interchange and future Metrolink development as well as access to the national rail network with frequent trains to London, Birmingham and Manchester.
- 2.3 Stockport's rail and wider public transport connectivity is one of the main factors underpinning the Council's regeneration strategy and the success of Stockport Exchange in which the Council has taken an intervention approach with its joint venture partner, Muse Developments, is proof that regeneration around public transport hubs works. It has been the choice for a number of high profile occupiers – Stagecoach, Music Magpie, BASF and O'Neill Patient – locating in Stockport and an improved offer will only accelerate this.
- 2.4 The station is also located within the MDC area, Town Centre which will deliver 4,000 new homes and 5,500 new jobs by 2035 and the station is key to this delivery. We have already seen the first homes on site in this area at The Mailbox, The Interchange and Weir Mill which provide the first 600 new homes by 2024 and the next major scheme – Stockport 8 – which will provide up to a

further 1,200 homes will happen quicker with a better station offer. There is also the opportunity to see modal shift from the new residents of the area from the early days of them moving in by such an improvement. At the moment access from the MDC area to the west of the town centre to the station is constrained by the location of the sidings and discussions are continuing on how this could be improved.

- 2.5 Significant investment is needed, centred on a new eastern concourse and new footbridge providing step-free access to modern platform facilities to deliver a state-of-the-art regional station, and support HS2's objectives for growth.
- 2.6 In March 2021, Lord Kerslake chaired a senior Roundtable meeting about the future of Stockport Station with the Mayor of Greater Manchester, Chair of Network Rail and other key stakeholders.
- 2.7 Those senior stakeholders recognised the potential for Stockport Station to address local, regional, and national priorities for transport network capacity, housing, and economic growth. Furthermore, they agreed to take on strategic oversight of creating a deliverable investment proposition for the long-term redevelopment of Stockport Station and tasked a Senior Industry Working Group to take that work forwards.
- 2.8 Responding to this challenge a SOBC an application for circa £20 million of Levelling Up Fund (LUF) Round 1 was submitted to government in June 2021, with a commitment to commence work immediately on the preparation of an Outline Business Case and RIBA Stage 2 design.

3. NEXT STEPS

- 3.1 Although the LUF Round 1 bid was unsuccessful, Stockport Council and its partners remain committed to the project, reaffirmed at the Senior Roundtable Meeting of 9th November 2021.
- 3.2 Stockport Council engaged WSP and BDP to undertake the production of an Outline Business case and supporting study to take the design proposals through to a status equivalent to RIBA 2 and Network Rail PACE ES3 (formerly GRIP 3), moving the project on to the next stage and seeking to maintain partner support and commitment;
- 3.3 The RIBA stage 2 report and OBC was shared with the industry working group regarding the acceptability of the work to date with a recommendation that we proceed with the next stage of works.
- 3.4 Work is now ongoing across industry partners to fully scope out the next stage of works with a number of workshops planned over the coming weeks. It is the intention that work on the development of the ES3 design commences in the spring.
- 3.5 Officers are working with stakeholders to secure funding for elements of the scheme, including development monies to continue the design process.

4. THE PROJECT

- 4.1 The project being developed by the council comprises in brief;

- 4.1.1 New primary eastern concourse building on the open space between the existing station building and multi-storey car park (MSCP);(see Appendix 1 – Images are subject to change)
- 4.1.2 New secondary western entrance on the Network Rail yard at Shaw Heath, Edgeley;(see appendix 1– Images are subject to change)
- 4.1.3 New segregated footbridge (for paid and unpaid customers) at the southern end of the platforms, including the potential for a direct connection into the MSCP;
- 4.1.4 Refurbished platform buildings; and a refurbished subway as a dedicated service and emergency access route.

4.2 **TfGM South Manchester and Stockport Requirements Study**

- 4.3 The West Coast Main Line (WCML) through Stockport station is a key location on the south Manchester rail network, where multiple busy routes converge, leading to congestion and capacity challenges. The station and adjacent areas were not upgraded alongside the rest of the WCML in the early 2000s, retaining sub-optimal track layouts and signalling from a previous generation of operating practise.
- 4.4 Recent timetable developments and studies have highlighted the restrictive nature of the infrastructure with a lack of capacity to accommodate any future uplift in service provision.
- 4.5 As well as the existing problems, the WCML through Stockport also has a role serving the classic compatible HS2 network during phases 1 and 2A and, later, as part of the Northern Powerhouse Rail (NPR) network between Manchester and Sheffield. At the same time, there are local aspirations to develop the station as an improved transport interchange, integrated with TfGM's Tram-Train and Metro proposals.
- 4.6 The wide range of different schemes and aspirations, all at differing levels of development, are making it challenging to develop a holistic solution for the South Manchester network which will address all future needs, as there is no single sponsor empowered to bring together all the projects. As a result, TfGM commissioned work to develop an Intervention Plan for infrastructure changes required to meet the needs identified, with a recommended timescale for each intervention.
- 4.7 The work highlighted that with Intervention plan 2 in place (grade separation of as many conflicting moves at Edgeley as is practicable and alterations to Manchester Piccadilly's track layout), it becomes possible to run at least 17 passenger trains per hour through Stockport. Crucially, the capacity created by Intervention Plan 2 does not become surplus when HS2 Phase 2B and NPR infrastructure is complete. Once these schemes are delivered the capacity, they release through Stockport is backfilled by the fulfilment of further aspirations.

5. **FINANCIAL AND RISK ASSESSMENT CONSIDERATIONS**

- 5.1 The Council is acting as accountable body on behalf of TfGM, Network Rail and Avanti West Coast. There will be a requirement for the s.151 Officer to sign the business case before submission for CRSTS or other funding bids.

- 5.2 The Council will be the capital grant recipient and administrative body and will enter into Funding Agreements for each scheme. The Council, or its delivery partners, will then procure contractors to deliver the works. So far, the scheme funding has been through council resources, an Evergreen grant from GMCA, and a contribution from Avanti West Coast.
- 5.3 Further funding contributions for both development and capital works would be required from Avanti West Coast and Network Rail.
- 5.4 Further funding from the CRSTS programme will be applied for via TfGM into GMCA.

6. RISKS

- 6.1 Quantified Risk Assessment (QRA) has been carried out by workshopping key risks for the project as part of the business case, recording them in a register and updating them as schemes progress. The outcome of the QRA provides a calculated risk total for the Cost Plan of the scheme.

7. LEGAL CONSIDERATIONS

- 7.1 A detailed Funding Agreement between the Council and Avanti West Coast will be required to be entered into for the additional scope of works.
- 7.2 Subsidy Control advice will be sought to ensure compliance where, and if required, on specific project elements. Procurement will follow the Council's financial procedures to ensure compliance with grant requirements.
- 7.3 There will be a requirement to enter into an agreement called a Basic Asset Protection Agreement (BAPA) with Network Rail which formalises our working arrangements with Network Rail, allowing us to develop the project ahead of delivery.

8. HUMAN RESOURCES IMPACT

- 8.1 Not directly applicable to the report.

9. EQUALITIES IMPACT

- 9.1 Stockport Railway Station is being designed to promote equal access. This includes full accessibility to the Rail Station that that will improve access to and around Stockport. This projects contribute to the Council's vision statement "Promote equal life outcomes for all by tackling known inequalities across the borough of Stockport".
- 9.2 An equalities impact assessment will be included in the business case.

10. ENVIRONMENTAL IMPACT

- 10.1 The redevelopment of the station is providing an opportunity to take strides to reduce the environmental impact of the station, exploring options to reduce embedded carbon and introduce sustainable energy sources. The station will

encourage modal shift onto cleaner transport, offering better connectivity and access.

11. RECOMMENDATIONS TO SCRUTINY

11.1 That the Committee is requested to:

11.1.1 note the contents of this report, and progress on the project

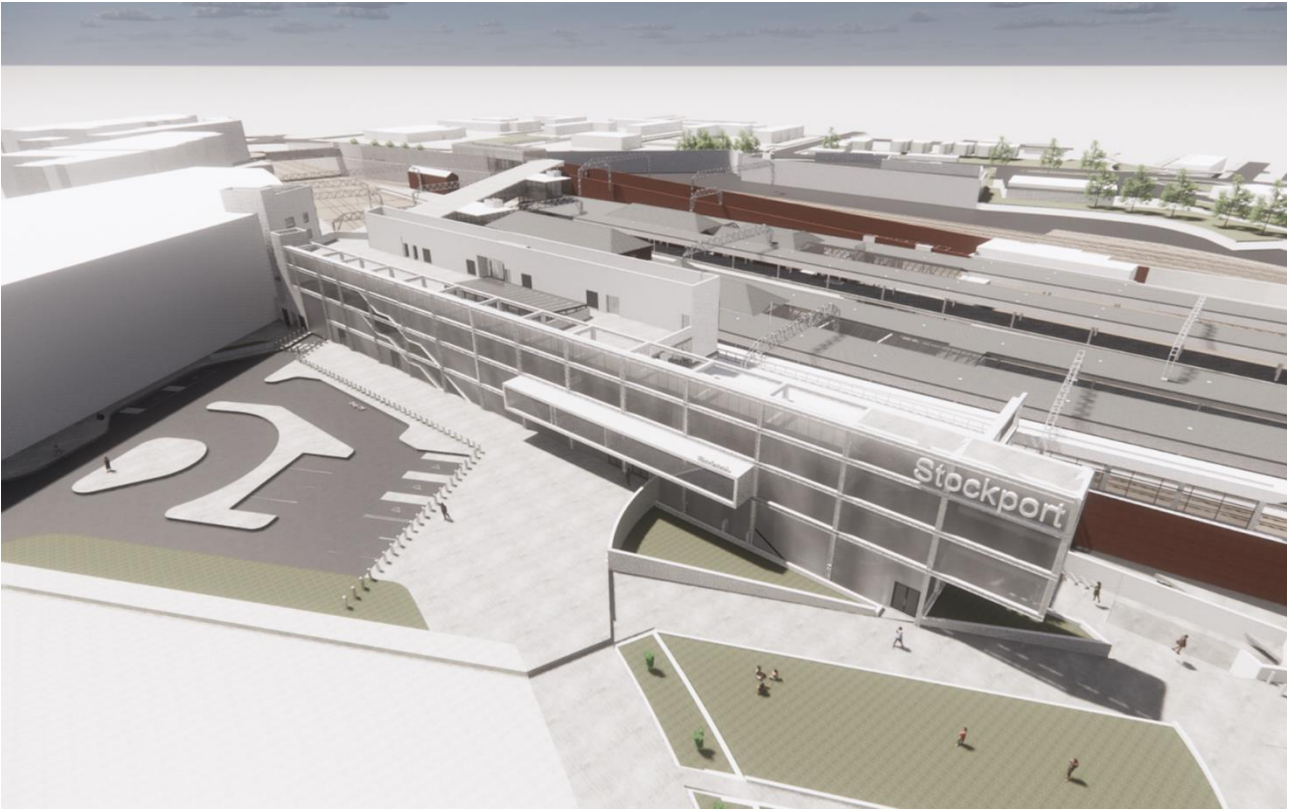
11.1.2 Support approval to the approach to the development and submission of the business case.

11.1.3 To support that delegated authority is given to the Director of Development & Regeneration, the Director of Place Management, and the Deputy Chief Executive (Corporate & Support Services), in consultation with the Cabinet Member for Economy and Regeneration for:

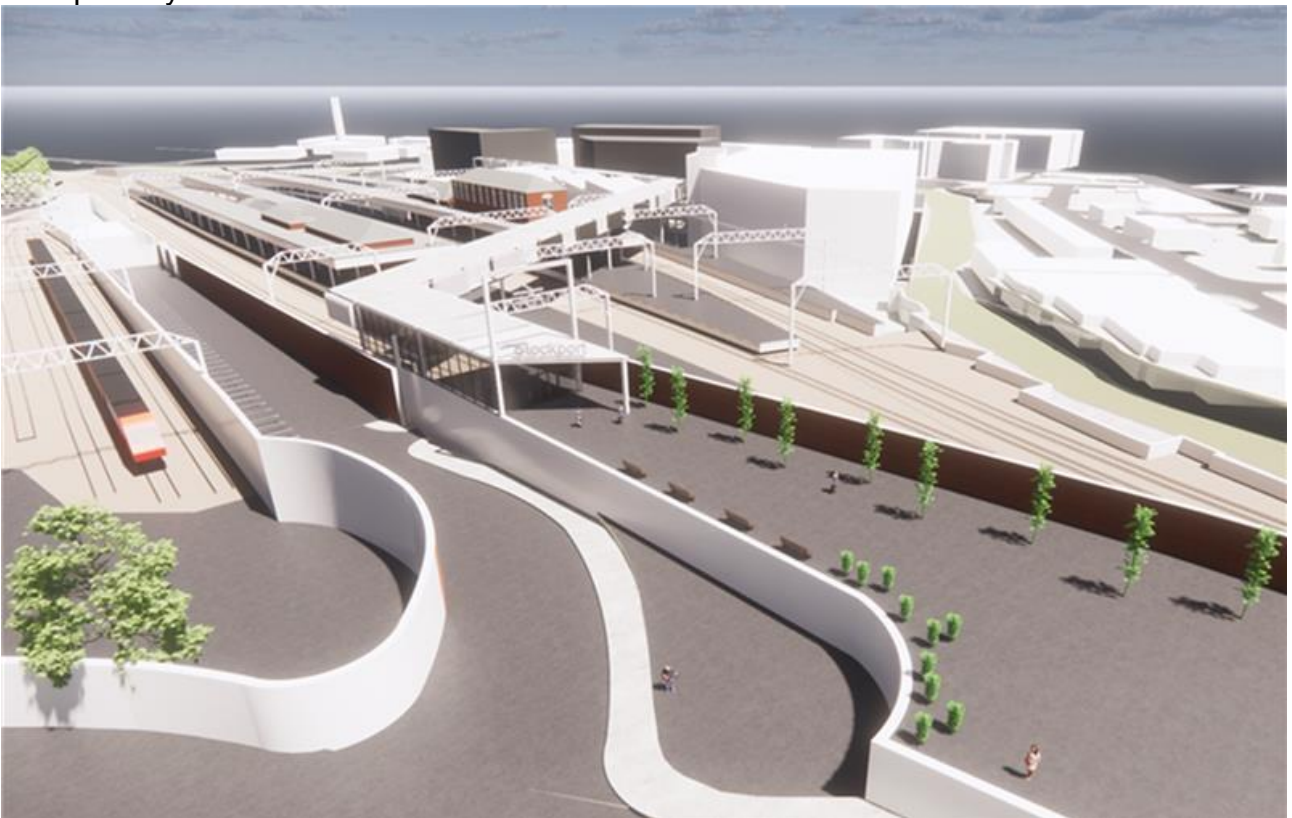
- The Council, in its role as accountable body to sign off and submit the business case documents for the Stockport Railway Station project.
- The Council, in its role as accountable body to enter into all required funding agreements, and associated terms with Avanti West Coast and Network Rail.
- Authority to enter all contract, partner, land and procurement arrangements, and to seek permissions, including planning permissions, as required to build and operate or manage, as appropriate, reporting back as necessary and appropriate to the Cabinet.
- Authority to approve the final schemes and their construction programme following approval of the final business cases.
- Authority to enter into agreement with the landowners for temporary access rights and purchase the land necessary to construct the schemes.
- Agree to authorise officers to enter into final negotiations with affected landowners to agree heads of terms for land purchase by agreement.
- That Authority is delegated to the Assistant Director (Legal & Democratic Governance) to do all things necessary or incidental to the implementation of the above-mentioned resolutions.

Appendix 1

Images of proposal



New primary eastern concourse



New secondary western entrance

BACKGROUND PAPERS

There are none

Anyone wishing to inspect the above background papers or requiring further information should contact Sue Stevenson on Tel: 0161-474-4351 or by email on sue.stevenson@stockport.gov.uk