

## Scrutiny Review Group - Railways

### REPORT TO THE EXECUTIVE



<b>DATE</b>	<b>17/03/2020</b>
<b>PORTFOLIO</b>	<b>None</b>
<b>REPORT AUTHOR</b>	<b>Scrutiny Review Group</b>
<b>TEL NO</b>	
<b>EMAIL</b>	

#### PURPOSE

1. To consider the outcomes of the second scrutiny review of Manchester Road Railway Station.

#### RECOMMENDATION

2. That the Executive be recommended to –
  - (1) Work with Lancashire County Council and the newly appointed Government-owned company to progress the car park as a matter of urgency and note Scrutiny's opposition to any fees being introduced.
  - (2) Lobby Antony Higginbotham MP for funds to secure funding for better infrastructure on all northern rail lines and for funds to be released to finish phase 3, in particular with attention to Platform 2 and make the station fully DDA compliant.
  - (3) Instruct the Head of Economy and Growth to progress work with the newly appointed Government-owned Company and Burnley Bondholders to provide a modern advertising scheme at the station.

#### REASONS FOR RECOMMENDATION

3. To continue to maximise the benefits of the new rail link and facilities for residents of, and visitors to Burnley.

#### SUMMARY OF KEY POINTS

4. In 2017 the Scrutiny Committee carried out a cross party review to look at the rail link to Manchester, and associated services. Whilst the new station and the rail service to Manchester were held in high regard it was felt that there were still some aspects of the new station facility that could be improved. A report with scrutiny's findings and recommendations were submitted to the Executive in July 2017 and are attached at appendix 1 to this report.

5. In 2019, as part of the Scrutiny Committee's work programme, it was agreed to revisit the station to see what progress had been made on the promises made in 2017.
6. A site visit was made in October 2019 and the following observations were made
  - There was only one publicity sign about Burnley, and it was no more informative than the one displayed in 2017
  - The access to platform 2 was still inadequate and the one shelter on the station was too small
  - The proposed car park on the site of the former Ambulance Station had not happened despite the site having been vacant for some time
7. The Review Group invited the stakeholder manager for Northern Rail and a Lancashire County Council representative to meet and discuss the agreements that had been made in 2017 and to update the review group accordingly.
8. A representative from Lancashire County Council was unable to attend the meeting but did provide a briefing note on the proposed car park, indicating that construction was planned between March and September 2020. The briefing note also indicated that Community Rail Lancashire Ltd (CRL) was drawing up plans for a future Dft Access for All Programme submission for platform 2, but that there was no funding stream available at present. Attached at appendix 2 to this report is photographic evidence showing Leyland Station which is an example of a DDA compliant station
9. Mr Raj Chandarana, Stakeholder Manager for Northern Rail, attended the scrutiny meeting on 16<sup>th</sup> January 2020 and gave a presentation on the challenges and ambitions of the new franchise for Arriva. He updated members on the rolling stock, which would be refurbished, and the pacer trains phased out by May 2020. On Infrastructure he highlighted the main challenges were congestion on the train lines going into Manchester and the need for a new infrastructure with modern signalling. Currently there was a disconnect between track and train with service recovery (where stops are skipped to recover time) effecting customer satisfaction. On Industrial Relations he advised that the strike issues had been resolved and there would be a second person operating on every northern train. New staff contracts were being issued which would include Sunday operating hours and provide a more reliable Sunday service.
10. In respect of the car park Mr Chandarana said the Northern Rail were working with Lancashire County Council (LCC) on a design plan and that Northern Rail would manage the car park on behalf of LCC but this had to be cost neutral, and hence the possibility of car park charges was under consideration.
11. Kate Ingram, Head of Economy and Growth, reminded members that the Council had contributed 25% of the cost of the new station building and that there were three phases, the next being the car park and phase three making the station DDA compliant. The Council was contributing 10% towards the car park. It had been agreed when the project commenced, by the three partners, Lancashire County Council, Northern Rail and Burnley Borough Council that the station would operate the car park on the principle of it being free to rail users.
12. In respect of advertising at the station, Kate Ingram said that a new location plan had now been displayed and the visitor information was being refreshed and would be displayed by

Spring 2020. She was also working with Northern Rail and Burnley Bondholders on advertisements on the platforms.

13. The review group made the following findings and recommendations

- (i) Findings: That it was taking too long to provide the extra car parking at the station.

Recommendation: That the Council work with LCC and Northern Rail to progress the car park as a matter of urgency. (NB. Since the meeting the franchise for Northern Rail has been taken from Arriva and put under Government control)

- (ii) Findings: There had been insufficient investment by the Government in rail infrastructure improvements particularly in and around central Manchester and this had led to subsequent issues of congestion and time-tabling.

Recommendation;- That the Executive be asked to lobby the MP to secure funding for better infrastructure on all northern rail lines

- (iii) Findings: Based on reports provided by Community Rail Lancashire Ltd. they were currently drawing up plans for a fully compliant DDA scheme to access the West facing platform to seek future DfT Access for All Programme or other funding, in partnership with Northern.

Recommendation: That the Executive be asked to lobby the MP for funds to be made available to finish phase 3 and make the station fully DDA compliant.

- (iv) Findings: Advertising at the station had not materialised in a timely manner but welcomed the progress that had now been made

Recommendation; That the Council progress work with Northern Rail and Burnley Bondholders to provide a modern advertising scheme at the station.

14. Members of the Review Group would like to thank officers and stakeholders for their time in assisting with the review.

#### **FINANCIAL IMPLICATIONS AND BUDGET PROVISION**

15. N/a.

#### **POLICY IMPLICATIONS**

16. N/a.

#### **DETAILS OF CONSULTATION**

17. Council Officers, Members of the public, businesses, Lancashire County Council, Northern Rail.

**BACKGROUND PAPERS**

18. *N/a*

**FURTHER INFORMATION**

**PLEASE CONTACT: Imelda Grady**

**ALSO:**