

BERKSHIRE LOCAL TRANSPORT BODY (BLTB)

REPORT TO: BLTB

DATE: 15 November 2018

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PART I

Item 10: Network Rail Access for All – CP6 Programme

Purpose of Report

1. On 25 July 2018, the government confirmed that it was making £300m available to Network Rail to continue its Access for All station improvement programme in Control Period 6 (2019-2024)

Recommendation

2. You are recommended to submit the prioritised list of stations set out in table 3, paragraph 11 to Network Rail for consideration for inclusion in the CP 6 Access for All programme

Other Implications

Financial

3. There are no financial implications for BLTB. This report suggests a priority for investment for the Network Rail Access for All programme, which is funded nationally by government.

Risk Management

4. There are no significant risks for BLTB.

Human Rights Act and Other Legal Implications

5. Slough Borough Council will provide legal support for the BLTB should any questions arise.

Supporting Information

6. Access for All is the name given by Network Rail to its national investment programme for improving accessibility to its stations. The government has recently confirmed that £300m will be available during Control Period 6 (2019-2024)
7. Network Rail has published guidance for making representations about which stations should be prioritised for investment. It reads:

Selected stations will receive an accessible route into the station and to and between each platform. Nominated stations will be assessed primarily against similar criteria to those used in previous Control Periods. These are:

- *Footfall, using figures published by the Office of Rail and Road*
- *Stations where there is a particularly high incidence of disability in the area, based on Census data*
- *A particular local circumstance such as the proximity of hospitals, a school for disabled children or a military rehabilitation centre for example, or stations with relatively high numbers of interchange passengers*
- *The availability of third party funding*
- *Stations that would help to fill “gaps” in accessibility on the network*

8. There are 36 stations in the Thames Valley Berkshire area, grouped as follows:

Table 1: Summary of Accessibility of TVB area Stations

Group	No.	Stations
Works complete or not needed (no access restrictions)	8	Ascot, Bracknell, Maidenhead, Newbury, Reading, Slough, Twyford, Wokingham,
No access restrictions	5	Cookham, Furze Platt, Wargrave, Windsor and Eton Central, Windsor and Eton Riverside
Works on site	2	Langley and Burnham (funded as part of the Crossrail programme)
Works already approved for CP6	1	Theale – approval carried forward from CP5
Low priority (current access to all platforms via adjacent level crossing, bridge or subway)	9	Crowthorne, Datchet, Hungerford, Martins Heron, Midgham, Sandhurst, Sunningdale, Thatcham, Winnersh,
Long list of candidate stations	11	See Table 2 below

Table 2: Long List of 11 candidate stations

Station	DfT Cat	Entries and Exits	Inter changes	Station Operator	Local Authority	S/L
Earley	D	614,532	0	SWR	Wokingham	
Tilehurst	E	551,794	0	GWR	Reading	Yes
Winnersh Triangle	E	469,354	0	SWR	Wokingham	Yes
Pangbourne	E	456,408	0	GWR	West Berkshire	Yes
Reading West	E	434,612	11,855	GWR	Reading	Yes
Mortimer	E	193,748	0	GWR	West Berkshire	Yes
Wraysbury	F2	110,302	0	SWR	RBWM	
Newb'y Racecourse	F1	100,302	0	GWR	West Berkshire	
Kintbury	F1	99,484	0	GWR	West Berkshire	
Aldermaston	F1	88,988	0	GWR	West Berkshire	
Sunnymeads	F2	42,328	0	SWR	RBWM	

9. Earley Station has not been prioritised for the following reasons

- There are alternative routes for eastbound passengers available by either changing trains at Reading or by travelling from Reading (3.6 miles away) or Winnersh (2.1 miles away) Stations

- The westbound platform at Earley is fully accessible; the eastbound platform is accessible only by the station footbridge
 - The local priority for Access for All Works is Winnersh Triangle (1.5 miles away) where neither platform is currently accessible
10. The remaining five stations have not been prioritised because they are all Category F and have the lowest passenger numbers.
11. Following discussion with Berkshire Strategic Transport (Officers') Forum, 5 of the above stations have been shortlisted

Table 3: Shortlist of 5 priority Stations, with details

Shortlisted Stations	Detail
Mortimer	Cat D station, only one platform (Reading-bound) currently accessible. West Berkshire s.106 contribution of £40k available, maybe more from CIL 2010. Accessibility Audit report available
Pangbourne	Cat D station, only one platform (Reading-bound) currently accessible. West Berkshire s.106 contribution of £25k available, maybe more from CIL 2010. Accessibility Audit report available
Reading West	Cat E station, neither platform is currently accessible. Network Rail feasibility study shows that Access for All will be difficult and expensive to deliver due to narrow platforms. A Masterplan has been developed by Reading Council and GWR for wider passenger enhancements (including accessibility) however the scheme is currently unfunded.
Tilehurst	Cat E station, only one platform out of four is currently accessible. Footbridge has passive provision for lifts, therefore an Access for All scheme should be relatively low cost to deliver. High local interest, including a recently launched petition ⁱ which has gained over 900 signatures. No local funding contribution has currently been identified.
Winnersh Triangle	Cat D station, neither platform currently accessible. Its catchment is a business park as opposed to a residential area, and one of the businesses located there promotes access for all (Guide Dogs for the Blind). There is a £3m commitment from the LEP to a Wokingham Borough Council scheme to improve park and ride and station facilities; any Access for All Works could be incorporated into scope of this improvement scheme. Accessibility audit shows that Access for All will be difficult and expensive to deliver due to embankment location and narrow platforms.

Conclusion

12. The report identifies the Access for All priorities for investment in the TVB area and will be forwarded to Network Rail, who manage the available funds.

Background Papers

13. [Network Rail Access for All Scheme](#)ⁱⁱ

ⁱ <https://www.change.org/p/glenn-dennis-we-need-a-lift-at-tilehurst-station-for-wheelchair-users-907a4057-d80e-45a7-9a81-981f99bf535f>

ⁱⁱ <https://www.networkrail.co.uk/communities/passengers/station-improvements/access-for-all/>