PURPOSE OF REPORT

To present an update in relation to the Metrolink Capital Programme.

RECOMMENDATIONS

Members are asked to note the progress made on the delivery of the new Metrolink lines, together with other works associated with the network expansion and improvements.

BACKGROUND DOCUMENTS


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1. **Introduction**

1.1 The report updates Members on the progress to date on the Metrolink Capital Programme, including the work on the extensions and the enhancements to the existing network.

1.2 Details of progress on the individual projects are set out in the following sections.

2. **Tram Management System (TMS)**

2.1 Since Thales identified TMS issues during testing at Victoria Station in April 2016, a full systematic design review was undertaken by Thales which identified a number of potential system issues that require design changes and on-site fixes. Mitigation measures are being applied until technical fixes are implemented to ensure operational safety is maintained.

2.2 The remaining roll-out of the TMS system is postponed until Thales have completed the system design review, developed solutions and provided acceptable assurance evidence to support the Metrolink Case for Safety.

2.3 The TMS issues did not have any impact on the twin track operation through St Peter’s Square at the end of August and this was successfully tested and commissioned into service on schedule.

2.4 Whilst no date for 2CC operational commencement has been confirmed it is expected that Thales will complete the necessary design and changes at Victoria Station to allow testing and commissioning late December 2016 / early January 2017. This work is required to allow services to turn back towards the city centre from the centre platform.

2.5 The remaining rollout of the TMS migration at the following sites will be confirmed once the design issues are resolved:

- Crumpsall to Bury (Late Spring 2017 – tbc)
- Timperley to Altrincham (Summer 2017 – tbc)

2.6 Once the final sections of the original Metrolink signalling system have been replaced by TMS control, the removal of the legacy signalling system can be undertaken. This will include the removal of old signals, trackside cabinets and cabling. Work is currently scheduled to complete late 2017.
3. **Second City Crossing (2CC)**

3.1 All elements of the Second City Crossing programme that were awarded ERDF funding, including the new accesses and part of the enhancement works at Deansgate Castlefield (DCF) and the Exchange Square spur, are complete and fully operational.

3.2 Works in St Peter’s Square (SPS) were completed in the recent blockade (26 June – 28 August 2016) to allow the upgraded 1CC to be fully re-opened to passenger traffic. The construction of new shelters, trees, paving and OLE were all completed in the period, and the single line sections replaced with twin tracks at either end of 1CC.

3.3 The final phase of works in SPS, which are to complete the 2CC faces on the new platforms and all of the urban realm paving in the square are currently ongoing and will be completed in October 2016 as planned.

3.4 Works were also completed in SPS for the relocation of the refurbished St Peter’s Cross, with only the new lighting of the cross remaining to be installed.

3.5 Works have commenced on the new water feature in SPS following the legal agreement being put in place between TfGM and MCC. Works are due to be completed here early in 2017.

3.6 Final paving of the square, to tie into the paving installed previously by Manchester City Council (MCC) is currently progressing.

3.7 Trackworks are nearing completion from SPS into Princess Street, with a general closure of through traffic in Princess Street still in place to allow track installation from Albert Square to the Cenotaph area. There are two alternative routes through Manchester for road traffic whilst these works progress.

3.8 Both tracks and road surfacing of Princess Street have been completed from John Dalton Street through to Cooper Street. Works to return Cooper Street to a 2-way road are also ongoing presently.

3.9 Cross Street is open to traffic and pedestrians from King Street – John Dalton Street.

3.10 Trackworks construction is now complete along the length of Cross Street and the road construction is completed. The road remains closed to traffic from King Street to Market Street to allow paving works on the footpaths here to be safely progressed.

3.11 The paving in front of the Exchange Theatre, and around the Unitarian Church remains to be completed, but works here are progressing to programme.
3.12 Overhead line works are currently ongoing along Princess Street and Cross Street, with works progressing at nights, and the tie-in to the Exchange Square Spur is due to be completed in October 2016.

3.13 Slow progress has been made to date on the Victoria project closeout with Network Rail. The works at Victoria that interface with 2CC still require remedial and snagging works to be completed. These will have to be completed before maintenance responsibility can be transferred to the operator.

4. Trafford Park Line

4.1 On the basis of the DfT guidance and on the understanding that the Inspector’s Report reached the DfT in January 2016, it was assumed that the Secretary of State would announce his decision on the TPL application in July 2016. This did not happen due to the number of Transport and Works Act Orders (TWAO) applications having grown as a result of recent investment in national infrastructure. We await an announcement.

4.2 Following award of the TWAO a detailed construction programme will be agreed.

4.3 The Main Works contractor design is ongoing, in advance of awarding the main contract. This includes the development of functional specifications, and a planning design guide, in conjunction with Trafford Council Planning and highways departments. A further report will be brought back to GMCA following the finalisation of the delivery arrangements for the scheme; in order to formally releasing the remaining funding for the scheme.

5. Recommendations

5.1 Please see front page of this report.

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