Transport for Greater Manchester Committee
Capital Projects and Policy Sub Committee

Agenda

Date: Friday 8 November 2013
Time: 10:30 am
Venue: Council Chamber Ante Room, (access via link bridge), Level 2, Town Hall, Albert Square, Manchester M60 2LA

Group Meetings
Labour: 9.30 am, Room 312, Level 3, Manchester Town Hall.
Lib Dem: 9.30 am, Committee Room 5, Level 2, Manchester Town Hall Extension.
Conservative: 9.30 am, Committee Room 6, Level 2 Manchester Town Hall Extension.

Members of the Sub Committee:
Councillors: Colledge, Cordingley, Dean, Dickinson, Dillon, Fender, Fitzpatrick, Garrido, Godson, Grimshaw, Harkin, Jones, Robinson, Smethurst and Wright.

Substitutes Members:

Transport for Greater Manchester Committee is a Joint Committee of the Greater Manchester Combined Authority and the 10 Greater Manchester District Councils.
PART A

Section 1 – Standing Items

1. Apologies For Absence

2. Urgent Business and announcements (if any) at the discretion of the Chair.

3. Declarations of Interest in any contract or matter to be discussed.  
   (if any Member has a personal/prejudicial interest please complete the form enclosed and hand to the committee clerk at the beginning of the meeting)

4. Minutes

Section 2 – Items for Information

5. Metrolink Capital Update

6. Bus Priority Update

7. Interchanges Update

Section 3 – Item for Resolution

8. Tram-train Strategy

Further Information

For copies of papers and further information on this meeting please refer to the website www.tfgmc.gov.uk

Alternatively, contact the following Committee Officer:

Paul Harris
Tel: 0161 234 3291
Fax: 0161 236 6459
Email: p.harris@manchester.gov.uk

This agenda was issued on 31 October 2013 on behalf of Sir Howard Bernstein, Clerk to the Joint Committee and Donna Hall, Secretary to the Joint Committee, PO Box 532, Town Hall, Albert Square, Manchester, M60 2LA.
TfGMC Capital Projects and Policy Sub Committee meeting on Friday 8 November 2013

Declaration of Interests in Items appearing on the Agenda

NAME ________________________________

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PRESENT: Councillor Roger Jones (in the Chair).

Councillors: Michael Cordingley, Peter Dean, Doreen Dickinson, John Dillon, Andrew Fender, Dean Fitzpatrick, Joan Grimshaw, Guy Harkin, June Reilly*, Peter Robinson, Eunice Smethurst and Craig Wright.

APOLOGIES: Councillors Matthew Colledge and Robin Garrido.

*denotes substitute for an absent Member.

CPP13/10 URGENT BUSINESS AND CHAIR’S ANOUNCEMENTS

(a) Cycle City Ambition Grant

Members welcomed the recent announcement that TfGM had been successful in securing £20 million of Government funding as part of the Cycle City Ambition Grant, to provide a series of high quality cycle routes across the conurbation, together with a programme of cycling promotion and education. The Chair on behalf of Members thanked officers for their hard work in developing this successful bid.

CPP13/11 DECLARATION OF INTEREST

There were no declarations of interest made.

CPP13/12 MINUTES

The minutes of the proceedings of the Capital Projects and Policy Sub Committee meeting, held on 5 July 2013 were submitted.

Resolved/-

That the Minutes of the proceedings of the Capital Projects and Policy Sub Committee meeting, held on 5 July 2013, be approved as a correct record.

CPP13/13 METROLINK CAPITAL UPDATE

A report was presented which updated Members on the progress to date on the Metrolink Capital Programme, including works to the extensions and the enhancements to the existing network.
In response to an enquiry from a Member, officers confirmed that the Tram Management System (TMS) was operational at Cornbrook Junction.

Members noted that with regard to TMS on the Oldham Rochdale line, progress was on-going and that interim measures were in place on the single line section.

Resolved/-

That the progress made in regard to the delivery of the new Metrolink lines, together with other works associated with the network expansion and improvements, be noted.

CPP13/14 RAIL INFRASTRUCTURE UPDATE

Members received a report which provided them with an update on the recent progress in respect of a number of rail station infrastructure schemes and initiatives in Greater Manchester.

With regard to the proposed works to platform heights at Salford Crescent, a Member enquired as to what proposals were in place to deal with platform height issues at other railway stations. In response, officers explained that they continued to raise this matter with Network Rail.

Following an enquiry from a Member, officers undertook to discuss the booking office and shelter issues with the Member concerned away from the meeting.

A Member commented that the works at Blackrod Railway Station had been completed and therefore should be removed from future Rail Station Accessibility Programme updates.

Resolved/-

1.) That the report and the progress which had been made on the various rail schemes and initiatives in recent months, as set out in the report, be noted;

2.) That a further update report be submitted to this Sub Committee in early 2014, be noted.

CPP13/15 TRAFFIC SIGNALS MAINTENANCE CONTRACT

A report was presented which informed Members on the progress being undertaken by TfGM in relation to the traffic signal asset replacement programme.

In response to an enquiry from a Member regarding the phasing of traffic signals along the A62 in Oldham, officers explained that such phasing requirements was a matter determined by the relevant districts.
Resolved/-

1.) That the report be noted.
2.) That further reports would be brought to this Sub Committee in six monthly intervals, be noted.

CPP13/16 NETWORK MANAGEMENT STRATEGY

Members received a report which updated them on the works being undertaken by TfGM in relation to its highway network management responsibilities. Members noted that these responsibilities were detailed in the Traffic Management Act 2004 and were summarised as a requirement to ensure that traffic can move with minimal delay and disruption throughout the conurbation.

Resolved/-

1.) That the report be noted.
2.) That further reports on this matter be brought to the Sub Committee in six monthly intervals to update Members with regard to the progress in this area.

CPP13/17 KEY PERFORMANCE INDICATORS AND FORECASTS

Members received a report which provided them with an update on the latest position for each Local Transport Plan and TfGM performance indicator. A suite of indicators was set out at Appendix A to the report.

With regard indicator 4b Reliability and Punctuality – rail, a Member highlighted the importance of receiving good data from operators in order for an accurate baseline to be maintained.

A Member referenced a recent report by Nexus which highlighted a decrease in the use of bus and metro services in the North East and a resultant increase in car usage.

With regard to indicator 2a Bus patronage, a Member suggested that it would be helpful for a breakdown of those bus passengers that pay for services and those travelling on a concession to be provided. In addition, a Member commented that an evidence base should be created to provide a response to any proposals by the current Government to introduce changes to the current concession scheme. In response, officers undertook to explore this matter further.

A Member enquired as to whether the introduction of the First Bus fares initiative had resulted in an increase in patronage on First Bus services. In response, officers explained that First had reported a marginal increase in patronage levels on these services and that services would continue to be monitored as part of the 2 year monitoring period.
Resolved/-

That the update on Key Performance Indicators and Forecasts be noted.

CPP13/18  GREATER MANCHESTER FREIGHT ISSUES

A report was presented which advised Members on key local freight trends, likely implication and further work now underway to position Greater Manchester to both freight demands and maximise the future contribution that freight can make to long term growth.

Resolved/-

1.) That the report be noted,
2.) That a further report was to be brought to a future meeting of this Sub Committee be noted.

CPP13/19  CARRIAGE OF MOBILITY SCOOTERS ON METROLINK

A report was presented which provided an update to Members on the Department for Transport (DfT) commissioned research in to the carriage of mobility scooters on public transport.

In response to an enquiry from a Member, officers explained that a period of testing each of the recommended mobility scooters was to take place. Should new models of mobility scooter enter the market, then similar testing on such new models would be required to ensure safety and accessibility.

Following an enquiry from a Member regarding the permit scheme, officers explained that once testing had been completed, TfGM would work with partner agencies to highlight those mobility scooters covered by the permit scheme.

A Member commented that in order to protect revenue and to maintain access to trams, conductors should be introduced on all vehicles. In response, officers explained that the ticket machines on platforms presented less resource implications.

A Member enquired if there was a similar official standard for mobility scooters as provided for powered wheelchairs. In response, officers explained that in the absence of any regulation from DfT, a defined standard to inform mobility scooter manufactures of TfGM accessibility requirements was not available.

Following a comment regarding that the type of mobility scooters that can be used on the Metrolink network should be included in the conditions of carriage, officers explained that the permit scheme will stipulate what types of mobility scooters were accessible.
A Member highlighted potential enforcement issues involved with the permit scheme.

Resolved/-

1.) That the outcome of the DfT commissioned research be welcomed;
2.) That an exercise to be conducted by TfGM and its stakeholders, in order to ensure those mobility scooters identified within the Ricability report are capable of safely boarding and alighting M5000 Metrolink trams, be approved;
3.) That in order for Members to be able to determine whether a policy change would be appropriate in terms of carriage of certain models of mobility scooters on Metrolink, a further update report be submitted to this Sub Committee in Autumn 2013 once the exercise referred to at 2 above had been completed, be approved.
TRANSPORT FOR GREATER MANCHESTER COMMITTEE
REPORT FOR INFORMATION

Sub Committee: Capital Projects and Policy
Date: 08 November 2013
Subject: Metrolink Capital Update
Report of: Metrolink Director

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

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

BACKGROUND DOCUMENTS
Metrolink Capital Update to TfGMC on 9 December 2011 and 7 December 2012.
Metrolink Update to TfGMC on 24 June 2011.

CONTACT OFFICERS
Peter Cushing 0161 244 1040 Peter.Cushing@tfgm.com
1. Introduction and Background

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 The extensions will triple the size of the network and Metrolink will extend to East Didsbury, Ashton, the Airport, Oldham and Rochdale and provide a second route through Manchester city centre. A key part of this programme of work is also to prepare the existing network to have the capability of operating with substantially increased number of trams and passengers.

1.3 Good progress has continued on both Phase 3A and 3B infrastructure works. All Phase 3A lines are now in passenger service – specifically East Manchester Line out to Droylsden, the Oldham-Rochdale Line to Rochdale Railway Station, and the south Manchester extension to Chorlton. Two Phase 3B lines are now open to passengers with East Didsbury opening in May 2013 followed by the line to Ashton becoming operational on 9 October 2013.

1.4 The upgrade of the existing signalling system continues to be a crucial factor in extending the Metrolink network. This involves implementing a Tram Management System (TMS) which is based on Line of Sight operations to give the necessary increase in capacity to incorporate the Metrolink extensions and provide an improved range of passenger and operational benefits.

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

2. Light Rail Vehicles (LRVs)

2.1 The new light rail vehicles (M5000s) will provide complete replacement of the original fleet (the T68’s) and the additional capacity needed to operate services on the new lines. To date 94 vehicles have been ordered and will be equipped to operate with the new TMS system and in addition 58 can operate on the existing signalling system.

2.2 The final M5000 vehicle of those ordered to date is scheduled to arrive during 2015.

2.3 Based on customer feedback obtained from the TfGM survey undertaken late 2011, the seat layout will be modified for the last 20 vehicles to accommodate 8 additional seats. The modifications were developed in consultation with the Disability Design Reference Group (DDRG).
2.4 Following the 25th October GMCA meeting which considered a report on the implementation strategy for the Metrolink Trafford line extension, approval was granted to procure a further 10 M5000 vehicles required to operate the scheme, which will reduce the cost of procuring them in the future and also provide additional operational capacity and flexibility in the short term; this is described further in Section 7.

3. Trafford Depot

3.1 The facility has been commissioned and handed over to the operator, MRDL. This will provide stabling for up to 96 trams, together with increased maintenance facilities for the enhanced fleet.

3.2 The new Trafford Depot provides the capacity to operate and maintain the trams required for the full extended network. Managerial and operational staff, including senior management, drivers, customer services and Passenger Service Representatives, are all now utilising the depot.

3.3 Migration of Control Room operations from Queens Road to the new Network Control Room at Trafford Depot was successfully achieved in April 2013 and the network is now controlled from Trafford.

3.4 There has recently been works undertaken to supply an upgrade to the power supply to the depot. This upgrade will cater for the increasing number of trams using the Trafford Depot, in advance of colder weather conditions that will require more power for trams stabled there.

4. Tram Management System

4.1 The introduction of the new Tram Management System (TMS) is a complex undertaking, requiring integration with the existing signalling systems on the Bury and Altrincham lines and the original Line of Sight system in the city centre; eventually the whole network will be converted to TMS.

4.2 The roll-out of the works on the existing network requires careful management to ensure minimal impact on current operations and passenger service. Work is mainly undertaken during out of hours “white periods” when the trams are not operating, or within limited weekend closures.

4.3 The current Metrolink system has two separate signalling types:

- Line of Sight in the City Centre, the Eccles line and the recently opened new lines to East Manchester, Rochdale and East Didsbury using a Tram location system; and
• heavy rail type fixed block signalling on the Bury and Altrincham lines, which operates using fixed signals and Automatic Tram Stop (ATS) equipment.

4.4 The original signalling system is a limited proprietary design dating from the early 1980s and is difficult to maintain. This system did not provide sufficient capacity in the Cornbrook area to handle the planned increase in the number of services for Phase 3A and 3B of the network extensions.

4.5 The TMS is a “Line of Sight” system that is required to provide the necessary capacity increases, frequency improvements, service recovery capability and performance monitoring to enable the expanded system to run more efficiently.

4.6 The TMS will provide real time information to be delivered to Passenger Information Displays (PID) on every stop, which will enable passengers to be informed of the next tram destination and time of its arrival.

4.7 Transition of the Phase 1 and 2 sections to the new TMS is being carried out in stages, as a full system switchover would require a shutdown of the entire Metrolink system for a considerable period in order to implement the changes, and train all the drivers, control room staff and maintainers.

4.8 The first application was the Eccles line which is now fully controlled by the new system from Pomona, through Media City UK, to Eccles. This has enabled the PID units to display real time information for this section of the network. This will be progressively introduced on the remainder of the network.

4.9 The introduction of the TMS and the opening of the new extensions represent significant change for operational staff. Drivers and control room operators are being trained before new line openings (including using tram simulators), to become familiar with the new operating methods and routes, to enable the safe operation of each section.

4.10 With the staged introduction of the TMS, the network is currently being controlled by two systems. Careful consideration of human factors for control room staff and drivers has been undertaken and is factored into implementation plans.

4.11 In developing the requirements at the major rail junctions on the network, a number of technical complexities have delayed the rollout of the TMS across the network. The technical interfaces between equipment required to identify vehicle location, on board vehicle equipment, the control of the infrastructure and signals, are complex and need to be robust to ensure a safe and reliable operational system.

4.12 These complexities have required additional design and testing, which have resulted in delays in migrating the system across the network. As a
result of this, alternative interim solutions to aspects of the TMS have been implemented for the South Manchester and Oldham Rochdale lines.

4.13 The migration to TMS includes the control of the rail junctions at the new Trafford Depot, Cornbrook, Victoria Station, Piccadilly Station and modification of the installed solutions that control the new lines to Oldham and East Didsbury.

4.14 Installation and testing of TMS has now been successfully implemented across the city centre providing real time information to PIDs on every stop. In July 2013, the migration to Line of Sight Operation was extended out to Cornbrook stop and included the Eccles/Altrincham junction and pocket track configuration at Cornbrook.

4.15 The Firswood Junction (Trafford Depot entrance) is now complete and trams are now utilising this junction when entering and/or exiting the depot.

5. Phase 3 Extensions

South Manchester Extension to East Didsbury

5.1 A service was introduced on the South Manchester line to St Werburgh’s Road on 7th July 2011, with a 12 minute frequency. This was integrated into the existing network at Trafford Bar and interfaces with the existing signalling system. Further changes will be required when the TMS is further migrated across the existing network.

5.2 The extension from St Werburgh’s Road to East Didsbury (which has a Park and Ride car park) was successfully opened to passengers on 23rd May 2013 running a 12 minute frequency of trams, with doubles running on some services during peak periods. The service has proved to be very popular with Metrolink customers since opening.

Oldham Rochdale Extension

5.3 A 12 minute service was introduced to Oldham Mumps on 13th June 2012, and integrated into the existing network at Irk Valley Junction.

5.4 Services on the new line to Shaw and Crompton opened to passenger service on 16th December 2012.

5.5 Services on the new line to Rochdale Railway Station opened to passenger service on 28th February 2013.
5.6 Further modifications will be required to the signalling of the rail junctions at Irk Valley and Newton Heath and Moston when the TMS is fully implemented across the network.

**East Manchester extension to Ashton**

5.7 A service was introduced on the East Manchester line to Droylsden on 11\textsuperscript{th} February 2013, with a 12 minute frequency. This line is now fully TMS controlled.

5.8 The extension of this line to Ashton is now complete, and following a period of TMS installation, followed by extensive testing and commissioning, it was opened for operational service on 9\textsuperscript{th} October 2013. There are two major park and ride car parks on this route, at Ashton Moss (200 spaces) and Ashton West (194 spaces) to encourage usage and modal shift.

**Airport Line Extension**

5.9 Detailed design of all works associated on the Airport Line extension is substantially complete.

5.10 The base scope utility diversion works are complete and the only remaining utility works to be undertaken relate to uncharted services and protection in and around utility.

5.11 Construction works on all stops is ongoing with 70% having had shelters installed. Track construction has commenced in the majority of areas across the route with approximately 50% now complete. Track crossings completed in a significant number of junctions and the fit out of the new Urban Traffic Control equipment is rolling out across the route.

5.12 The Ringway Road underpass is now complete allowing traffic to be reintroduced on to the newly constructed southern carriageway of Ringway Road and the implementation of the first phase of the Airport T2ELR junction.

5.13 TfGM and Network Rail have entered into a funding agreement to allow MPT to carry out and accelerate the Network Rail 4th Platform and associated civil works at Manchester Airport. Network Rail is in the process of agreeing the final costs, scope and programme with MPT while ensuring there is no impact on the delivery Metrolink.
Oldham and Rochdale Town Centres

5.14 Good progress has been achieved on the construction of the tramway into the town centres of Oldham and Rochdale, with all track and Overhead Line Equipment (OHLE) installation now complete. Testing of the infrastructure is now complete in Oldham Town Centre. The TMS installation will then progress followed by subsequent testing and commissioning operations.

5.15 Costs for upgrading the urban realm finishes through the town centre have been agreed with Oldham Council and installation will proceed in line with the tramway construction programme.

6. Second City Crossing (2CC)

6.1 The Transport and Works Act Order (TWAO) application was made on 17th May 2012 following the positive results of the public consultation.

6.2 A public inquiry into the scheme was held between 22nd and 30th January 2013.

6.3 Nineteen Listed Building Consents and one Conservation Area Consent were submitted to Manchester City Council (MCC) alongside the TWAO application and these were referred to the Department for Communities and Local Government (DCLG). These were also considered at the public inquiry with the related TWAO for 2CC.

6.4 Following consideration of the inspector’s report prepared following the inquiry, formal powers to construct the new line were received from the Secretary of State on 16th October 2013. The Transport for Greater Manchester (Light Rapid Transit System) (Second City Crossing) Order 2013 will come into force on 6th November 2013, after which TfGM can begin works on the ground. Works are anticipated to start early in the new year.

6.5 In advance of formally receiving powers, and to protect the overall programme, TfGM has been progressing Third Party Agreements along the 2CC route in order to enable OHLE to be fixed to building frontages. As part of these works, surveys are ongoing. This key area of works will be progressed over the coming months to minimise risk to the overall project programme.

6.6 TfGM continues to work closely with MCC to address issues relating to the detailed implementation of the planned works for St Peter’s Square and the associated relocation of the Cenotaph and Cross. Close liaison with MCC is also ongoing regarding urban realm requirements through the city, and also regarding the final appearances and finishes required of...
the key stops along the route at Deansgate-Castlefield, St Peters Square and Exchange Square.

6.7 Utilities re-location investigatory works, and main line preliminary design works continue for 2CC, concentrating on the Exchange Square end of the project and its connection to the Victoria works, as this is the subject of an application for European Regional Development Funding (ERDF) funding. If the application is successful, works in this area will have to be completed and operational by the end of 2015. This is a significant challenge.

6.8 Works on the redevelopment of the Victoria Station Metrolink Stop continue. This will provide capacity for the network expansion and to facilitate 2CC by the provision of the additional tracks. The Victoria works involve the complete remodelling of the track between Corporation St and the north end of Victoria Station, platform configuration and associated systems and is being delivered through Network Rail as part of their wider redevelopment of Victoria Station. Interface discussions continue between the 2CC and Victoria design and construction teams to ensure clear workscopes are agreed and a common approach to works in the Corporation Street area are taken to minimise disruption in the area.

6.9 Discussions are ongoing with the Phase 3 contractor regarding the possible design and construction of the 2CC scheme, which, if agreement is reached and value for money demonstrated, would be undertaken under a Deed of Variation to the existing phase 3 contract. MPT has very recently submitted a draft pricing and programme proposal for 2CC that is now under consideration by TfGM.

6.10 Preliminary design works are underway for 2CC, concentrating initially on the Exchange Square area, but interface discussions have also been held with MCC and its Design and Construction contractors in St Peters Square.

6.11 Liaisons continue with MCC Planners regarding the upgrading of the Deansgate-Castlefield Stop. The City Council requires a scheme that has high quality architecture and finishes. To this end, TfGM (and its contractor MPT) are working with MCC to agree a final design that delivers the required final product. This scheme is part of the ERDF funding application, which, if successful, will require the works to be completed by June 2015 to ensure funding is received.

7. **Trafford Line**

7.1 The Trafford Metrolink route has been a long-standing Greater Manchester investment priority. The scheme would extend Metrolink as far as the Trafford Centre. The current forecast cost and funding requirement is approximately £350 million and assumes a local capital
contribution. Any future potential to extend onward to Port Salford would be the subject of a separate costing and business case development exercise.

7.2 The scheme has been extensively redesigned since the original GMTF prioritisation. It offers a step-change in public transport connectivity to the largest concentration of employment in Greater Manchester outside the Regional Centre which has traditionally been poorly served by public transport. Over 1,300 businesses and 33,000 jobs are located in Trafford Park, with a significant number of people working there coming from across the GM conurbation. Future growth is forecast for Trafford Park, including new media industry developments already underway in the Trafford Wharfside area.

7.3 Over the last three months a base case alignment has been developed and used as the Trafford Line reference scheme to generate benefits and costs for the scheme.

7.4 A number of workstreams have been progressed including: initial alignment and tram stop design; base traffic information and assessment; and environmental impact scoping. Project risk analysis and initial stakeholder engagement with local authorities and key landowners has also been undertaken.

7.5 This work has been assessed to produce an outline business case, which demonstrates that the scheme is of medium value for money.

7.6 A report was presented to the 25th October GMCA meeting which approved the proposed phasing and implementation strategy for the scheme. The phasing strategy limits initial capital investment whilst progressing the scheme to ensure that it is ‘shovel ready’.

7.7 Scheme development work will continue, leading to an application for Transport and Works Act Powers to enable the construction of the scheme. Recent experience has shown that it is vital to ensure that Powers are available to construct a scheme, to ensure that when funding is finalised, schemes are ‘shovel ready’.

7.8 Immediate work to be undertaken for scheme development will include:

- the collection of additional information to validate the traffic model to supplement the traffic data and modelling undertaken to date. Traffic counts and road side interviews are being planned around the Trafford Centre area. In addition, face to face pedestrian surveys and pedestrian counts are proposed at the Trafford Centre entrances. These commenced in October 2013; and

- continuing discussions with key stakeholders and developers, including supporting the development of the Trafford Park Growth Strategy with Trafford Metropolitan Borough Council,
and ensuring appropriate land allocation is made for the areas that will be served by Metrolink.

7.9 A statutory public consultation will be held in Spring 2014. Prior to this, the reference scheme design will be refined and appropriate publicity material produced. General engagement with stakeholders along the route will also be carried out during this time.

7.10 The scheme design will be finalised and the Transport Assessment and Environmental Impact Assessment completed, along with production of other TWAO application documents required such as a consultation report, planning documents, and associated plans and legal documents such as the Draft Order. It is anticipated an application for a Transport and Works Act Order would then be submitted in Summer 2014.

7.11 Following award of the TWA Order, and subject to funding, construction could start in Winter 2015/16 and be completed in 2019.

7.12 10 LRVs required to operate the Trafford line extension will also be purchased. Procuring the vehicles now will not only reduce the costs of procuring them in the future when significant additional costs would be incurred as a result of contractual ‘production interruption’ costs; but will also provide additional operational capacity and flexibility in the short term and support the short and medium term revenues on the existing network and the planned further extensions.

7.13 The on-going development of the scheme, planned activities and progress will continue to be reported in subsequent Metrolink Capital Updates.

8. Other Network improvements

8.1 The communications system on Phase 1 of the network is being migrated to the new system installed as part of the Phase 3 works. This migration will improve the current functionality, and sound quality. The Bury, Altrincham and Eccles lines including the City Centre Stops have now been migrated. In addition, upgrades on some individual stops are being implemented where appropriate.

8.2 Following the rollout of the TMS across the city centre, PIDs were introduced on all City Centre Stops, allowing the Mosley Street stop to be closed on 19th May 2013. The PIDs at Market Street, Piccadilly Gardens, and on the corner of Mosley Street/Parker Street provide additional information to inform passengers where the next Altrincham service will depart from.
9. **Park and Ride**

9.1 A number of new and enhanced Park and Ride sites are being delivered as part of the current expansion works. The sites, set out below, will provide in excess of 2,000 additional park and ride spaces:

- **Prestwich.** 100 spaces. Following a review of the business case justification and value for money presented by this project it has been decided to place further development of this site on hold.

- **Whitefield (Decked).** 80 additional spaces proposed. Contract negotiations are now complete to deliver these works that are expected to start on site in early 2014.

- **Radcliffe (Decked).** 100 additional spaces proposed. As Whitefield above.

- **Ashton Moss.** 194 spaces proposed.

- **Ashton West.** 200 spaces. This site was constructed as part of the Snipe Retail Park. Minor works were completed prior to the commencement of services to Ashton.

- **Derker.** 254 spaces. Open.

- **Hollinwood (Decked).** 195 spaces. Open.

- **Oldham Mumps Final.** 260 spaces. This surface site is proposed to be delivered as part of the Oldham Town Centre extension. A temporary facility (37 spaces) has been provided whilst the Town Centre extension is being delivered.

- **Rochdale Railway Station.** The 217 space facility was opened to users on 16 February 2013.

- **Shaw and Crompton A (site north of Beal Lane).** 46 spaces. Open.

- **Shaw and Crompton B (site south of Beal Lane).** 170 spaces. Detailed site investigation has revealed very poor ground conditions and further design has determined that this site is not viable due to poor value for money. An alternate site has been identified in collaboration with Oldham MBC. This site could take up to 90 vehicles. Work to determine the suitability, affordability and availability of this site is ongoing.

- **East Didsbury.** 300 spaces. This site was opened as part of the East Didsbury line opening in May 2013.

- **Sale Water Park.** 300 spaces. This site is being delivered as part of the Airport extension.

- **Dane Road.** Following a review of the business case justification and value for money presented by this project it has been decided to place further development of this site on hold.
10. **Recommendations**

10.1 Please see front page of this report.

Peter Cushing  
Metrolink Director
PURPOSE OF REPORT

To provide an update to Members on recent progress in respect of the Bus Priority Programme and the Better Bus Area Fund Programme in Greater Manchester.

RECOMMENDATIONS

Members are asked to note the contents of this report and the progress which has been made on the Bus Priority schemes in recent months.

BACKGROUND DOCUMENTS


Report to Capital Projects and Policy Committee dated 9 September 2011 entitled “Capital Programme Monitoring”.


Report to Greater Manchester Combined Authority and TfGMC dated 24 June 2011 entitled “Greater Manchester Transport Fund – Bus Priority Programme Update”.

CONTACT OFFICERS

Bob Morris 0161 244 1022 bob.morris@TfGM.com
Peter Boulton 0161 244 1411 peter.boulton@TfGM.com
Anthony Murden 0161 244 1399 anthony.murden@TfGM.com
1. Introduction and Background

1.1 Greater Manchester’s current Bus Priority Programme comprises two key schemes; the Cross City Bus Package and the “Busway” Linking Leigh to Salford and Manchester (Appendix 1).

1.2 In addition, TfGM is progressing the delivery of the Better Bus Area Fund Programme which is to be completed by the end of March 2014.

1.3 The purpose of this report is to provide an update on the progress which has been made in relation to both the Bus Priority Programme and the Better Bus Area Fund Programme since July 2013.

2. Cross City Bus Package Background

2.1 The Cross City Bus Package involves the development of bus priority measures along four separate corridors:

- the A580 East Lancashire Road in Salford;
- the A664 Rochdale Road in Manchester and Rochdale;
- the Oxford Road Corridor in Manchester; and
- the Regional Centre, in Manchester.

2.2 The scheme has an overall cost of approximately £54 million which is funded through a combination of DfT funding (approximately £32 million) and local borrowings (approximately £22 million). DfT Full Approval was granted on the 27th March 2012 and as a result work recommenced on developing the schemes within the package.

3. Cross City Bus Package Current Position and Recent Progress

3.1 Since July 2013, work has continued with the three local authorities: (Manchester, Rochdale and Salford), to further develop the scheme proposals. This has included further developing the designs and delivery strategies for each corridor, taking into account a range of interfaces with other proposals, meeting with key stakeholders, undertaking public consultation and progressing with the work necessary to secure powers and consents in advance of moving towards construction.

3.2 On the Oxford Road corridor (Appendix 2) public consultation was undertaken between the 22nd May and the 5th July 2013. This consultation was undertaken in parallel with a similar exercise for the Regional Centre proposals. The consultation was promoted via a full marketing campaign including distributing leaflets to approximately...
41,000 properties along the routes, 13 public consultation events across a range of venues, meetings with specific user and community groups (such as key business districts, cycling groups, hackney carriage and private hire operators and adjacent frontages), media releases, social media and information on the TfGM website. Over 50,000 copies of the leaflet were also distributed on buses.

3.3 In total 867 individuals responded to the consultation. This generated a total of 2,110 comments. The general attitude of respondents was 65% generally support the proposals; 23% had no clear opinion; and 12% generally were opposed towards the proposals.

3.4 The key areas of interest addressed by the comments include Cycling Infrastructure; the closure of Oxford Road to general traffic; concern about potential congestion and displacement in areas adjacent to the corridor; and scheme specific comments particularly related to access.

3.5 These comments are now being considered and used to help inform the detailed design of the proposals. In particular consideration is being given to the detailed design of the cycling infrastructure which needs to tie into the proposals included within the successful Greater Manchester Cycle City Ambition Grant Programme. A detailed access audit of every property that may be affected by the proposals is also being undertaken to fully understand servicing and access requirements both now and under the proposed scheme.

3.6 Regular Corridor Working Group meetings continue to be held with key stakeholders including: Corridor Manchester; Manchester University; Manchester Metropolitan University; and the Central Manchester Foundation Trust. These meetings continue to provide opportunities for scheme development in order to finalise details of the proposals.

3.7 A consultation report detailing the consultation methodology and responses received has been produced and made publicly available to respondents directly and also on TfGM’s website. Detailed design is now being progressed with the formal advertisement of the Traffic Regulation Orders (TROs) required for the schemes in the Regional Centre and on Oxford Road planned for this winter.

3.8 Public consultation for Upper Brook Street and Lloyd Street/Cambridge Street took place in autumn 2012. As a result of the consultation a number of changes were made to the proposals and all powers and consents are now in place to allow the delivery of these complementary measures which will support the overall objectives of the work on the Oxford Road corridor.

3.9 Contractual arrangements are currently being finalised in conjunction with Manchester City Council, for the delivery of the measures on Upper Brook Street and Lloyd Street/Cambridge Street. Subject to the conclusion of these arrangements, work on the complementary measures
is due to commence this winter with an anticipated completion during the summer 2014. A commitment has been given to stakeholders that the improvements on Upper Brook Street and Lloyd Street will be substantially completed in advance of works commencing on Oxford Road. The Upper Brook Street/Lloyd Street contract works are on the critical path for delivering bus priority measures on Oxford Road for use by Busway services.

3.10 The works on the A580 were originally divided into two sections: Phase 1 Frederick Road to Old Clough Lane; and Phase 2 Old Clough Lane to Ellenbrook Road.

3.11 Procurement of a contractor for Phase 1 was in the final stages in June 2013 when Salford City Council’s preferred contractor requested significant additional costs to deliver the Phase 1 works. Following discussions with Salford City Council it was agreed that given the procurement of a contractor for Phase 2 was due to commence in summer 2013 it was likely that value for money could be better achieved through combining and procuring the Phase 1 and Phase 2 works together. As such the procurement process for Phase 1 was halted and procurement of the combined scheme was commenced in August. This process is likely to be concluded in early 2014.

3.12 In order to ensure minimal impact of the change in procurement strategy on the overall delivery timescales of the A580 scheme, orders have been placed by Salford City Council for advanced utility diversion works which have now commenced. This work will result in some disruption to traffic flows on the A580 and TfGM and Salford City Council are working together to manage the communication of these works and their impact on the public.

3.13 Subject to the completion of the procurement process it is envisaged that the bus priority works will commence on the A580 in spring 2014 and all works on the A580 are expected to be completed by early 2015.

3.14 The Regional Centre scheme public consultation was undertaken in parallel with the Oxford Road public consultation. In total 504 individuals responded to the consultation providing a total of 794 comments. The response was 51% generally support the proposals; 16% had no clear opinion; and 33% generally were opposed towards the proposals. The opposition to the scheme was largely from Private Hire Vehicle drivers and companies who are opposed to the proposals to restrict access on certain key city centre routes to general vehicles with the exception of buses, Hackney Carriages and cyclists.

3.15 Other key areas of interest addressed by the comments include Cycling Infrastructure and also general accessibility within and through the Regional Centre.
3.16 Following the public consultation detailed design is being progressed by Manchester City Council working closely with key stakeholders to take into account wherever possible the comments received as part of the public consultation. This includes, as described above for Oxford Road, a detailed access audit of every property likely to be affected by the proposals.

3.17 The Cross City Bus Package has significant interfaces with other major projects within the Regional Centre and the planning and coordination of these works is critical to minimising disruption to the city centre and its users. This is being managed in partnership with Manchester City Council with a portfolio management structure to coordinate all transport infrastructure works in the Regional Centre.

3.18 All powers and consents are now in place in respect of the A664 Rochdale Road proposals within Manchester. TROs were secured in summer 2013 and detailed design is now being progressed with a view to procuring a contractor to commence works in early 2014. Discussions are on-going with Manchester City Council to agree a procurement strategy for these works.

3.19 The proposals within the Rochdale MBC section of the corridor were consulted on during April 2013. The TROs are being drawn up by Rochdale Council and should be published later this autumn.

3.20 Subject to the successful advertisement of the TROs it is anticipated that work will commence on the corridor improvements in early 2014 with completion in summer 2014.

3.21 As described above, and following agreement with Salford City Council for the works taking place within their boundary, a Delivery Agreement is being finalised that sets out the arrangements for the delivery of the highway works through Manchester City Council and Rochdale Council. These agreements will be between Greater Manchester Combined Authority; Transport for Greater Manchester and the appropriate Local Authorities.

3.22 Work has commenced on the development of Quality Partnership Schemes (QPS) to ensure that the benefits delivered by the infrastructure investment will be realised and secured. Stakeholder engagement (including with the local Councils and bus operators) will commence later this autumn, with Public Consultation planned for summer 2014. Further to a successful consultation, it is anticipated that the QPS will be implemented in 2015 to align the implementation of the QPS with the delivery of the Bus Priority Package infrastructure.

3.23 Subject to securing all of the necessary powers and consents, it is anticipated that the Cross City Bus Package will be completed and brought into operational use during 2015.
4. **The Busway Scheme Background**

4.1 The Busway scheme provides three core sections of bus priority infrastructure and associated park and ride facilities that will improve bus reliability and journey times between Leigh and Manchester. These core sections will complement the Cross City Bus package and will facilitate the enhancement of Leigh Salford Manchester bus services by including:

- Section 1: Leigh to Ellenbrook, including a 7km off-highway guided Busway which will run from the outskirts of Leigh Town Centre to Ellenbrook. Two dedicated park and ride facilities are included along this section;
- Section 2: A580, including on-highway bus priority measures along the A580 from Ellenbrook to Walkden Road; and
- Section 3: Wigan to Tyldesley on road highway bus priority measures linking Wigan to the guided section of the Busway at Tyldesley and; on-highway bus priority improvements to Leigh Town Centre between the bus station at Leigh and the beginning of the guided Busway.

4.2 In addition, the scheme includes the provision of high quality bus services from Leigh to the Central Manchester Foundation Trust (CMFT) site on Oxford Road and from Atherton to the CMFT site. It is currently intended that the services will comprise a minimum of four buses per hour from Leigh and four buses per hour from Atherton, producing a combined frequency of eight buses per hour from Tyldesley to the CMFT site. The new services from Atherton will enable interchange with the existing Leigh to Atherton services.

4.3 The budget for the Busway scheme is £68 million, funded by prudential borrowings.

5. **The Busway Scheme Current Position and Recent Progress**

5.1 Following the appointment of the Principal Contractor in the spring, to deliver the Leigh to Ellenbrook Guided Busway, detailed design and construction has progressed. The project offices in Leigh and site compound in Tyldesley have been established and are fully operational.

5.2 Environmental works associated with protected species have now been completed and site clearance, site boundary fencing and major earthworks are all progressing to schedule. Work on the construction of the guideway track is due to commence in early 2014.

5.3 In addition work has commenced to prepare the Forestry Commission site at Higher Folds for the receipt of 60,000m$^3$ of excess soil from the Busway in advance of planting a new community woodland. Community
engagement and consultation on the woodland proposals will commence later this year led by the Forestry Commission.

5.4 Communications work generally has continued in relation to the scheme including regular meetings with Wigan Council and Salford City Council, proactive liaison with residents and businesses along the corridor providing information about the proposals and responding to requests for information from residents and businesses and other key stakeholders. This includes providing timely information about specific construction activities and planned works and holding weekly open meetings at the site office. The Contractor has also provided a dedicated Public Liaison Officer to respond to concerns and requests for information from residents, businesses and other key stakeholders.

5.5 Discussions are ongoing with Salford City Council and private land owners in relation to securing the final land requirements along the guided section. An agreement has recently been signed with Wigan Council in relation to their land, which forms the majority of the Busway alignment.

5.6 In addition to the work being progressed on the guided section of the route, work is also continuing in conjunction with Wigan Council to design and develop the bus priority and associated highways measures for Leigh, Atherton and Tyldesley Town Centres and the A577 Wigan to Tyldesley sections of the route.

5.7 In respect of the town centre proposals, following public consultation last year and further scheme development, to take into account the feedback received, the Traffic Regulation Orders required to facilitate the schemes, have recently been advertised. A review is currently being undertaken of the comments that have been received.

5.8 Work is on-going to facilitate the required utility diversion works in the town centres in advance of the main construction activities. Procurement of the main construction packages will commence later this autumn and construction of the town centre works are expected, subject to the above, to commence in early 2014.

5.9 A specification has been developed in respect of improvements to Leigh Bus Station which will improve the passenger waiting environment in the vicinity of the Busway stop and enhance cycle parking facilities in the form of a proposed cycle hub, which is to be delivered as part of TfGM’s Local Sustainable Transport Fund programme. This scheme will now be developed and the necessary powers and consents will be sought, in conjunction with Wigan Council.

5.10 Work continues to develop the operational model for the new Busway Services, through a competitive dialogue process. The assessment of interim tender submissions from three shortlisted operators was
completed in the summer and approval was received to issue final tender documentation to two shortlisted bidders later this autumn.

5.11 It is currently anticipated that a preferred Operator will be identified in early 2014.

5.12 Subject to the satisfactory completion of all infrastructure and operational workstreams, the Busway services are scheduled to commence in 2015.

6. Better Bus Area Fund Background

6.1 In spring 2012, TfGM was successful in obtaining £5 million of funding from the Department for Transport as part of the national Better Bus Area Fund. This followed a bid by TfGM in conjunction with bus operators and the ten highway authorities of Greater Manchester.

6.2 The fund was established to improve economic growth and reduce carbon emissions by enhancing bus services and facilities in specific geographic areas.

6.3 The measures that are to be delivered as part of this programme includes bus priority and bus stop improvements, improved interchange facilities, smarter passenger information and boosting bus links to important economic areas.

6.4 These improvements complement some of the other major capital programmes that TfGM is currently delivering for buses, including the Bus Priority Package (included in this report) and new and improved interchanges at Altrincham, Bolton, Rochdale, and Wythenshawe.

7. Better Bus Area Fund Current Position and Recent Progress

7.1 Since the award of the funding in spring 2012 a programme of works has been progressed in conjunction with the ten Greater Manchester local authorities and bus operators. Schemes that have been completed since the establishment of the programme include:

- The production of a new style bus map for services throughout Greater Manchester;

- An improved bus link to Trafford Park and Salford Quays from Urmston, Flixton and Davyhulme with an extension of the Arriva bus service 245;

- The creation of a new bus turnaround facility south of Stockport Town Centre (on the A6) for the Stagecoach Service 192, with six
extra journeys every hour now able to run through the town centre and on to Stockport College;

- The introduction of six “super” bus stops around Wigan Town Centre to promote bus travel from the town centre. By enhancing the principle stops, including improving shelter provision utilising bespoke “Queensbury” shelters, the scheme will improve the attractiveness of bus travel to the town and its rail stations, promoting interchange onto the heavy rail network. This scheme was completed during September;

- Improvements to the bus waiting environment in and around Stevenson Square, Manchester City Centre. This scheme has improved the aesthetics of Stevenson Square incorporating environmental initiatives, and will enable the Square to play a greater role as a terminus for services to and from the east of the city centre. Crossing facilities for pedestrians have also been improved. All works have now been completed; and

- The creation of a new bus lane to reduce bus journey times on the A56 at Sir Matt Busby Way in Trafford. This scheme was completed during September.

7.2 Schemes that are still being progressed and which will be delivered during 2013/2014 include:

- Improvements along a series of bus corridors across Greater Manchester including the introduction of bus stop clearways and kerb upgrades in support of network efficiency for selected routes across each of the 10 highway authorities of Greater Manchester; An initial tranche of stops (over 300) have been completed over the summer and a further tranche of stops (up to 150) will be completed by the end of March 2014;

- Bus lane enforcement and the introduction of targeted parking restrictions in Oldham. Mobile enforcement cameras have been installed along Oldham Road, Failsworth, and enforcement is due to commence imminently. The cameras will be relocated every few months to help enforcement of bus lanes across Oldham;

- Bus Explorer Website. This is a new interactive website that will allow users to readily find buses anywhere in the Greater Manchester area, with routes linked to bus timetable information. The website provides the user with the functionality to “click” on a map of Greater Manchester at any location of their choice to locate bus services at or near this location. Alternatively, the user can enter a postcode, place of interest, street name and the website uses a “google” search engine to provide the desired location (on a map) with associated bus services. The website is currently being piloted with a view to it ‘going live’ in early 2014;
7.3 All works associated with the Better Bus Area Fund Programme are anticipated to be completed by spring 2014.

7.4 TfGM, in conjunction with First Manchester submitted a bid for a further round of Better Bus Area Funding in relation to improvements to the Manchester – Higher Blackley circular routes, but have subsequently been advised by the DfT that their bid was unsuccessful.

8. Recommendations

8.1 Please see front sheet of report.

Bob Morris

Chief Operating Officer
APPENDIX 1 – Bus Priority Corridors
APPENDIX 2 – Oxford Road Corridor Proposals

Specific junction alterations (or similar) and traffic calming measures with pedestrian and cyclist environment improvements on Higher Cambridge Street, Lloyd Street North and Lloyd Street South

Junction alterations (or similar) and improved pedestrian facilities on Upper Brook Street

Improved pedestrian and cycle facilities on Oxford Road

Improved cycle lane around Plymouth Grove

Proposed road widening

Additional traffic calming measures

Changed junction priorities

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Not to scale
5 July 2012

Key proposals:
- Buses, cycles, hackney carriages, emergency vehicles, restricted local access only
- Bus lanes
- Cycle bus lanes
- One-way traffic
- Cycle lane

University buildings
TRANSPORT FOR GREATER MANCHESTER COMMITTEE
REPORT FOR INFORMATION

Sub Committee: Capital Projects and Policy
Date: 08 November 2013
Subject: Interchanges Update
Report of: Chief Operating Officer

PURPOSE OF REPORT

To provide an update to Members on recent progress in respect of the new Transport Interchanges at Rochdale, Altrincham, Bolton and Wythenshawe which are due for delivery over the next three years; and to provide an overview of the work in relation to potential future Interchanges which is being undertaken in conjunction with Local Authority partners.

RECOMMENDATIONS

Members are asked to note the contents of this report and the progress which has been made on the various schemes in recent months.

BACKGROUND DOCUMENTS


Report to Capital Projects and Policy Committee dated 9 September 2011, entitled “Capital Programme Monitoring”.

CONTACT OFFICERS

Bob Morris 0161 244 1022 bob.morris@tfgm.com
Peter Boulton 0161 244 1411 peter.boulton@tfgm.com
Chris Barnes 0161 244 1428 chris.barnes@tfgm.com
1. **Introduction and Background**

1.1 There are currently four new Transport Interchanges within Greater Manchester for which funding has been identified and which are scheduled for delivery over the next three years; Rochdale, Altrincham, Bolton and Wythenshawe.

1.2 Rochdale Interchange is a scheme which is being progressed utilising a combination of Department for Transport (DfT), GMCA (non GMTF) and Rochdale Council resources.

1.3 Altrincham Interchange is a scheme which is included within the Greater Manchester Transport Fund and is being taken forward through the utilisation of prudential borrowings; a contribution from Trafford MBC and a small third party contribution.

1.4 Bolton Interchange is also a scheme which is also included in the Greater Manchester Transport Fund and is being progressed primarily through the utilisation of prudential borrowings and with a contribution from the sale of the Bolton Moor Lane Bus Station site.

1.5 Wythenshawe Interchange is a scheme which is being taken forward utilising a combination of GMCA (non GMTF) and Manchester City Council resources.

1.6 The primary purpose of this report is to provide Members with an overview of the current position in relation to these schemes. The report also provides an overview of the work in relation to potential future interchanges and smaller bus stations which is currently being undertaken in conjunction with Local Authority partners.

2. **Rochdale Interchange Update**

2.1 The Rochdale Transport Interchange project involves the relocation of the existing town centre bus station to a new site adjacent to the River Roch. The scheme will deliver a step change in public transport facilities in the town; will allow the bus station and Metrolink facilities to be integrated; and will facilitate the wider town centre re-development proposals being led by Rochdale Council.

2.2 The Interchange project forms part of the wider regeneration initiative for Rochdale Town Centre which is being led by Rochdale Council and which, in addition to the Interchange and Metrolink projects, includes a range of new retail, commercial and leisure facilities.

2.3 Following a successful post-tender negotiation process, a contract for the main construction works for the Interchange was awarded to Kier Construction and works commenced on site during the summer of 2012.
2.4 Good progress has been made and the construction of the Interchange is now at an advanced stage with the completion of the physical construction works due imminently. Work to construct a new retaining wall along the River Street / Faulkner Street site boundary is also complete and Rochdale Council are in the process of delivering a separate contract in respect of a re-modelling of the public highway in this location which will facilitate the implementation of the new arrangements for the operation of the highway network.

2.5 Significant work has taken place with both TfGM operational colleagues and Rochdale Council officers to prepare for both bringing the new Interchange into operational use as well as the decommissioning of the existing bus station.

2.6 Following on from the completion of the physical construction works, it is anticipated that the new Interchange will be brought into operational use during November 2013. This will, in turn, enable the existing bus station site to be vacated, thereby freeing up the site ready for the demolition works required to facilitate the Council’s retail expansion scheme.

3. **Altrincham Interchange Update**

3.1 TfGM is working with Trafford Council, Network Rail and a number of other stakeholders to implement a significant package of improvements and remodelling at the existing Altrincham Interchange facility. This package of improvements includes the construction of a new interchange; enhanced bus facilities; improvements to the rail / light rail passenger environment; the provision of a cycle hub (as part of the wider Local Sustainable Transport Fund initiative); and construction of a new accessible pedestrian footbridge and associated lifts across the tracks. It is intended that these improvements will facilitate enhanced access for bus, rail and Metrolink passengers and will strengthen connectivity to, and within, Altrincham Town Centre.

3.2 Subsequent to the granting of the required Planning and Rail Industry approvals, the completion of an advanced works package to demolish the redundant footbridge over Stamford New Road was awarded in 2012, and at the conclusion of a procurement exercise, Laing O’Rourke were appointed as Principal Contractor for the scheme in early 2013.

3.3 The works are being split into two phases. The first phase, which predominantly comprised the refurbishment of the historic station building on Platform 1 together with some associated infrastructure works, was successfully completed in August and the new Ticket and Information Office within the existing station buildings has now been opened to the public.
3.4 The Ticket and Information Office is being operated by Northern Rail for the remainder of their franchise, with a wide range of multi-modal tickets now being available from this single, integrated facility.

3.5 Phase 2 of the works is now in progress following the closure of the bus station this summer. The second phase comprises the construction of the new bus station concourse, the installation of the new pedestrian footbridge, the removal of the existing bridge and associated platform, highway and public realm improvements.

3.6 As part of this phase of works, bus services have been relocated to temporary stops on the adjacent highway network for the duration of this phase. The temporary stop locations have been operating successfully, with a small number of minor improvements having been implemented following feedback from passengers.

3.7 Comprehensive information and support to passengers, in the form of posters, displays and leaflets, is being provided throughout the works. In addition, the TfGM website is being regularly updated to provide information for passengers regarding changes which may affect their journey. Staffing levels were also increased in order to support passengers during the transition to the new temporary bus stop arrangements. TfGM are actively engaged with the Town Centre Manager to ensure that the impact of the works on the town centre, particularly in the lead-in to the Christmas trading period are mitigated as far as is practicable. In addition to the provision of additional signage to help the public navigate around the town centre regular updates on the progress of the works are provided to enable the business community to be kept abreast of the progress of the works and any significant changes that may be happening.

3.8 The demolition of the old bus station is progressing well, with the removal of the bus station stands / canopies and the Stamford New Road footbridge stair / lift shaft being complete, and the breaking out of the concrete carriageway now being progressed.

3.9 The highway works adjacent to Stamford New Road, and the associated construction of the new taxi rank, are well advanced and on-schedule to be substantially completed prior to Christmas 2013.

3.10 Subject to the satisfactory completion of the works on site, it is anticipated that the new Interchange will be brought into operational use during the second half of 2014.

4. **Bolton Interchange Update**

4.1 This project is being developed in conjunction with Bolton Council and involves the relocation of the existing bus station from Moor Lane to a new site adjacent to Bolton Rail Station; and incorporates a direct, wholly
enclosed, pedestrian footbridge linking the two facilities. As with Altrincham Interchange, the scheme also includes for the provision of a Cycle Hub, as part of the wider Local Sustainable Transport Fund initiative.

4.2 Following receipt of confirmation of the Bolton (Trinity Gateway) Compulsory Purchase Order (CPO), in relation to the land required to facilitate the scheme, a General Vesting Declaration (GVD) was executed on 3 April 2013, giving Bolton Council legal title to all land contained within the Declaration. Negotiations to secure the remaining car park land, which was excluded from the GVD, are on-going and progressing in accordance with the required timescales.

4.3 Following Bolton Council obtaining vacant possession of the properties, TfGM has undertaken various surveys and is continuing to arrange the disconnection of the existing utility supplies. An asbestos removal contract commenced on 14 October 2013 and is anticipated to be concluded in early November 2013.

4.4 In order to facilitate demolition of the existing buildings, a separate advanced works contract is currently being procured by TfGM, in advance of the main construction works, with the intention of commencing demolition works during late 2013.

4.5 In parallel with the land acquisition process and procurement of the advanced works demolition contract, the detailed design for the scheme has continued; including the required Network Rail technical approval process.

4.6 TfGM have engaged with Network Rail throughout the design development process to ensure that the design for the new Interchange is able to accommodate their operational requirements. However, there are emerging proposals for changes to the rail network in this location, which are being developed as part of the North West Electrification scheme. The impact of this is currently being assessed in conjunction with Network Rail.

4.7 Work has also continued, in conjunction with Bolton Council planning officers, to discharge all necessary pre-commencement planning conditions. As part of this exercise, approval has been obtained from the Historic Churches Committee to implement a range of acoustic mitigation measures internally within St. Patrick’s Church and adjacent to its immediate surroundings.

4.8 TfGM has recently been successful in a funding application to Arts Council England for additional funding towards the provision of Digital Art platforms within the scheme. In addition, a Preferred Artist has been identified to work on the project and will consult with local community groups and the University of Bolton to develop the art concept for the project.
4.9 TfGM has continued to work with the previously identified Preferred Bidder to develop the scheme, finalise the design and agree an appropriate Target Cost. As part of this process, TfGM are maximising the benefit of early contractor involvement in relation to such areas as value engineering, buildability and railway possession planning.

4.10 It is currently anticipated that a construction contract for the scheme will be awarded during early 2014; albeit that this is subject to achieving the necessary statutory and rail industry approvals articulated above and the agreement of an appropriate Target Cost with the Preferred Bidder.

5. Wythenshawe Interchange Update

5.1 This scheme constitutes the relocation of the existing bus station in Wythenshawe Town Centre from its current location on Rowlandsway to a new site in Forum Square, adjacent to the new Wythenshawe Town Centre Metrolink stop.

5.2 The detailed design work for the scheme has progressed over recent months and is now complete with TfGM continuing to work with Manchester City Council (MCC) planning officers to discharge all necessary pre-commencement planning conditions.

5.3 TfGM has continued to work with the Preferred Bidder to finalise the scheme design and agree an appropriate Target Cost. As part of this process, TfGM is maximising the benefit of early contractor involvement in relation to realising value engineering opportunities and improvements in buildability.

5.4 In order to mitigate the project risks associated with the diversion of existing utilities, TfGM has placed separate orders for the undertaking of these works with the relevant statutory undertakers, with a view to these being completed in advance of the main Interchange construction works commencing. Subject to confirmation by the utility companies, these diversion works are planned to commence before the end of 2013; thereby signalling the commencement of the physical works for the scheme.

5.5 TfGM and MCC are currently finalising various legal agreements in order to facilitate commencement of construction of the Interchange. These agreements include: a Lease agreement for occupation of the new Interchange site at Forum Square; a Development Agreement governing the delivery of the works (including works within the MCC adopted highway); conditions for the surrender of the lease to the existing bus station on Rowlandsway and the Funding Agreement for the project.

5.6 TfGM and MCC Highways have co-operated closely to ensure the highway works element of the scheme is fully integrated with the main project. The two elements of the scheme will be carefully phased to
minimise impact upon local residents and road users, and will be timed to complement any planned road works in connection with the Metrolink construction during the required highway works period.

5.7 On-going liaison is taking place with the Metrolink team in relation to Forum Square, which is currently the location of the contractor’s site compound for the construction of the Airport Line Extension. It is intended that this compound will be vacated over the coming weeks in order to allow the physical works for the Interchange to commence.

5.8 Subject to the timely completion of the aforementioned utility diversion works, the agreement of a final Target Cost for the scheme with the Preferred Bidder and the satisfactory conclusion of the other work-streams identified above; it is anticipated that the main contract works for the new Interchange will commence in early 2014 and be completed during the first half of 2015.

6. **Potential Future Interchanges**

6.1 In addition to the progress made in relation to scheme delivery on the four interchange projects detailed above, early development work has also been taking place, in conjunction with Local Authority partners, in relation to a number of other potential Interchange and smaller bus station schemes.

6.2 The above work has included the examination of potential optional layout designs as well as the physical and economic appraisal of new Interchange facilities in Stockport, Ashton and Wigan.

6.3 The early development work for each scheme is being progressed within the context of the wider regeneration proposals for the respective town centres, which are being progressed by the relevant Local Authorities.

6.4 The outputs from the above work were fed into Greater Manchester’s initial list of prioritised future transport schemes, which was submitted to DfT at the end of July 2013. This list is now being considered within the context of the GM Local Enterprise Partnership’s wider strategic investment objectives, which are being formulated as part of the government’s Single Local Growth Fund initiative.

6.5 In addition to the Stockport, Ashton and Wigan potential future major Interchange schemes; there is on-going work with relevant Local Authorities and their developer partners in relation to the potential enhancement and / or re-modelling of existing smaller scale bus station facilities in Farnworth and Radcliffe Town Centres.

6.6 As part of Bolton Council’s initiative to bring forward a Strategic Master Plan Framework to outline their proposals for the regeneration of Farnworth Town Centre, TfGM has been working with the Council to
explore a range of options in relation to how Farnworth’s current bus station interfaces with their proposed retail expansion and in addition, how potential passenger improvements to the existing facilities can be safeguarded for the future.

6.7 In assessing potential options, TfGM and Bolton Council have agreed that any future solution will need to be supported through the granting / extending of an appropriate land interest to TfGM such that it is able to maintain the same level of operational control as that which currently exists at the existing bus station facility. Whilst TfGM has advised Bolton Council that, at this moment in time, it does not have the funding to bring forward a substantive redevelopment of Farnworth Bus Station officers have agreed to work jointly with Bolton Council to identify potential future funding opportunities.

6.8 As part of Bury Council’s proposals for the Radcliffe Town Centre Master Plan, TfGM officers have been working with the Council to develop a proposal for the relocation of Radcliffe Bus Station to a new site on Dale Street / Pilkington Way. Bury Council has recognised that the progression of these relocation works could assist in the wider regeneration of Radcliffe Town Centre by both demonstrating public investment and releasing a parcel of land which is attractive for third party development through the freeing up the existing bus station site. Bury Council are currently leading on the funding and development of this initiative, with input and support from TfGM officers where appropriate.

6.9 Bolton and Bury Councils have recently completed public consultation exercises to inform the planning application processes for the town centre regeneration works in Farnworth and Radcliffe respectively with TfGM officers providing support in relation to the bus station elements of these proposals.

6.10 Further updates in relation to the development work for the above schemes will be brought to this Sub-Committee in due course.

7. Recommendations

7.1 Please see front sheet of report.

Bob Morris
Chief Operating Officer
PURPOSE OF REPORT

To report key study results and recommend an outline tram-train strategy for Greater Manchester.

RECOMMENDATIONS

Members are asked to:

1. approve the recommended way forward, by route, as set out in Table 1 of this report and;

2. note that the long-term transport strategy and LTP4 will reflect the findings of the tram-train strategy and subsequent funding discussions.

BACKGROUND DOCUMENTS


CONTACT OFFICERS

Dave Newton 0161 244 1279 dave.newton@tfgm.com
Nick Vaughan 0161 244 1429 nick.vaughan@tfgm.com
Julian Laidler 0161 244 1274 julian.laidler@tfgm.com
Martin Lax 0161 244 1397 martin.lax@tfgm.com
1. **Introduction and Background**

1.1 In the context of Greater Manchester, tram-train means extending Metrolink onto the local heavy rail network, sharing track with remaining heavy rail services. Track-sharing between heavy rail trains and LRT with street-running capability is established in continental Europe, especially in Germany. Recently, a tram-train trial was approved in the UK, with services to run between Sheffield and Parkgate (near Rotherham) which is planned to open in 2016.

1.2 As part of its rapid-transit work for LTP3, TfGM identified gaps in the present and future rapid-transit network and then prepared high-level cost-benefit appraisals for a substantial number of rapid-transit options, including tram-train routes. Several tram-train routes were identified as having potential to be taken forward for further development.

1.3 At its meeting of 10 February 2012, TfGMC requested the development of a tram-train strategy for Greater Manchester and at a meeting of the GMCA on 29 June 2012 (report entitled “City Deal: Future Transport Prioritisation”), it was agreed that the following potential tram-train routes would be investigated:

- Manchester – Bredbury – Marple
- Manchester – Glossop
- Manchester – Atherton – Wigan
- Manchester – Sale - Altrincham – Hale/Knutsford
- Manchester – East Didsbury – Hazel Grove
- Stockport – Altrincham.

They are shown on Figure 1.

1.4 The work carried out since April 2012 to develop a Greater Manchester tram-train strategy has considered the feasibility, costs, and benefits of these routes, building on the earlier work for LTP3. The outcome of this work is summarised in Section 2 of this report.

1.5 A recommended way forward is proposed in Section 3, setting out a recommended tram-train strategy for Greater Manchester, which will need to be taken forward in conjunction with the wider work on future transport priorities and the emerging components of a longer-term transport strategy.
2. **Methodology of determining potential tram-train routes**

2.1 Appendix 1 summarises the results by tram-train route. All values incorporate 66% contingency allowance on construction costs; 41% on operating costs; and 20% on vehicle-purchase costs, aiming to reflect DfT Guidance for projects at this early stage of development. To achieve equitable treatment between routes, it is assumed that all tram-train services would begin in 2020, although in reality this will not be the case. It is assumed that vehicles would be purchased as part of an order of at least 20 vehicles.

2.2 The value for money column reflects standard DfT classifications of social benefit to cost ratios. Where a range of value for money ratings is quoted, this reflects a range of demand-growth assumptions. The high end of the range reflects forecasts of background demand-growth equivalent to those that would be used in appraisal of local heavy-rail projects in Greater Manchester. Note that “low” value for money indicates a positive social return on the investment, but not sufficiently positive to normally attract DfT funding.

2.3 The appraisal undertaken to date was directed towards securing a high-level overview of each of the potential schemes that might comprise a future strategy. The values in Appendix 1 will be refined as each option is developed further.

2.4 Social benefit-to-cost ratios do not capture all the benefits of tram-train: other important effects are summarised in Appendix 2, which could be incorporated in estimated benefit-to-cost ratios in further work.

2.5 Figure 2 illustrates a possible future tram-train network with potential to offer good value for money. A phased approach to implementation looks appropriate, with potential for the first phase to open around 2020. The total construction cost (excluding vehicle acquisition) of the whole network illustrated in Figure 2 is estimated at approximately £650 million (if built now) including 66% contingency allowance.

2.6 While tram-train requires a substantial capital outlay, the ongoing costs of tram-train routes are in most cases forecast to be exceeded by fares revenue. Therefore after the initial capital cost is incurred, tram-train services can be expected to be financially self-supporting, covering both their operating and renewals costs.

2.7 Tram-train offers the prospect of extending the transport benefits of fast and frequent Metrolink service, with excellent city-centre access, onto the local rail network. The potential network shown in Figure 2 is estimated to increase the carrying capacity of Metrolink into Manchester City Centre in the am-peak-hour by approximately 50% over that which would otherwise be provided in the future, after allowing for currently planned Metrolink extensions.
2.8 The capacity increase can be achieved by extending existing or planned Metrolink services that would run through the city centre, terminating at either Piccadilly or Victoria. Hence tram-train does not require any additional flows of vehicles through the capacity constrained sections of the city centre Metrolink network.

2.9 Therefore tram-train in Greater Manchester offers the prospect of investing now to create a future stream of both transport benefits and public-sector cost savings. This combination makes it a potentially attractive candidate for funding by central government, since very few transport investments offer that combination.

Figure 2
3. **Recommended way forward**

**Altrincham**

3.1 The Altrincham route would involve tram-train operation of the existing Manchester – Altrincham Metrolink service on the section of route through Navigation Road Station, where heavy-rail and Metrolink services currently run on parallel single-line routes, causing a bottleneck on the Metrolink network.

3.2 The cost-benefit case for tram-train operation through this section of double track is only moderate. However, there could be as yet unquantified benefits in the form of increased flexibility of operation for the Metrolink network as a whole through unblocking the present bottleneck at Navigation Road (see “Metrolink network opportunities created” in Appendix 2).

3.3 The case for this route depends on whether and to what extent the benefits that can be expected to be delivered by the TMS signalling system allow for an increase in frequency that otherwise could be achieved through Tram Train operation.

**Glossop**

3.4 This route could form part of Phase 2 of a tram-train strategy. To achieve that would require working with Network Rail to preserve the four-track rail alignment between Ashburys and Guide Bridge and to preserve the possibility of tram-train access to the alignment following track remodelling in the Ashburys area. The rationale for not proposing inclusion of Glossop in Phase 1 of the tram-train strategy is:

- there is insufficient city-centre capacity to accommodate both Marple and Glossop routes at 10 tph (although it may well be feasible in the long term to accommodate both routes either through terminating certain services at Piccadilly Station or through operating each route at a 6 tph frequency); and

- Marple outperforms Glossop both in terms of social cost-benefit analysis and whole-life financial cost to the public sector.

**Hale and Knutsford**

3.5 Extending an Altrincham tram-train service to Hale leads to reduced value for money. Therefore no further development work is recommended for an extension to Hale.

3.6 The capital and operating costs of an extension to Knutsford appear too high for a worthwhile business case to be made in the foreseeable future. It is recommended that the appraisal of the route be reviewed to confirm
that its conclusions are robust, but subject to that, it is recommended that no further tram-train development work be carried out for the Mid-Cheshire line south of Altrincham. Heavy rail based options may need to be investigated to make better use of the Mid-Cheshire line.

Hazel Grove

3.7 This route could form part of Phase 2 of a tram-train strategy as such it could form the first stage in development of a tram-train network serving Stockport, Altrincham, and the Manchester Airport area. This would require working with local authorities (mainly Stockport but also Manchester City Council) to protect the alignment between East Didsbury and the Adswood freight line. Although the stand alone cost benefit case for Hazel Grove tram-train is only moderate, there are opportunities for generating network benefits not counted in the appraisal.

Marple

3.8 In view of its strong performance, develop further as a potential first full tram-train line in Greater Manchester, subject to:

- confirming that an acceptable route between Piccadilly Station and Ashburys looks to be achievable (several options are currently under consideration); and
- confirming that the longer tram-train vehicles can be introduced into the city centre without creating substantial delays to existing Metrolink users.

3.9 It is recommended that Marple be developed as a potential Phase 1 of a Greater Manchester tram-train strategy, comprising the best-performing routes. For a six-minute headway service in which Marple services operated alternately to Altrincham and Bury, it is estimated that approximately 24 new tram-train vehicles would be needed, although many other service patterns would be possible, and so vehicle requirements at this stage are uncertain.

3.10 The early implementation of the tram-train route with the strongest business case is expected to improve the case for implementing the other routes in the proposed network, which will benefit from shared infrastructure.

Stockport - Altrincham

3.11 In view of its poor performance as a stand-alone scheme, but its potential as a component of a rapid-transit network serving the rapidly-expanding Manchester Airport area, it is recommended that this route be considered as part of a possible future separate study of transport to the Manchester Airport area, which would take into account (among other things) the transport requirements of the Airport City Enterprise Zone and the proposed Manchester Airport HS2 Station. An interchange at Baguley
could be a key element in such a network, together with the Western Loop section of the Metrolink Airport Extension not included in the current Phase 3 Programme.

**Wigan via Atherton**

3.12 This scheme would create a network of tram-train-based Metrolink extensions that would be more balanced between the north and south of the county. Of the routes considered in this report, it also presents the greatest scope to refine the alignment proposals and to better capture appraisal benefits. There are also opportunities (yet to be explored) to exploit synergies with the existing and planned Metrolink network in the city centre.

3.13 It is recommended that the existing appraisal be reviewed and alternative routes and service-options considered.

**Summary of recommended tram-train strategy**

3.14 The recommended tram-train strategy is summarised in Table 1 below.

Table 1: Summary of recommended tram-train strategy

<table>
<thead>
<tr>
<th>Proposed route</th>
<th>Recommended way forward</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altrincham (tram-train operation on the existing route)</td>
<td>Review scope for delivering the same benefits through implementation of TMS signalling.</td>
</tr>
<tr>
<td>Glossop</td>
<td>Safeguard as part of potential Tram-train Phase 2.</td>
</tr>
<tr>
<td>Hale and Knutsford</td>
<td>Do not develop further at present.</td>
</tr>
<tr>
<td>Hazel Grove</td>
<td>Review existing appraisal and safeguard alignment as part of potential Tram-train Phase 2 and as a potential first stage in development of a Tram-train network serving Stockport, Altrincham and Manchester Airport.</td>
</tr>
<tr>
<td>Marple</td>
<td>Develop as a potential first full Tram-train line in Greater Manchester, possibly as part of a Phase 1 network comprising Marple and Altrincham.</td>
</tr>
<tr>
<td>Stockport - Altrincham</td>
<td>Consider as part of a possible future study of transport to the Manchester Airport and LEZ area – including implications of a HS2 station at the Airport.</td>
</tr>
<tr>
<td>Wigan via Atherton</td>
<td>Review existing appraisal and consider alternative routes and service-options.</td>
</tr>
</tbody>
</table>
4. Recommendations

4.1 Please see front sheet of report.

Dave Newton
Transport Strategy Director
Appendix 1: Summary of results by tram-train route

<table>
<thead>
<tr>
<th>Route (all from Manchester unless stated otherwise)</th>
<th>Service pattern</th>
<th>Capital cost if built now (£m with 66% contingency allowance and including vehicle purchase)</th>
<th>Value for money</th>
</tr>
</thead>
<tbody>
<tr>
<td>Altrincham</td>
<td>10tph to Altrincham only</td>
<td>46</td>
<td>Low to Medium</td>
</tr>
<tr>
<td>Altrincham / Hale</td>
<td>10tph to Altrincham, of which 5tph continue to Hale</td>
<td>81</td>
<td>Low</td>
</tr>
<tr>
<td>Altrincham / Hale compared with Altrincham only</td>
<td>10tph to Altrincham, of which 5tph continue to Hale</td>
<td>35</td>
<td>Poor</td>
</tr>
<tr>
<td>Altrincham / Hale / Knutsford</td>
<td>3tph to Hale; 3tph to Knutsford</td>
<td>160</td>
<td>Poor</td>
</tr>
<tr>
<td>Glossop</td>
<td>5tph</td>
<td>210</td>
<td>Medium</td>
</tr>
<tr>
<td>Hazel Grove</td>
<td>5tph</td>
<td>130</td>
<td>Low</td>
</tr>
<tr>
<td>Marple</td>
<td>5tph</td>
<td>170</td>
<td>High</td>
</tr>
<tr>
<td>Marple</td>
<td>10tph</td>
<td>200</td>
<td>High</td>
</tr>
<tr>
<td>Stockport – Altrincham</td>
<td>5tph</td>
<td>150</td>
<td>Poor</td>
</tr>
<tr>
<td>Wigan via Atherton</td>
<td>5tph</td>
<td>280</td>
<td>Low</td>
</tr>
</tbody>
</table>
Appendix 2: Other potential effects of tram-train routes

<table>
<thead>
<tr>
<th>Unquantified effect</th>
<th>Route</th>
<th>Altrincham / Hale</th>
<th>Altrincham / Hale / Knutsford</th>
<th>Glossop</th>
<th>Hazel Grove</th>
<th>Marple</th>
<th>Marple</th>
<th>Stockport - Altrincham</th>
<th>Wigan via Atherton</th>
</tr>
</thead>
<tbody>
<tr>
<td>Service-pattern</td>
<td>10tph to Altrincham</td>
<td>10tph to Altrincham, 5th to Hale</td>
<td>12ph to Altrincham, 6th to Hale, 3tph to Knutsford</td>
<td>5tph</td>
<td>5tph</td>
<td>5tph</td>
<td>10tph</td>
<td>5th</td>
<td>5tph (10tph to Walkden)</td>
</tr>
</tbody>
</table>

- Crowding
  - ○ = positive expected effect (strongest effect denoted by ○○○)
  - ● = negative expected effect (strongest effect denoted by ●●●)

- Rail network opportunities created
- Rail network opportunities lost
- Agglomeration benefits to businesses in Manchester City Centre
- Urban regeneration
- Benefits to deprived residential areas
- Safety and security benefits to users of lightly used stations
- Possible loss of through fares to national rail network
- Through fares to Metrolink network
- Metrolink network opportunities created