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 Tram Management System (TMS) programme, Second City Crossing (2CC), and Trafford Park Line (TPL).

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 The final design solution at Victoria Station is still being progressed with ongoing technical reviews. The final commissioning at Victoria Station is now planned to be completed during late 2017, however, this is subject to TfGM approval of the final design solution and a successful testing period. Following completion of the works at Victoria Station, further installation on the Bury and Altrincham lines will commence in accordance with the agreed delivery schedule.

2.2 In parallel to concluding the design solution at Victoria Station, TfGM is continuing to work with Thales to develop a robust delivery schedule, appropriately resourced, which is capable of delivering the required network upgrades over the following 18 - 24 months.

2.3 Once the final sections of the original Metrolink signalling system have been replaced by TMS control, the removal of the legacy signalling system can be undertaken.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; with partial recovery of some legacy signalling assets having already been undertaken on the Altrincham Line (as far as Brooklands).

3. Second City Crossing (2CC)

3.1 Defects correction and remedial works continue to be progressed with Network Rail around Victoria Station and the area that interfaces with the 2CC project. However, Highways approval for the Corporation Street / Halliwell Street area from Manchester City Council (MCC) remains outstanding, resulting in incomplete street lighting provision. This matter is continuing to be pursued with MCC to seek an appropriate resolution.

4. Trafford Park Line (TPL)

4.1 Due to the nature and complexity of the utility diversions, Joint Utilities Group (JUG) meetings have been established and continue to inform the detailed infrastructure and utilities design. The formation of the JUG has enabled TfGM to maximise the opportunity to utilise joint utility trenching, which has
resulted in both schedule and commercial benefits, with extensive utility diversions having been completed and / or commenced along the TPL route.

4.2 The legal process and commercial negotiations to conclude the acquisition of the land is ongoing, with access provision having been achieved to enable MPT to commence the required enabling works. These works have included vegetation clearance, demolition of existing properties, accommodation works to affected stakeholders and utility diversions.

4.3 Consultation and detailed design related to specific commitments made to stakeholders during the planning stage continues to progress; whilst engagement with Trafford Council Planning and Highways officers continues to enable TfGM to discharge / obtain the relevant consents and approvals.

4.4 Stakeholder consultation and information updates to the wider travelling public continues to be a key deliverable for the TPL project, due to the significant temporary Traffic Management (TM) arrangements that are required to deliver the scheme. Successful implementation of the temporary TM / diversion arrangements have been underpinned by a proactive stakeholder communication strategy.

4.5 For recent special events such as the 4 June 2017 Ariana Grande ‘One Love Manchester’ memorial concert and the Michael Carrick Testimonial, held at Old Trafford cricket and football grounds respectively, TPL sub-contractors were instructed wherever possible to remove existing TM arrangements and / or to delay commencement of new works to minimise impact upon the highway network.

4.6 Subject to continued satisfactory progression, in accordance with the accepted delivery schedule, the TPL extension will become operational during 2020.

5. Recommendations

5.1 Please see front page of this report.

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