Transport for Greater Manchester Committee
Capital Projects and Policy Sub Committee

Date: Friday 1 December 2017
Time: 10.30 am
Venue: Council Chamber, Manchester Town Hall, Albert Square, Manchester M60 2LA

GROUP MEETINGS
Please note the change of room venues for Group Meetings below. A member of the Governance & Scrutiny Team will be on hand to give you directions.

Labour Group: 10.00 am, Room 7002, Manchester Town Hall Extension, Albert Square, Manchester M60 2LA

Conservative Group: 10.00 am, Room 8001, Manchester Town Hall Extension, Albert Square, Manchester M60 2LA

MEMBERSHIP:

Members of the Sub Committee:
Councillor Mohon Ali
Councillor Rhyse Cathcart
Councillor Michael Cordingley
Councillor Doreen Dickinson
Councillor Andrew Fender
Councillor Annette Finnie
Councillor Robin Garrido
Councillor Guy Harkin (Chair)

Councillor James Grundy
Councillor Roger Jones
Councillor Peter Robinson
Councillor Eunice Smethurst (Deputy Chair)
Councillor Howard Skyes
Councillor John Taylor
Councillor Shah Wazir

Substitue Members:
Councillor Christine Corris
Councillor Noel Bayley
Councillor Warren Bray
Councillor Chris Goodwin
Councillor Stuart Haslam
Councillor Lynne Holland
Councillor Chris Paul
Councillor Patricia Sullivan

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

AGENDA

PART A

SECTION 1 – STANDING ITEMS

1. Apologies for absence

2. Urgent Business (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 within this agenda and hand it to the Governance & Scrutiny Officer at the start of the meeting)

4. To approve the minutes of the last meeting held on 13 October 2017

SECTION 2 – ITEMS FOR RESOLUTION

There are no items for resolution.

SECTION 3 – ITEMS FOR INFORMATION

5. Bus Priority Update

6. Interchanges Programme Update

7. Metrolink Capital Update

FURTHER INFORMATION

For copies of papers and further information on this meeting please refer to the website www.greatermanchester-ca.gov.uk. Alternatively, contact the following Governance & Scrutiny Officer: Jenny Hollamby ☎ 07973 875612 📥 jenny.hollamby@greatermanchester-ca.gov.uk

This agenda was issued on behalf of Eamonn Boylan, Secretary to the Joint Committee, c/o Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU
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M60 2LA  
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TfGMC Capital Projects and Policy Sub Committee meeting on Friday 1 December 2017

Declaration of Interests in Items appearing on the Agenda

NAME _______________________________

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The Chair informed Members that two major TfGM projects had won awards at a prestigious national ceremony. Second City Crossing (2CC), won Construction and Engineering Project of the Year at the National Transport Awards last night (Thursday 12 October 2017), while the Bus Priority Package, which included the North West’s first guided busway and the transformation of Manchester’s Oxford Road corridor, won an award for Improvements to Bus Services. Salford Council won the Excellence in Cycling and Walking award. Members praised the achievements and thanked all those involved.
CPP17/20  MINUTES OF THE LAST MEETING HELD ON 1 SEPTEMBER 2017

Members considered the minutes of the previous meeting held on 1 September 2017.

RESOLVED/-

Subject to John Taylor (Stockport) being added to those present, the minutes of the Capital Projects and Policy Sub Committee meeting, held on 1 September 2017 be approved as a correct record.

CPP17/21  RAIL INFRASTRUCTURE UPDATE

Consideration was given to the report of the Head of Projects Group that provided an update on recent progress in respect of a number of rail station infrastructure schemes and initiatives in Greater Manchester (GM).

Regarding paragraph 2.6 of the report, it was explained that whilst there was no change to the planned activities, Northern Rail had advised that they had resequenced the enhancement works to Hadfield, Hattersley and Hyde Central.

A Member advised that he was waiting for Network Rail to approve a scheme, funded by the council, to achieve step free-access at Salford Central Station. The Head of Projects Group agreed to discuss this with Network Rail.

A detailed discussion took place about paragraph 3.8 (Rail Station Accessibility) of the report. Despite the work already carried out to lobby government and ministers, Members were still very concerned about the current position and potential funding (54 out of 92 stations not accessible). Given the poor results for GM in the National Review and lack of funding, it was not a priority for government. Whilst Members acknowledged the work of the GM Mayor pushing for devolved power, a ministerial/Secretary for Transport decision was needed. Members agreed that priorities to provide accessible stations could not be met and suggested a devolved budget was the solution. The Chair recommended the devolved management of railway stations and any required change to policy as the way forward. Another Member supported the Chair’s proposal of a devolved budget, the stations needed to be run locally to make them accessible.

After talking with a wheelchair user about their rail experience and asking them what would help to improve their journey, a Member advised that more staff awareness/training and improved signage would be beneficial. Whilst the user said the service had greatly improved, they had experience of staff being unaware of where the boarding ramps were or they did not know accessible routes. The Head of Projects Group agreed to speak to the Head of Rail.

RESOLVED/-

1. That Members noted the contents of the report and the progress, which had been made on the various rail schemes and initiatives in recent months.
2. Members noted that a further update report would be submitted in February 2018.

CPP17/22 METROLINK CAPITAL UPDATE

Members considered the report of the Head of Projects Group that presented an update in relation to the Metrolink Capital Programme, including work on the extensions and the enhancements to the existing network. Details of progress on the individual projects were set out in the report.

A Member suggested that more pavement signage was required to advise pedestrians, which way to look when crossing the tramway in St Peter’s Square, Manchester. It was explained that the contemporary European City feel, features of the tram stops and modern open plan design of St Peter’s Square, led pedestrians in certain directions. To date, there had not been any tramway incidents in St Peter’s Square where there had been previously in other parts of the city.

A Member, who was a cyclist, commented that pavement markings would not be of any benefit to cyclists and would not prevent an unlikely accident. A Member explained that there was a concern about there being no physical segregation between pedestrians and the tramway. However, St Peter’s Square worked extremely well. The open design, allowing tram drivers and pedestrians to clearly see the area around them did inherently make it a lot safer. Officers agreed to take the comments on board.

RESOLVED/-

Members noted the progress made on the Tram Management System (TMS) programme, Second City Crossing (2CC), Trafford Park Line (TPL) and Renewals and Enhancements Programme.
PURPOSE OF REPORT
To provide an update on recent progress in respect of the Bus Priority Programme and the Salford - Bolton Network Improvement Programme.

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

CONTACT OFFICERS
Chris Barnes 0161 244 1428 chris.barnes@tfgm.com
Anthony Murden 0161 244 1399 anthony.murden@tfgm.com
1. **Introduction and Background**

1.1 The purpose of this report is to provide an update on the Bus Priority Programme (Cross City Bus and Busway) and the Salford – Bolton Network Improvement Programme.

2. **Cross City Bus Package Current Position and Recent Progress**

2.1 Since the last update to this sub-committee on 1 September 2017, all planned physical works on the Oxford Road Corridor have been completed with the exception of several interfaces with third party frontages. In addition, in conjunction with Manchester City Council (MCC), camera enforcement at the Oxford Road bus gates has commenced. A summary of the works completed since September 2017 is provided below. This includes:

- The completion of the University of Manchester Students’ Union steps, and associated footway works;
- The installation and commencement of camera enforcement at multiple locations along the Oxford Road corridor;
- The installation of additional signage to support camera enforcement along the Corridor; and
- Snagging to remedy defects identified upon completion of the main physical works.

2.2 There are a small number of snagging items and defects remaining on Oxford Road, these are expected to be completed during the next few months.

2.3 Due to multiple third party developments, there are small areas of the Oxford Road corridor which will remain incomplete within the core Bus Priority Programme timescales. The areas affected include the final footway surfacing outside the Circle Square and Mable Tylecote re-development sites, as well as the footway and segregated cycle lane adjacent to the University of Manchester Business School re-development. It has been agreed that these residual works will be completed by the respective third party developers through the creation of a series of Section 278 Agreements between MCC and the third party developers.

2.4 The introduction of the permanent measures have been accompanied by a ‘behavioural change’ strategy which included the roll out of a bespoke animation, educating users of Oxford Road on the changes and how they affect each mode, which has now received over 110,000 views on ‘YouTube’ since its launch in April. This campaign was further invigorated in early September, as students arrived back at University for the start of
the new academic year. This was supported by a programme of events with Corridor Partners and other key stakeholders re-enforcing the message that drivers must observe the bus gates and use alternative routes between 6am and 9pm. Work will continue with key stakeholders to re-enforce messages to all users of the corridor and any lessons learned will be picked up as part of the wider programme evaluation and monitoring exercise that will be completed over the next few years.

2.5 Regular dialogue with bus operators has mostly transferred to operational colleagues as the infrastructure is now fully embedded and is generally working well.

2.6 In the Regional Centre further improvement measures are being progressed at the junction of London Road / Fairfield Street and Major Street / Princess Street, in conjunction with MCC, to ease the levels of congestion experienced at peak times at these junctions. It is anticipated that these works will be delivered during the current financial year.

2.7 The Cross City Bus Package was officially launched in September 2017 at an event hosted at The Contact Theatre on Oxford Road. The overall Bus Priority Package was recently recognised at the National Transport Awards winning the category of Improvements to Bus Services. In addition it has been shortlisted in the Northern Transport Awards in the category of Transport Project of the Year.

2.8 Monitoring and evaluation of the Cross City Bus Package has commenced now the overall Bus Priority Programme is complete. A series of activities relating to the Cross City Bus Priority Programme has been planned and an early findings report is due to be issued in summer 2017, with a further report to be published in 2022.

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

3.1 The Busway service (V1 & V2) between Leigh, Atherton, Tyldesley, Salford and Manchester was officially launched on 3 April 2016. All V1 and V2 services now operate at a frequency of 8 buses per hour during the daytime via Princess Street and Oxford Road to the Central Manchester Hospital site.

3.2 In its first full year the Busway carried in excess of 2.1 million passengers, a significantly higher level than had been originally envisaged. It is anticipated that this figure will be surpassed in the second year of operation with the current demand for the service being over 50,000 passenger journeys per week.

3.3 The East Bond Street and Astley Street Park & Ride sites are normally full by the end of the morning peak and TfGM is investigating enforcement measures to prevent them being used by non-Busway users. Wigan Council completed construction of a 40 space car park immediately north
of Astley Street Interchange in September and this is being regularly used throughout the working day. Despite the construction of this car park the Astley Street Park & Ride continues to operate at full capacity. While not full, demand at the A580 Park & Ride site continues to increase. The feasibility of additional Park & Ride sites continues to be investigated with local authority partners.

3.4 Such has been the success of the service, during peak times, a lack of capacity has become an issue for some passengers; particularly those wishing to board on the A580. Whilst the necessity to fit guide wheels to the vehicles limits the amount of additional resource that can be readily deployed, discussions are ongoing with the operator - First Manchester - to ascertain what can be done to resolve these issues.

3.5 A key element of the Busway scheme was the creation of a multi-user path alongside the track. Surveys have recently been carried out on the path at six locations to assess the level and type of usage. Surveys of over 1,000 users of the path indicate a very high level of satisfaction with the path, at 95% (with only 2% dissatisfied). Among users, 84% feel the path has encouraged them to adopt a more active lifestyle and 58% of the overall sample of users said that the impact on their lifestyle had been significant. Suggestions were made for improvements to the path, including better lighting and a smoother surface.

3.6 Having taken account of survey evidence of how long users were on the path for and the typical pattern of cycling and walking across the year, it is estimated that there are 160,000 pedestrian trips and 60,000 cycle trips on the path each year.

3.7 TfGM continues to work with the main contractor for the Busway scheme to rectify a small number of residual construction issues whilst minimising operational disruption.

3.8 The evaluation of the Busway will be undertaken in conjunction with the Cross City Bus Package.

4. Salford – Bolton Network Improvements (SBNI)

4.1 Work has continued in conjunction with local authority partners Bolton Council (BMBC) and Salford City Council (SCC), in relation to a number of proposed bus priority / traffic management and pedestrian and cycling improvement schemes which are being promoted as part of the Salford – Bolton Network Improvements Programme (SBNI). SBNI involves the introduction of 11 packages of local network interventions within Salford and Bolton focussed on the following primary objectives:

- Strengthening links within and links in and out of the area to high employment / health / education and leisure locations (with emphasis on employment);
- Supporting the economic vitality of the district centres of Farnworth, Walkden, Swinton and Pendleton;
- Promoting active, healthy lifestyles and making active sustainable travel safer and easier to use and an attractive alternative to the private car; and
- To substantially improve the punctuality, regularity and reliability of bus services operating through the defined study area, and help to enhance highway network performance where possible.

4.2 The SBNI programme is included within the Greater Manchester Local Growth Deal, the funding arrangements for which were confirmed by Government during the first half of 2014.

4.3 Conditional Approval of the SBNI Programme Business Case was awarded in February 2016 in line with the governance arrangements for the Local Growth Deal agreed both locally and with Government.

4.4 In Bolton there are six scheme Delivery Packages. Following Conditional Approval, the following junction improvement schemes in Bolton have been completed: Delivery Package 1: Raikes Lane; Delivery Package 2 (Phase 2a): Green Lane/Manchester Road; and Delivery Package 3: Higher Market Street / Longcauseway. All of these schemes have improved vehicle capacity and passenger journey times through the junctions and have also enhanced pedestrian and cycling facilities.

4.5 Work has also commenced on Delivery Package 2b: Loxham Street / Egerton Street / Manchester Road. This scheme involves an upgrade of the Loxham Street / Manchester Road (A575) and Egerton Street / Bolton Road (A6053) junctions. The works will address congestion and safety issues as well as significantly enhancing pedestrian and cyclist facilities. The completion of the Egerton Street works has been delayed due to the collapse of the Network Rail bridge at Moses Gate station in August 2017. It had originally been intended that the junction works would be completed by the end of 2017, however, it is now anticipated that the works will not be completed until spring 2018, following the completion of Network Rail’s works.

4.6 Full Approval has also been received for Delivery Package 7: Bus Stop upgrades. BMBC and TfGM are now progressing with these works, including raising kerb heights, the introduction of level boarding platforms and the installation of bus shelters and bus stop clearways where appropriate. It is anticipated that these works will be completed in early 2018.

4.7 Proposals have been advanced with BMBC for Farnworth town centre and in particular Farnworth bus station, as part of the wider town centre regeneration proposals. A Planning Application was submitted to the Council in early June and approval was granted in July 2017. Following detailed design and a Contractor procurement exercise, the scheme is now
progressing through the final approvals process and subject to these approvals being granted, it is anticipated that work will begin in spring 2018, with the improvements to the bus station scheduled to be completed during summer 2018. The remaining town centre works will be subject to a separate contractor procurement exercise ahead of works commencing in summer 2018. These works are anticipated to be completed in winter 2018.

4.8 The remaining Bolton scheme Delivery Package 6, involves the introduction of bus priority and junction improvements along the A666 corridor. The design of this scheme is being progressed in coordination with SCC, due to the corridor spanning both local authority areas. Works are planned to start in 2018, subject to securing all the necessary powers and consents.

4.9 TfGM and BMBC are currently exploring options to utilise savings achieved on the delivery of Bolton schemes to date in order to bring the priority reserve Manchester Road Gateway scheme back into scope. Initial design development activities are being undertaken to understand the proposed benefits of the scheme before formal approval is sought to progress detailed design activities.

4.10 All of these works are being delivered by BMBC as the local highway authority.

4.11 In Salford, there are five scheme Delivery Packages. The first involves a range of relatively minor traffic management and highway proposals within Walkden and Pendleton. This includes three junction improvements at Manchester Road East / Hilton Lane, Eccles Old Road / Langworthy Road and Seedley Road / Langworthy Road; bus stop enhancements; and the improvement of the public realm and pedestrian environment in the vicinity of Walkden railway station. Work commenced on the construction of these schemes in June 2017 and is progressing well, being overseen and managed by TfGM and SCC’s Delivery Agent, Urban Vision. The schemes are being delivered in a phased manner with all works due to be completed by the end of 2017.

4.12 The remaining delivery packages, including proposals for the A6 through Walkden and Swinton; along the A666; and within Pendleton town centre, are currently progressing through design and development. This work is being progressed in partnership with SCC and on completion of the development phase, each of the individual schemes will be subject to consultation and community engagement in advance of progressing with any required powers and consents and moving into construction.

4.13 The proposals for Pendleton town centre are being developed in the context of the wider regeneration proposals for the area, which are being progressed by SCC. The Salford City Council Executive Lead Member has been briefed on the proposals for Pendleton town centre and wider
engagement with local stakeholders, including elected ward members, will take place in early 2018.

4.14 In addition to the design and development work which is currently taking place to enhance the passenger experience at Pendleton, TfGM will continue to work with SCC with a view to identifying potential funding opportunities for a new dedicated bus station in Pendleton over the longer term.

4.15 Elected Member briefings on the remaining Delivery Packages will take place over the coming months as the schemes are developed in sufficient detail. Given that the schemes being developed for Pendleton town centre, the A6 through Walkden and Swinton and the A666 are in relatively close proximity to each other, there will be a need for careful coordination of the delivery of the works in order to minimise any disruption during construction.

4.16 Works to upgrade a selection of bus stops within the Salford programme area will take place as part of Delivery Package 5 and subject to securing all powers and consents, works are due to start on this Delivery Package in spring 2018.

4.17 Work on the construction of the Pendleton town centre scheme and the A6 interventions is expected to commence in summer 2018 with the A666 schemes to follow, subject to securing the necessary powers and consents.

4.18 An update on the bus passenger waiting facility proposals for both Farnworth and Pendleton is also included within the wider Interchange Programme Update report also included on this meetings’ agenda.

4.19 Further updates in relation to the above schemes will be brought to this Sub-Committee in due course.

5. Recommendations

5.1 Please see front sheet of report.

Alex Cropper
Head of Projects Group
PURPOSE OF REPORT

To provide an update to Members on recent progress made in respect of the new Interchange facility at Bolton, and the future transport facilities being developed and delivered for Stockport, Tameside, Wigan, Farnworth and Pendleton. The report provides an overview of the progress made since the last update and the work scheduled to be undertaken over the coming months.

RECOMMENDATIONS

Members are asked to:

- Note the contents of this report and the achievements made in progressing these schemes since the last Interchanges Update to this Sub Committee; and

- Further note the work scheduled to be undertaken to continue to develop the schemes over the coming months, in conjunction with stakeholders.

BACKGROUND DOCUMENTS

Reports to Capital Projects and Policy Committee:

CONTACT OFFICERS

Chris Barnes 0161 244 1428 Chris.Barnes@tfgm.com
1. **Introduction and Background**

1.1 This report provides Members with an overview in relation to the Interchange scheme which has recently been commissioned at Bolton and also provides an update on the work in relation to future facilities at Stockport, Tameside and Wigan and future bus station improvements at Farnworth and Pendleton, which are currently being undertaken in conjunction with local authority partners, as part of the wider Growth Deal Programme.

1.2 As part of the ongoing work which is taking place to progress the future Interchange schemes, TfGM is working with the relevant stakeholders to explore the opportunities for incorporating additional residential, commercial and other development infrastructure in conjunction with these schemes.

1.3 A number of photographs and images of the various schemes are included at Appendix 1 to this report.

2. **Bolton Interchange**

2.1 The Bolton Interchange project was completed in partnership with Bolton Council and involved the relocation of the previous bus station from Moor Lane to the new site adjacent to Bolton Rail Station, incorporating a direct, wholly enclosed, pedestrian Skylink footbridge linking the two facilities.

2.2 The interchange opened to the public on 3 September 2017 as a truly integrated multi-modal facility, with the Skylink bridge offering seamless transfer between bus, rail and taxis, and the Cycle Hub offering secure storage for 48 bikes. The interchange also links passengers to upgraded pedestrian facilities through the town centre with high quality new public realm and enhancements to the public highway, improving bus and private vehicle flows through the town.

2.3 Bolton Interchange includes important design features for customers with disabilities and accessibility issues. Key features include contrasting floor colours that have been provided to differentiate between walking routes and waiting areas, along with clear signage and optimised lighting; a common design for bus stands that also helps blind and partially sighted people become familiar with the interchange’s layout; step-free access and induction loops throughout the interchange; a range of accessible public toilets and TfGM’s first adult changing facility meeting the national ‘Changing Places’ standard. TfGM consulted its Design Disability Reference Group (DDRG) throughout the design and delivery of the interchange, whose members have a range of disabilities and provide valuable insights into the challenges experienced by disabled people using public transport.
2.4 Feedback since opening has been largely positive, and TfGM is continuing to work very closely with customers and other key stakeholders in order to review feedback received during the initial stages of operational use, and to identify necessary improvements which might need to be made; for example, in relation to customer information and enhanced accessibility features.

2.5 Northern Rail continue to develop proposals to enhance the existing Rail Station entrance area, with a new open plan café outlet expected to open to the public in late 2017 / early 2018.

2.6 Network Rail is delivering major improvement work at Bolton Rail Station by reinstating a fifth platform to help increase capacity, giving greater operational flexibility leading to reduced delays and speeding up journey times. Works at the station include; reinstating platform 5, rebuilding existing platforms, adjusting station canopies, remodelling tracks and signalling through the station and installing an emergency exit footbridge on platform 5. Platform 5 has now been opened and electrification works in this location remain ongoing.

3. **Stockport Interchange**

3.1 The new Stockport Interchange Local Growth Deal scheme involves redeveloping the existing bus station site, bounded by the railway viaduct to the west, A6 viaduct to the east, Wellington Mill to the south and the River Mersey to the north, to create a modern, high quality transport interchange with a single covered passenger concourse.

3.2 A supporting hub providing secure cycle parking facilities and improved taxi and coach facilities, located in Mersey Square and in close proximity to an enhanced Trans Pennine Trail, will ensure a fully integrated site. The existing poor connectivity to Stockport Railway Station will also be addressed as part of the project.

3.3 Access arrangements for buses will be improved by the provision of a new road bridge across the River Mersey at Astley Street, enabling bus related traffic to be removed from Mersey Square and the public realm to be improved accordingly by Stockport Council.

3.4 As previously reported a parallel initiative is being progressed to explore potential development opportunities which might be appropriate for construction in conjunction with the core transport infrastructure. A number of mixed use options, with the primary focus being on residential development, are currently under consideration, in partnership with Stockport Council. These proposals are being progressed with the aim of submitting a planning application encompassing these complementary initiatives during early 2018, subject to the demonstration of viability.
3.5 In conjunction with the work which is currently taking place to confirm the viability of any complementary initiatives, a parallel exercise has been undertaken to understand the implications which the delivery of supporting development might have on the timescales for the construction of the new interchange, and to identify appropriate opportunities to mitigate these impacts.

3.6 To this end, TfGM is now progressing the Stockport Interchange Bridge and associated highway works initiative through Stockport Council as advanced works packages for the main Interchange Scheme, in order to mitigate some of the scheduling impacts associated with the progression of development opportunities on the site. This early intervention will also support the wider Stockport Town Centre Access Plan (TCAP) Growth Deal improvements which are planned for this area.

3.7 Planning Approval for the bridge was granted in October 2016. Geoffrey Osbornes Ltd has been appointed as the design and build contractor for these works, following the undertaking of an appropriate procurement exercise, and the achievement of gateway Full Approval. Design is progressing on schedule and works are due to start onsite in 2018.

4. **Tameside Interchange (Ashton-under-Lyne)**

4.1 The new Tameside Interchange Local Growth Deal scheme will see a new interchange constructed primarily on the existing site, but with the footprint shifted slightly to the west to better integrate with the Metrolink stop in Ashton-under-Lyne town centre. The majority of stands will operate from a single concourse building, albeit that there will also be several stands immediately adjacent to the tram stop, that will all feature Electronic Passenger Information Displays and bespoke high quality shelters. The new interchange will provide a more pleasant waiting environment along with a range of amenities, a travel information and ticketing office, retail outlets, accessible public toilets and baby change facilities and a ‘Changing Places’ facility.

4.2 The project team has been working closely with Tameside Council throughout the design development process. This has allowed for a local perspective to be placed on the design and ensured that the Interchange aligns to the other highway and regeneration initiatives that are currently being proposed for Ashton town centre.

4.3 Planning Approval was granted in 2016. Designs included within the submission incorporated feedback from the public consultation that had previously taken place during the second half of 2015.

4.4 Work is ongoing with Tameside Council to finalise options for the relocation of the Ministry of Justice to facilitate the construction of the Interchange.
4.5 Advanced works to facilitate utility diversions commenced in October 2017, and are due to be completed in early 2018.

4.6 Full Approval for the scheme was granted by the Combined Authority earlier this year and, therefore, subject to finalising all necessary approvals and consents, construction of the interchange is currently planned to commence this winter.

4.7 The procurement exercise to select an appropriate design and build contractor to deliver this project is now at an advanced stage, with an appointment due to be made in the near future, subject to the resolution of all outstanding issues.

4.8 In conjunction with the current work on the main Interchange Project, ongoing dialogue with Tameside Council is taking place regarding the future development use for the area of the existing bus station, which will be released once the new interchange has become operational.

5. **Wigan Bus Station**

5.1 The new Wigan Bus Station Local Growth Deal scheme will utilise the existing bus station site to deliver a higher quality and more efficient facility. The new bus station will provide a more pleasant waiting environment, along with a range of amenities, a travel information and ticketing office, retail outlets, accessible public toilets and baby change facilities and a 'Changing Places' facility.

5.2 The scheme allows for improvements to the New Market Street and Hallgate vehicle and pedestrian entrances and exits, whilst maintaining existing walkways from Jaxons Court and the enhancement to walkways from Market Street.

5.3 The bus station proposals are being progressed in partnership with Wigan Council, which is promoting a parallel wider town centre regeneration scheme, including the comprehensive redevelopment of the Galleries Shopping Centre. The bus station development will complement this proposed commercial and economic regeneration within the town centre.

5.4 A planning application was submitted in January 2016 and was subsequently approved in April 2016. Full Approval for the scheme was granted by the Combined Authority in spring 2017.

5.5 The procurement exercise to select an appropriate design and build contractor to deliver this project is now completed with a contract having been awarded to VINCI Construction UK in July 2017.

5.6 The existing bus station closed to the public on 31 July 2017 and construction works for the new bus station commenced the following morning.
5.7 Construction work is progressing on schedule. Demolition of the old station was completed in August and the structural slab and steel work frame works have been substantially progressed.

5.8 To ensure the continuity of bus services, temporary bus stops and Travelshop facilities were constructed and brought into operation in advance of closing the existing facility. The temporary arrangements will be maintained until the completion of the new facility, which is anticipated to be brought into operational use by the end of 2018.

5.9 Alongside the current work which is being undertaken to develop the design for the scheme, a parallel initiative is being progressed to explore potential development opportunities which might be appropriate for construction adjacent to the core transport infrastructure, potentially in conjunction with the formation of a new pedestrian access.

6. Minor Bus Station Improvement Works

6.1 Ongoing work is also taking place with relevant local authorities and their developer partners in relation to the enhancement and / or remodelling of the existing smaller scale bus station facilities in Farnworth and Pendleton town centres, as part of the wider Salford Bolton Network Improvements (SBNI) initiative.

Farnworth

6.2 Planning permission for the redevelopment of Farnworth bus station was granted by Bolton Council in July 2017. Detailed technical designs have since been finalised and a procurement exercise led by the Council, has taken place to identify a preferred contractor to deliver the works.

6.3 The scheme is now progressing through the final approvals process and subject to these approvals being granted, it is anticipated that work will begin in spring 2018, with the improvements to the bus station scheduled to be completed during summer 2018.

Pendleton

6.4 TfGM is continuing to work in conjunction with Salford City Council and other key stakeholders, to design proposals for the improvement of the current bus operations and passenger waiting facilities in Pendleton town centre, adjacent to Salford shopping centre. Outline proposals have been developed and a process of engagement with key stakeholders will take place in early 2018. These improvements will both support and complement the wider transportation and regeneration initiatives that are taking place in this area and will also incorporate much improved pedestrian connectivity.
6.5 In addition to the design and development work which is currently taking place to enhance the passenger experience at Pendleton, TfGM will continue to work with Salford City Council with a view to identifying potential funding opportunities for a new dedicated bus station in Pendleton over the longer term.

6.6 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 A full set of recommendations is set out at the front of this report.

Alex Cropper

Head of Projects Group
Appendix 1

Appendix 1 - Bolton Interchange - Public Opening Day Photographs (3rd September 2017)
Appendix 1 - Wigan Bus Station - Progress Photographs (13th November 2017) and Visualisation
Appendix 1 - Tameside Interchange - Planning Approved Visualisations
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), Trafford Park Line (TPL) and Renewals and Enhancements Programme.

BACKGROUND DOCUMENTS
Capital Projects and Policy 10 February 2017; 24 March 2017; 24 April 2017; 23 June 2017; 01 September 2017; and 13 October 2017.

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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 A disruptive possession was utilised on 29 October 2017 to undertake works required at Victoria Station. This included changes to signalling infrastructure, which concluded with dynamic testing of trams to demonstrate that the works had been implemented correctly. The tests were completed successfully with no significant issues observed.

2.2 Further successful testing has continued at Victoria Station, which has resulted in operational handover to KAM (Metrolink Operator) who have now commenced driver training, which is planned to be completed by the end of 2017.

2.3 Lessons learnt workshops are due to be held over the coming weeks to review the activities and processes that were adopted for the Victoria Station works. The outcomes of these workshops will be used to refine the overall integrated TMS delivery schedule in order to provide increased delivery confidence.

2.4 Further works are planned on the Bury and Altrincham lines during 2018 and will be undertaken once Victoria Station is brought fully into use. Once the final sections of the original Metrolink signalling system have been replaced by TMS control, the removal of the legacy signalling system can also be undertaken.

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.

4. **Trafford Park Line (TPL)**

4.1 Access has been secured to the majority of land required to facilitate the scheme, permitting substantial phased enabling and main construction works (utility diversions, demolition, accommodation works, highway re-alignment
etc) to continue to be undertaken in accordance with the accepted delivery schedule.

4.2 The legal and commercial process relating to the occupation of land in both the temporary (construction) and permanent (operation) scenarios is continuing to be negotiated by TfGM, at a senior level where necessary, and this will continue over an extended period due to the complexity and number of land interests.

4.3 Significant progress has been achieved in the following areas: utility diversions have been completed in three of the six construction sections including completion of the diversion of Extra High Voltage (EHV) electricity cables at Barton Dock Road; substantial highway works including the south east widening of Peel Circle; completion of demolition of Westinghouse Point (adjacent to Parkway Circle); whilst concrete structure works to support the new Pomona viaduct are continuing.

4.4 Significant temporary Traffic Management (TM) arrangements have been implemented in order to safely and efficiently deliver the TPL extension with changes to the temporary TM arrangements proactively communicated to businesses and stakeholders in a variety of ways (stakeholder meetings, weekly TM emails, Variable Message Signs (VMS), social media) etc.

4.5 Engagement is ongoing with Trafford Council, Highways England, local businesses and stakeholders with particular focus on the performance of the temporary TM solutions and any potential required changes in the run up to the festive period.

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

5. **Renewals and Enhancements Programme**

5.1 An OJEU compliant procurement exercise has commenced in order to create a TfGM Renewals Framework of construction companies representative of the required specialisms to work across the Metrolink network in the future.

5.2 Significant interest was generated through the Pre Qualification Questionnaire (PQQ) process, with evaluation of the submitted documentation currently being concluded by TfGM.

5.3 The outcome of the PQQ evaluation is to be notified to bidders imminently with Invitation to Tender (ITT) documentation to be issued to shortlisted bidders thereafter. Tender responses to the ITT and subsequent evaluation by TfGM will be undertaken in early 2018.

5.4 In relation to current activity, works are ongoing at the Crumpsall Metrolink Stop and continue to progress in accordance with the agreed delivery
schedule. A 27 hour disruptive possession was utilised on the 29 October 2017, during which 22 new ramp units for the proposed at grade crossing were lifted into position and foundation bases for new Overhead Line Equipment (OLE) poles were cast. Construction activity is now focussed upon associated ducting, drainage, lighting and bonding works.

5.5 A further disruptive possession will be required for the demolition of the existing footbridge at the Crumpsall Metrolink Stop and potential dates are currently being explored with KAM (Metrolink Operator) to coordinate with other planned works on the network to minimise disruption to passengers. Subject to continued satisfactory progression, the works are planned to be completed by spring 2018.

5.6 In addition, remedial works are continuing at various sites along the Eccles Line and follow on from re-railing works that were undertaken during 2016. These works are predominantly being undertaken during engineering hours in order to minimise disruption to passenger services and include: the removal and replacement of concrete shoulders and kerbs; installation of flexible jointing material (adjacent the rail); installation of new drainage; and the reinstatement of affected block paving. The works are currently forecast to be completed in early 2018.

6. Recommendations

6.1 Please see front page of this report.

Alex Cropper
Head of Projects Group, TfGM