TRANSPORT FOR GREATER MANCHESTER COMMITTEE
REPORT FOR INFORMATION

Sub Committee: Capital Projects and Policy
Date: 09 February 2018
Subject: Metrolink Capital Update
Report of: Head of Projects Group

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

RECOMMENDATIONS
Members are recommended to note the contents of the report.

BACKGROUND DOCUMENTS
Capital Projects and Policy 10 February 2017; 24 March 2017; 24 April 2017; 23 June 2017; 01 September 2017; 13 October 2017; and 01 December 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 current extensions, enhancements to the existing network and Metrolink expansion funding bid submissions.

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

2. Tram Management System (TMS)

2.1 Victoria Station was handed over to the Metrolink Operator (KeolisAmey) in December 2017 after successful completion of final testing and commissioning of changes to the signalling infrastructure. This enabled KeolisAmey to undertake training of Metrolink drivers in advance of the timetable change effected during January 2018.

2.2 Following conclusion of the works at Victoria Station, a number of lessons learnt workshops have been held to inform the integrated TMS delivery schedule for the wider network, in order to enhance delivery confidence. The Contractor is currently refining the integrated delivery schedule for presentation and subsequent agreement with TfGM, which is expected imminently.

2.3 The next phase of planned works will be undertaken between the Queens Road Junction and Whitefield Metrolink Stop on the Bury line and will be planned to minimise potential disruption to passengers. Once the final sections of the original Metrolink signalling system have been replaced by TMS control, the removal of the legacy signalling system will then be undertaken.

3. Trafford Park Line Extension (TPL)

3.1 Access has now 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.

3.2 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 involved.

3.3 Significant progress has been achieved in the following areas: key utility diversions have been completed with all remaining utility diversions proceeding according to programme; alterations to the highway network
continue to be undertaken including completion of the new Westinghouse Road / Parkway slip road; foundations to the new structures located adjacent to the Ship Canal have been substantially completed whilst earthworks associated with the required structures over the Bridgewater Canal are progressing well. In addition, the first track laying operations have now commenced on the Parkway section of the new line. A photocall to mark this key milestone took place at the start of February.

3.4 The temporary Traffic Management (TM) arrangements were successfully scaled back in advance of the recent festive period and the duration for this scaled back activity subsequently extended around the Trafford Centre following further discussions with key stakeholders. The TM has now returned to its original scale in order to safely and efficiently deliver the TPL extension with changes to the temporary arrangements being proactively communicated to businesses and stakeholders in a variety of ways (stakeholder meetings, weekly TM emails, Variable Message Signs (VMS), social media etc).

3.5 Engagement is ongoing with Trafford Council, Highways England, local businesses and stakeholders with particular focus on the performance of the temporary TM solutions and potential implications associated with upcoming events.

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

4. Renewals and Enhancements Programme

4.1 An OJEU compliant procurement exercise is being progressed 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.

4.2 Significant interest was generated through a Pre-Qualification Questionnaire (PQQ) process and the submitted documentation has been evaluated by TfGM.

4.3 The outcome of the PQQ evaluation was notified to potential bidders in late 2017 and Invitation to Tender (ITT) documentation was subsequently issued to the shortlisted bidders. Tender responses to the ITT and subsequent evaluation by TfGM will be undertaken in early 2018, with a view to the new Framework being in place at the start of the new financial year.

4.4 In relation to current activity, the enhancement works to the Crumpsall Metrolink Stop continue to progress in accordance with the agreed delivery schedule. A new track-level pedestrian crossing facility was opened to the public on 3 January 2018, which facilitated the subsequent removal of the existing ramp, footbridge and lift shaft on 14 January 2018.
4.5 Construction activity is now focussed upon the upgraded stepped access on the Bury-bound platform, as well as signage, overhead line equipment (OLE), ducting, site clearance and electrical completion works.

4.6 One further short-term disruptive possession will be required to install the new steel steps to the Bury-bound platform and also undertake required alterations to the OLE. The timing of the works will be coordinated with other planned works on the network in order to minimise disruption to passengers. Subject to continued satisfactory progression, the works are planned to be completed by spring 2018.

4.7 In addition, remedial works are continuing to be undertaken at various sites along the Eccles Line and follow on from the 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. The remaining works are predominantly the installation of a flexible joint adjacent to the rail, which is weather dependant. Subject to continued satisfactory progression, the works are planned to be completed by spring 2018.

5. Metrolink Expansion Funding Bids

5.1 Further to the award of development funding from the Department for Transport (DfT), a funding bid has recently been submitted to extend Metrolink from the current station at the airport to Terminal 2 (T2). This scheme will align with Manchester Airport Group’s intended expansion of T2 and the future development of Airport City.

5.2 Members will be advised of the outcome of this bid in due course.

5.3 Subject to the availability of funding and the demonstration of an appropriate business case, it is proposed to extend the T2 link to the HS2 station at the airport in the future, as part of the wider Western Loop initiative.

6. Recommendations

6.1 Members are recommended to note the contents of the report.

Alex Cropper
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