PURPOSE OF REPORT

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

RECOMMENDATIONS

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

BACKGROUND DOCUMENTS

Metrolink Capital Update to Capital Projects and Policy Sub Committee, 6 February, 6 March, 10 April, 3 July and 2nd October 2015.

CONTACT OFFICERS

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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**

2.1 Deansgate-Castlefield (DCF) has been reconfigured to accommodate the single line working through St. Peters Square (SPS) whilst also turning service trams. The DCF stop is performing well and the single line operation is continuing to achieve the required 15 trams per hour.

2.2 Installation of all the signalling equipment required for the final Victoria track arrangement is now complete with static testing ongoing. A delivery strategy for Victoria stop is in place that will ensure a passenger service through Victoria to Exchange Square in December 2015. The remaining operational functionality of Victoria will be brought into service in March 2016.

2.3 The following areas have already migrated to TMS control:

- City Centre (1CC);
- Victoria to Irk Valley Junction on the Bury Line;
- Deansgate Castlefield to Brooklands on the Altrincham Line; and
- Eccles Line.

2.4 Queens Road stop to Abraham Moss – The final commissioning of the trackside TMS was achieved on 18 October 2015.

2.5 The remaining Bury Line conversion to TMS control between Abraham Moss and Bury will be complete by Quarter 2 2016. The installation and initial testing will take place in 2015, with final dynamic testing following in early 2016.

2.6 Timperley to Altrincham will remain under Network Rail track circuit control post final TMS commissioning. The Altrincham Line has currently been migrated to TMS just south of Brooklands Station and the final phase to commission Timperley sidings will take place in June 2016.
3. **Airport Line Extension**

3.1 We are now in the process of closing out final snagging issues to enable handback of the urban realm to Manchester City Council (MCC).

4. **Second City Crossing (2CC)**

4.1 All elements of the programme that have been awarded ERDF funding, including the new accesses and part of the enhancement works at DCF and the Exchange Square spur, are nearing completion.

4.2 TfGM continues to work closely with MCC to ensure coordination with adjacent developers and third party stakeholders in the area.

4.3 The new single line section through St Peter's Square opened to passenger services on 28 August.

4.4 Works continue throughout the St Peter’s Square site on the new platforms and track, predominantly excavation works with some construction and concreting works ongoing over the old crypt area to facilitate the new tracks and accommodate the Remembrance Sunday Ceremony.

4.5 Works on new track are also progressing on Cross Street between King Street and John Dalton Street with the eastbound track concreted in position. Works at the junction with John Dalton Street continue.

4.6 Works on utilities (predominantly United Utilities) continue mainly on or immediately adjacent to Cross Street. Additional utilities works have been incorporated into the updated and revised Integrated Project Programme. TfGM has taken mitigation measures to address some of the utilities delays and further mitigation opportunities are being actively pursued.

4.7 The area of the exhumation works on Cross Street has been substantially reduced and will be completed in November 2015.

4.8 Works are near completion for the new tram stop at Exchange Square. The platform and bespoke shelter are substantially complete, with the surrounding paving works, and the paving in the area from Market Street to Victoria also progressing well. The remaining 20m section of track (that connects to the 2CC tracks) has now been completed to allow the opening of the new line through to the newly constructed Exchange Square stop. TfGM are undertaking a number of works in this area (e.g. Overhead line works) to ensure passenger services are able to run in December 2015.
4.9 The new DCF ‘living wall’ structure is complete, and the adjacent lift is operational. All sedum panels are also installed to complete the ‘green’ theme of the stop.

4.10 The works on the Victoria upgrade project that interfaces with 2CC are largely complete, but the remedial and snagging works that are required are yet to be undertaken by Network Rail (NR) before being able to be put into full service with maintenance responsibility transferred to the operator.

4.11 Statutory Approvals for the Victoria upgrade project are still outstanding.

5. **Trafford Park Line**

5.1 The Trafford Park Metrolink route has been a long-standing Greater Manchester investment priority. The scheme would extend Metrolink services as far as the Trafford Centre. Any future potential to extend onward to Port Salford would be the subject of a separate costing and business case development exercise.

5.2 The April 2015 GMCA meeting approved the release of a further £29 million from the approved GMCA capital programme in relation to the Metrolink Trafford Park Line scheme, in order to progress the next stage of the works.

5.3 The current forecast cost and funding requirements is approximately £350 million and will be funded primarily from the Earnback deal, along with a local capital contribution.

5.4 The reference scheme alignment diverges from the existing network at the Pomona stop, passes under the Trafford Road Bridge and follows the line of Trafford Wharf Road, Warren Bruce Road, Village Way, Park Way and Barton Dock Road terminating at a stop at the Trafford Centre.

5.5 Following approval from GMCA (31 October 2014) and TfGMC (7 November 2014), an application for a TWA Order was submitted to the DfT on 11 November 2014. 47 objections were received to the application. A public inquiry commenced on 7 July 2015 where objectors were able to give their evidence. No further oral evidence is proposed.

5.6 A number of third party agreements have been signed and 18 objections have now been withdrawn. Land has been purchased as part of this process. Discussions are continuing with various remaining objectors to reach agreements where possible, including with one final objector, where if agreement is not reached on all points, written representations will be made. Any objections not resolved by agreement will be determined by the Inspector.
5.7 Following award of the TWA Order (subject to DfT approval which is anticipated spring 2016) construction should start in 2016 and be completed in 2019/20.

5.8 The Main Works contractor (MPT) has commenced on the Preliminary design and will develop to such detail to allow a more detailed consideration of the scheme to be developed, in advance of the main contract. This includes the development of functional specifications, and a planning design guide, in conjunction with Trafford Council Planning and highways departments.

5.9 In order to support the design process and allow greater assurance of cost and programme we have commenced site investigations along the route in the areas that do not conflict with the enquiry process.

6. Recommendations

6.1 Please see front page of this report.

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