

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY**REPORT FOR RESOLUTION**

COMMITTEE: Capital Projects
DATE: 2nd July 2010
SUBJECT: Metrolink Capital Programme Update
REPORT OF: Metrolink Director, GMPTE

PURPOSE OF REPORT

To provide Members with an update on the Metrolink Projects.

RECOMMENDATIONS

- (i) Members are asked to note the contents of the report; and
- (ii) endorse the proposed programme of stop improvements on the Bury and Eccles Metrolink lines; and
- (iii) endorse the proposed tram mid-life refurbishment programme.

BACKGROUND DOCUMENTS

Report on City Centre Track Renewals to Policy Committee on 5th September 2008.

Report on Metrolink Service Enhancement Projects to Development & Operations Committee on 24th October 2008.

Report on City Centre Track Update to Development and Operations Committee on 28th November 2008.

Report on City Centre Track and associated Projects to Development and Operations Committee on 27th February 2009.

Report on City Centre Works to Development and Operations Committee on 1st May 2009.

Report on Service Improvement Projects to Development and Operations Committee on 1st May 2009.

Report on Metrolink SEP and SIP programmes to Capital Projects on 3rd July 2009.

Report on Metrolink Projects to Capital Projects on 6 November 2009.

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1. Introduction

- 1.1 The purpose of this report is to provide an update on the progress made to date on Metrolink Projects.
- 1.2 Members will be aware that there has been a substantial amount of activity to improve the Metrolink network, and details of the progress on the individual projects involved are given in the following sections.

2. City Centre Track Renewals

- 2.1 The City Centre Track renewal works were completed in line with programme and budget, and LRVs were returned to normal service on 2nd November 2009.

3. City Centre Stop Upgrades

- 3.1. The work undertaken at the Piccadilly Gardens stop included the widening of the inbound platform, associated re-modelling of the tracks and overhead lines, and provision of new stop equipment including a new shelter. At St Peter's Square the platforms were remodelled to provide full-length level tram boarding access and the stop was integrated into the sensitive surroundings. Mosley Street, Market Street and Shudehill were also upgraded. All city centre stops were provided with new ticket vending machines. Works were completed on schedule, and within budget.

4. Passenger Information Displays

- 4.1 As part of the upgrade of the city centre stops the existing Passenger Information Displays have been removed. These displays were unreliable and did not provide accurate information to Metrolink passengers.
- 4.2 New visual displays that show real time passenger information will be connected to the new Tram Operating System (TOS) and will provide accurate up to date information and will be rolled out to all Metrolink stops.
- 4.3 The contract to supply the displays has been awarded to MPact Thales. The rollout program which will be aligned with the TOS program is currently being developed with the contractor. It is anticipated that the new displays in the city centre will be operational by Spring 2011.

5. Navigation Road Car Park

- 5.1. The car park extension which included demolition, drainage, service relocations, signage, CCTV, lighting, landscaping and surfacing of car park and an increase in the capacity from 24 to 82 spaces was completed on time, and within budget in November 2009.

6. Timperley, Brooklands, Sale, Dane Road, Stretford, Trafford Bar and GMEX Stop Improvements

- 6.1 Renovation of the Metrolink stops, which including demolition works, renovation of a footbridge at Dane Road, replacement and repositioning of platform furniture and equipment, construction of ramps and steps, refurbishment of platform buildings, canopies and other structures and painting, cleaning and signage was substantially completed in August 2009 and finalised in November 2009.

7. Old Trafford Stop

- 7.1 The work at Old Trafford, including the relocation of the inbound platform, the removal of the subway and installation of an at-grade crossing and new queuing facilities was completed in November 2009 on time, and within budget.

8. Upgrades of Lifts on Altrincham Line

- 8.1 Lift refurbishment, installation and replacement works on the Altrincham line commenced in Spring 2010. Lifts at Sale, Brooklands outbound and Timperley outbound were completed in May 2010. The remaining two lifts at Timperley inbound and Dane Road inbound are due for completion, in line with schedule, by the end of June 2010. Forecast total costs are within budget.

9. Shelters

- 9.1 New tram stop shelters have been installed at St Peters Square, Piccadilly Gardens, Old Trafford and Timperley stops. Similar shelters will be provided across the Phase 3A and 3B network.

10. Metrolink Bury and Eccles Lines Stop Improvements

- 10.1 The Altrincham Line and City Centre stops were refurbished during 2009, improving the passenger environment and customer experience. The Phase 3A and 3B extensions are currently being designed and constructed. To ensure consistency of environment and customer experience for passengers across the existing network and extensions, the Bury and Eccles lines now require upgrading to the same standard. The improvements will also extend the life of the assets and a financial contribution to the project will be sought from Stagecoach Metrolink to reflect the uplift in asset life and consequential reduction in maintenance costs.

- 10.2 The Bury Line was converted from a heavy rail line in 1992 and few improvements have been undertaken since then. The Eccles Line was opened to Salford Quays in 1999 with the remainder constructed in 2000, and currently provides waiting facilities which are comparable with other light rail systems and consistent with those proposed for Phases 3A and 3B. It is envisaged that Bury Line stops will require more extensive renovations to

improve the passenger environment, whereas the Eccles Line stops will require more modest improvement.

- 10.3 The Metrolink Passenger Services team is aiming to obtain the Safer Tram Stops Accreditation for every stop on the Metrolink system. This project will assist in obtaining this accreditation by providing necessary improvements to infrastructure, such as improving visibility around the stops by removing walls and cutting back vegetation.
- 10.4 The project objectives are:
- To attract more passengers onto the Metrolink service;
 - To reduce the number of reported crimes and incidents at the stops;
 - To assist in obtaining the Safer Tram Stop accreditation for the stops; and
 - To provide a significant improvement in the customer experience for passengers.
- 10.5 The project covers the renewal and refurbishment of the existing stops on both the Bury and Eccles lines.
- 10.6 The stops have been inspected and the proposed scope of work of each line and stop is detailed in the tables below. Where further detailed information from surveys is required, appropriate allowances have been made within the overall scheme budget. The scheme costs are the subject of a separate report, under Part B, to this meeting.

Bury Line Stop Improvements

| | Crumpsall | Bowker Vale | Heaton Park | Prestwich | Besses o' th' Barn | Whitefield | Radcliffe | Bury |
|-----------------------|-----------|-------------|-------------|-----------|--------------------|------------|-----------|------|
| Steps | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Ramps | ✓ | ✓ | | ✓ | ✓ | ✓ | ✓ | |
| Demolitions | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Footbridge | ✓ | ✓ | ✓ | | | ✓ | | |
| Underpass | | | | ✓ | ✓ | | ✓ | |
| Canopies / shelters | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lighting Review | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| CCTV Review | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Car park | ✓ | | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Stop furniture | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Cycle facilities | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Platform edge line | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| De-veg and deep clean | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Signage | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Paint scheme | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lifts (by SML) | R | | ✓ | | ✓ | | | ✓ |

Eccles Line Stop Improvements

| | Cornbrook | Pomona | Exchange Quay | Salford Quays | Anchorage | Harbour City | Broadway | Langworthy | Weaste | Ladywell | Eccles |
|-----------------------|-----------|--------|---------------|---------------|-----------|--------------|----------|------------|--------|----------|--------|
| Steps | ✓ | ✓ | | | | | | | | | |
| Canopies / shelters | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lighting Review | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| CCTV Review | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Car park | | | | | | | | | | ✓ | |
| Stop furniture | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Cycle facilities | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Platform edge line | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| De-veg and deep clean | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Signage | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Paint scheme | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ | ✓ |
| Lifts | ✓ | | | | | | | | | | |

Key to tables : R = remove : ✓ = included in the scope of this project

10.7 Many of the stops on the Bury line require significant work to the fabric of the stops in order to ensure the assets provide safe and comfortable facilities in keeping with a modern urban transport system. Issues to be addressed are as follows:

- existing steps, which are badly deteriorating in places;
- ramps, which are not DDA compliant;
- underpasses and footbridges which are suffering from inadequate lighting and drainage.

These measures will improve accessibility, security and safety for passengers as well as ensuring the asset is protected.

10.8 On the Bury line the existing canopies will be repaired and upgraded to improve the passenger experience and to extend the lives of the assets. The existing JCDecaux shelters will be retained and cleaned on both the Bury and Eccles lines.

10.9 The existing lighting will be surveyed and areas with inadequate lighting will be improved. Energy efficient lighting will be specified where changes are needed. Lighting improvements will improve the customer experience and will help reduce the number of security incidents at the stops.

10.10 The existing CCTV coverage will be enhanced where necessary to help reduce the number of security incidents at the stops.

- 10.11 The car parks on the Bury line and at Ladywell will benefit from new signage; and spaces will be remarked where necessary. The lighting requirements will be included in the lighting survey.
- 10.12 Platform edge lines will be repainted and the stops will be deep cleaned prior to reopening to improve the customer experience.
- 10.13 De-vegetation and the removal of some walls will improve visibility for passengers using the stops and will improve the perception of safety and security.
- 10.14 The existing cycle facilities are being reviewed. Further consultation with the local authorities will inform the location of the planned provision at each stop. After the consultation and consideration of the security and layout of each stop, a combination of cycle lockers and stands will be provided as appropriate.
- 10.15 The new signage, paint scheme and stop furniture will provide a consistent appearance across the existing lines and extensions.
- 10.16 The lifts on the Bury line will be refurbished, and funded, by Stagecoach as part of their refurbishment programme. The lift at Cornbrook will also be refurbished as part of this project. The lift at Pomona is in good condition and does not require refurbishment. The treatment of the redundant lift shaft at Crumpsall will be agreed with Stagecoach.
- 10.17 Woodlands Road stop is not included in this project as it is currently the subject of a closure process.
- 10.18 Victoria stop is not included in this project as it was upgraded during the City Centre closure in 2009.
- 10.19 All the work will be planned to minimise disruption to passengers using the Metrolink service. It is envisaged that the majority of the Eccles line stop improvements can be implemented during daytime hours without disruption to the service. Some of the Bury line stop improvements can also be implemented during daytime hours without disruption to the service. Where necessary, available engineering possessions and isolations will be utilised. Diversions of passenger access and individual platform closures will be coordinated with Stagecoach to minimise disruption. There are no planned blockades for the implementation of the work and the work does not warrant its own blockade.
- 10.20 The Eccles line stop improvements are programmed to be designed and installed during the remainder of 2010.
- 10.21 The work at Bury Interchange will be undertaken during the remainder of 2010 and will be coordinated with the Stagecoach refurbishment of the lift and work

being planned for the bus station toilets. All work at Bury will be coordinated to minimise disruption to all passengers.

- 10.22 Further stakeholder consultation will be required, including planning consultation and permission, to refine the scope. Contracts for the remaining stops will be awarded late 2010 and it is proposed that work will be completed by autumn 2011.
- 10.23 Improvements to the two lifts at Heaton Park and the lift at Besses o'th' Barn are programmed to be undertaken by Stagecoach as part of their planned renewals during 2010/11, and will be coordinated with the construction work at these stops to minimise disruption to passengers.

11. Metrolink stops to the north of Victoria Station on the Bury Line

- 11.1 Proposals for two new stops (Abraham Moss and Queens Road) north of Victoria Station on the Bury line, and the discontinuance of services to and the closure of the existing Woodlands Road stop were approved at the ITA Emergency Committee Meeting on 21st May 2010.
- 11.2 The new stops would serve a major regeneration area designated for significant housing growth, and also serve key existing and proposed retail and education destinations. For example, Abraham Moss provides improved access to local residents and directly serves the Abraham Moss Centre where a masterplan for regeneration is currently being developed, and Queens Road where growth and new jobs are anticipated and which will also serve the Collyhurst Housing Regeneration Area and the proposed Irish World Heritage Centre and hotel.
- 11.3 In order to ensure that the programme, and other conditions included within the grant award are satisfied, construction is programmed to commence on the Abraham Moss stop in September 2010, and to be completed in Spring 2011.
- 11.4 It is proposed to discontinue services to the Woodlands Road stop and to close and demolish the stop once the stop at Abraham Moss is open, provided that approval is obtained through the Railways Act 2005 stop closure process.

12. Light Rail Vehicles (LRVs)

- 12.1 48 new LRVs in total have been ordered from a consortium of Bombardier and Vossloh Kiepe which will be deployed to reinforce existing services and to serve the Phase 3A extensions and, Phase 3B Accelerated package extensions to Ashton and Didsbury.
- 12.2 Twelve LRVs have so far been delivered and accepted into operations. Driver Training has been completed.

13. LRV Upgrades

- 13.1 A programme of upgrades to the current fleet of 32 T68 LRVs is being undertaken by Stagecoach. The upgrades predominantly deal with compliance and reliability issues and include the installation of rear facing CCTV cameras, compressor upgrades and speed probe upgrades.
- 13.2 The tram upgrades have been developed and are being introduced onto the current fleet.
- 13.3 Tram 2001 has not been in passenger service since 2006 due to significant reliability issues. A detailed programme of testing by Stagecoach is continuing in order to understand the issues, and to develop a number of solutions which will allow the tram to return to operational service.

14. Tram mid-life refurbishment

- 14.1 Prior to the introduction of the new M5000 LRVs in December 2009, the Metrolink fleet consisted of the following:
- 23 original T68 LRVs with GEC propulsion equipment for Phase 1 which have been in service since 1991 / 92
 - 6 Phase 2 T68A LRVs which have been in service since 2000; and
 - 3 modified T68M LRVs which were supplied as part of the original Phase 1 order (26 in total) and have been adapted to allow running to Eccles.
- 14.2 Throughout their operational service, the LRVs have been subject to various modifications including the LRV upgrade programme, referred to in Section 13 above. However, the LRVs have never undergone a comprehensive overhaul and refurbishment programme.
- 14.3 Rolling stock is generally designed with a 30 year life and it is normal practice for rolling stock to undergo a comprehensive 'mid-life refurbishment'.
- 14.4 The mid-life refurbishment of the LRVs is proposed to deal with the following key issues:
- Ensuring that the LRVs are able to continue operating safely for the remainder of their design life. Many of the issues experienced with the LRVs stem from the fact that they have suffered from water ingress over a prolonged period.
 - Improving the reliability levels. The fleet achieved an average 3,800 miles between service affecting failures in 2009. The LRV upgrade programme, referred to in section 13, and a number of other initiatives undertaken by Stagecoach improve this to 5,000 miles. The mid-life refurbishment programme is expected to improve this further to 10,000 miles. This will

result in a significant improvement to passenger service as 75% of current service disruption is attributable to rolling stock unreliability.

- Improving the customer experience. The LRVs compare poorly in many respects with the new fleet of M5000 LRVs, and do not fully meet the latest Rail Vehicle Accessibility Regulations (RVAR).

14.5 The detailed scope of the project is as follows:

Initiatives to sustain the LRVs operational life-cycle-

- Repair of corrosion to the solebars;
- Replacement of flooring;
- Articulation overhaul including replacement of the bellows;
- Improving saloon door bottom runners;
- Replacing corroded equipment boxes;
- Removing step boxes ;
- Inspection and possible replacement of air receivers; and
- Protection of the LRVs' underside. This is required as a result of the increased exposure to road salt, as the proportion of on-street running increases.

14.6 Reliability Improvements:

- Battery replacement;
- Electronic card repair/refurbishment;
- Further modifications to the traction motor intake to protect against rain and snow;
- Contactor overhaul;
- Overhaul of the Electro-pneumatic valve manifold, which is part of the braking system;
- Migration of the power electronics from the current obsolete technology to a modern alternative;
- Rationalisation of the cab desk including replacement of unreliable switches and indicators;
- Renewal of hoses;
- Replacement of the traction brake controller; and
- Repair of wiring and connectors.

14.7 Customer Experience Improvements:

- Revised saloon layout;
- New passenger seating;
- New saloon lighting;
- Revision of saloon ceiling;
- Improvement of vestibule door pillars and draughtscreens to improve passenger boarding/alighting/circulation;
- New grabpoles/handles;
- Modification of the wheelchair position to meet Rail Vehicle Accessibility Regulations (RVAR);
- Improvements to the appearance of floors/sidewalls/cab partition;
- Application of new livery;

- Modifications to the LRVs' exterior to improve appearance; and
- Assessment of the implications of provision for luggage / bicycle carriage.

- 14.8 It is proposed that the majority of the works identified should be undertaken by a Main Contractor who will be selected by competitive procurement. However, there are a number of the reliability improvement initiatives (the first six items in section 14.6) which can be undertaken more cost effectively and expeditiously by GMPTE and SML on a stand alone basis.
- 14.9 Although initial work has been undertaken to develop the outline scope of the project, it is envisaged that the responsibility for completing the detailed design will lie with the Main Contractor.
- 14.10 The Main Contractor's work could either be undertaken off site or at the Metrolink depot(s). The cost effectiveness of these two approaches will be explored through the competitive procurement process.
- 14.11 The procurement of the Main Contractor is planned to commence in July 2010, leading to contract award by the end of 2010. It is proposed the first tram will be refurbished in Spring 2011, and thereafter LRVs will be released into the refurbishment programme over the following 3/4 years, subject to the availability of funding.
- 14.12 The current reliability improvements works undertaken by GMPTE and Stagecoach will be introduced during 2010/2011.

15. Queens Road Depot

- 15.1 The main works at the existing maintenance centre at Queens Road to accommodate the expansion of the fleet and the introduction of the new LRVs, including, more stabling, storage and maintenance facilities were completed in December 2009. The final component of this project, the Sand Plant, is scheduled to be completed in Autumn 2010.

16. Ticket Vending Machines

- 16.1 New ticket vending machines (TVMs) have been purchased from Scheidt & Bachmann for the expanded (phases 1, 2 and 3A) Metrolink network. The machines issue a "railway type" ticket in place of the current paper type and also accept debit and credit cards providing an alternative to cash.
- 16.2 115 TVM's have been installed and placed into operational service across the existing network. However, at certain locations, we have experienced some equipment defects in relation to the screens and coin acceptance. These issues are currently being addressed by the supplier who is implementing solutions.

17. Traction Power System

- 17.1 Contracts have been let to provide an additional substation at Bowker Vale and to re-enforce the existing substations at Prestwich and Woodlands Road. These works will be completed by the end of 2010.

18. Media City

General

- 18.1 A Grant Funding Agreement (GFA) with Salford City Council (SCC) to extend Metrolink into the Media City development was formalised on 24th May 2007. The maximum capital value of this Agreement is £19.75 million with other ancillary items (such as costs related to a Transport and Works Act application) reimbursed at cost.
- 18.2 The Media City works consist of:
- Infrastructure changes at Cornbrook;
 - New Infrastructure at Media City;
 - 4 new Light Rail Vehicles to provide the service;
 - An allocation of appropriate costs from the Queens Road Depot Extension Project; and
 - An allocation of appropriate costs from the Tram Operating System upgrade project.

Media City Spur

- 18.3 Planning conditions for the Media City extension have been fully discharged.
- 18.4 The canopies and the stop Equipment and Drivers Welfare room are complete and are undergoing snagging works.
- 18.5 The main contractor (MPT) has completed the majority of Metrolink Infrastructure works and has issued a compliance statement which is currently being reviewed to ensure that these works meet our requirements.
- 18.6 Minor installation works, including stop signage, ramp balustrades and TVM installation and snagging are underway, and will be completed by September 2010.

Cornbrook Works

- 18.7 Cornbrook construction works were undertaken during the August blockade on the Altrincham and Eccles lines. The new track alignment and Overhead Line Equipment were installed and the relocation of the existing signalling system was completed.

- 18.8 Further minor works, including installation of walkways and signal bases will be completed in August 2010.
- 18.9 Snagging is nearing completion and is scheduled for completion prior to the signalling switchover in August 2010.

Testing, Commissioning and Operational Opening

- 18.10 The majority of Infrastructure works have been through installation and systems commissioning testing. Some further testing will be undertaken prior to formal acceptance testing in August 2010. Operation testing is planned to start in August 2010, followed by shadow running and route familiarisation in September 2010.

19. Metrolink Phase 3A - Oldham Rochdale Line 1 : Queens Road to Central Park

- 19.1 The scope of works to structures is now substantially complete, including retaining walls and works at the Queens Road tunnel. Large pre-cast retaining walls to the rear of the platform at the Monsall stop have also been completed, with pre-cast stair and lift shafts units also being installed.
- 19.2 The Installation of the drainage and ducting has been completed between Queens Road and Central Park.
- 19.3 The Monsall Street substation has been successfully lifted into position.
- 19.4 The formation works and profiling of earthwork, situated close to the Monsall Stop is currently being prepared for ballast and track installation.
- 19.5 The Installation of Overhead Line Equipment bases at Smedley Viaduct is substantially complete.

20. Metrolink Phase 3A - Oldham Rochdale Line 2 : Central Park to Oldham Mumps

- 20.1 The former Oldham Rochdale Loop heavy rail stations have now been demolished.
- 20.2 Reinforced earth embankments have been constructed at the Failsworth, Hollinwood and Freehold stops to support permanent platform installation. Installation of pre-cast stair and lift units has also commenced at these stops.
- 20.3 Platform foundation has been installed at South Chadderton stop following major earthworks to lower the existing rail embankment.
- 20.4 Installation of drainage, ducting and OLE bases is ongoing between Central Park and Oldham Mumps. Refurbishment works to bridge structures has commenced, which has resulted in road closures at Hardman Lane and Drury Lane. These closures are scheduled to remain in place until July 2010.

20.5 New bridge beams and bridge deck have been installed at the Rochdale Canal Bridge.

20.6 Access to the southern Thorp Bridge / Dean Lane area section has now been granted by Network Rail. Works to the existing Network Rail structures in this area are now substantially complete, and works have now commenced on track removal and preparation for drainage, ducting and formation works south of Failsworth Stop.

21. Metrolink Phase 3A - Oldham Rochdale Line 3 : Oldham Mumps to Rochdale

21.1 The former Oldham Rochdale Loop heavy rail stations have now been demolished as part of this scheme, and works have commenced on a number of the major structures along the route.

21.2 New bridge beams have been installed to the second crossing of the Rochdale Canal at Newbold.

21.3 Advance utility diversion construction works are on-going for the Rochdale Railway Station stop.

22. Metrolink Phase 3A - East Manchester Line

22.1 The detailed design for the Highways element of this scheme is progressing, and the remaining amendments to the draft Traffic Regulation Order schedules are being completed for them to be formally issued.

22.2 Construction works between the Piccadilly Undercroft and Cemetery Road is continuing in line with schedule.

22.3 The final stage of piling work at Great Ancoats Street is underway, with highway deck construction scheduled for completion in summer 2010. The approach cuttings to the underpass are complete and have been excavated.

22.4 The embedded rail construction from Sheffield Street through to Holt Town is progressing. Preparatory works for New Islington, Holt Town and Sportcity Stadium stops is advanced; with earthworks, piling and foundations for these locations now complete. The lift enclosure structure at Sportcity Stadium stop has been constructed.

22.5 The utility diversion construction works have continued, with major service diversions and traffic management on-going from Sportcity Velodrome to Droylsden.

22.6 Tramway design for the eastern sections of the scheme has been developed and is currently under review. Design modifications to permit turnback service at both Cemetery Road and Droylsden have been instructed, and design submissions for these amendments are forecast to be issued shortly for review.

23. Metrolink Phase 3A - South Manchester Line

- 23.1 In-bound and out-bound tracks have been laid to the full length of the South Manchester Line.
- 23.2 Construction works have now commenced on all three stops; Firwood, Chorlton and St Werbergh's Road. Additionally, the pre-cast platform and lift shafts have now been installed at Firwood.
- 23.3 The Overhead Line Equipment installation is planned to commence in July 2010.

24. Metrolink Phase 3A - Trafford Depot

- 24.1 The stabling roads within the Trafford Depot have all now been installed, and cleaners' platforms have been completed.
- 24.2 The fit out of the maintenance building and the control building has commenced. Completion of these works will enable handover, in line with the programme, in September 2010.
- 24.3 Overhead Line Equipment installation is progressing, and the second phase handover is on schedule for the end of June 2010. This will allow up to 20 LRVs to be stabled under live Overhead Line Equipment.

25. Metrolink Phase 3B schemes - Droylsden to Ashton; Chorlton to East Didsbury ; Airport Line Extension ; Oldham town centre and Rochdale town centre Extensions and Second City Crossing.

- 25.1 An update on the Metrolink Phase 3B schemes is included in the Greater Manchester Transport Fund Update, which is included as a separate agenda item to this meeting.

26. Recommendations

Please see front sheet of report for recommendations.

Philip Purdy
Metrolink Director