

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 Working through St. Peters Square (SPS) whilst also turning service trams. The stop is performing well and SPS is achieving the required 15 trams per hour.
- 2.2 Victoria - Installation of all the signalling equipment required for the final Victoria track arrangement is now complete and the static testing phase has commenced. A delivery strategy for Victoria stop has been put in place. This strategy will see a service through Victoria to Exchange Square in December 2015. The remaining operational functionality of Victoria will be brought into service March 2016.
- 2.3 2CC – Single Line Working through St. Peters Square was achieved four days early and is achieving the required 15 trams per hour. The interaction between TMS and UTC junctions is being monitored to assure optimum throughput.
- 2.4 Phase 1 - Areas 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.
- 2.5 Queens Road stop to Abraham Moss – The final commissioning of the trackside TMS is programmed for 18 October 2015. Dynamic testing commenced in August 2015 and is progressing well. A 27 hour extended possession has been approved for 27 September 2015 for TfGM and MRDL operational testing of Queens Road junction and the depot entrance.
- 2.6 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 commencing early 2016.

- 2.7 Timperley to Altrincham – 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. The date has moved due to re-sequencing of works on the Bury Line and the city centre.

3. Airport Line Extension

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

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 currently well advanced, with DCF now substantially completed.
- 4.2 TfGM continues to work closely with MCC in relation to the 2CC and utilities construction works throughout the route to ensure coordination with adjacent developers and third party stakeholders in the area.
- 4.3 The new trackwork and associated OLE works constructed in St Peter's Square and on Mosley Street were completed in accordance with programme, and the single line section opened to passenger services on 28 August, 4 days earlier than planned.
- 4.4 Works are ongoing throughout the St Peter's Square site on new platforms and track. The works are predominantly excavation at present, with the old platforms removed and the works around the old crypt area extended to facilitate new tracks.
- 4.5 Works have also now commenced, and are progressing well for new track on Section 2 of the works on Cross St. Cross St is partially excavated for tramway construction (King Street – John Dalton Street), along with a key area of track at the junction with John Dalton Street. The junction works will be completed by 7 October 2015 (as requested by GMP) to minimise disruption in the city centre caused by the Conservative Party conference at that time.
- 4.6 Works on utilities continue on site for 2CC, although greatly scaled down from previous periods. As previously advised, these are now mainly on or adjacent to Cross Street, and are predominantly related to United Utilities. Additional utilities works have been incorporated into the updated and revised Integrated 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 now reduced substantially whilst utilities works continue in this area. Exhumation works are not anticipated to be totally completed however, until around November 2015.
- 4.8 Works are well advanced for the new tram stop at Exchange Square. Precast concrete panels with granite inserts have been installed, with works to the new SER in the Arndale basement also well progressed. Paving works to the area from Market Street to Victoria are progressing well.
- 4.9 The largely ERDF funded DCF stop works are substantially completed, with all the new platforms now open to passengers, and all three new accesses now fully open to passengers. Snagging works remain to be addressed .
- 4.10 The new 'living wall' structure is also substantially complete, and the lift opened in September 2015. All sedum panels are also installed to complete the 'green' theme of the stop.
- 4.11 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 and properly transferred to the operator.
- 4.12 The remaining 20m section of track (that connects to the 2CC tracks) will be undertaken by NR to open the new line through to the newly constructed Exchange Square stop.
- 4.13 There remains a number of works / remedial actions to be undertaken on the Victoria project to ensure MCC Planning / Highways will formally accept / adopt the parts of the works under its jurisdiction. Discussions continue with NR regarding how these approvals will be obtained.

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. 17 of these have now been withdrawn. A number of third party agreements have been signed and discussions are continuing with various remaining objectors to reach agreements where possible. Land has been purchased as part of this process.
- 5.6 A public inquiry commenced on 7 July 2015 and is anticipated to complete in October 2015. Discussions are ongoing with the final objector programmed to appear, and if agreement is not reached on all points, then no further oral evidence is proposed, and written representations will be made if required.
- 5.7 Discussions are ongoing with various frontagers and stakeholders along the route to develop proposals for revised accesses or other accommodation or mitigation works that may be required.
- 5.8 Following award of the TWA Order (subject to DfT approval which is anticipated spring 2016) construction could start in 2016 and be completed in 2019/20.
- 5.9 The Main Works contractor 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.

6. Recommendations

- 6.1 Please see front page of this report.

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