

**TRANSPORT FOR GREATER MANCHESTER COMMITTEE  
REPORT FOR INFORMATION**

Date: 11 September 2015  
Subject: Metrolink Update  
Report of: Metrolink Director

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**PURPOSE OF REPORT**

To provide an update in relation to the Metrolink Second City Crossing and present the new Greater Manchester tram network map.

**RECOMMENDATIONS**

Members are asked to note the contents of the report.

**BACKGROUND DOCUMENTS**

St Peter's Square Single Line Operation, report to Capital Projects and Policy Sub Committee, 6 February 2015.

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## **1. Introduction**

- 1.1 This report updates Members on the progress to date on the Metrolink Second City Crossing.
- 1.2 The rationale for the changes to the Greater Manchester tram network map is also presented, and a copy of the network map is attached at Appendix 1.

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

- 2.1 The works to allow trams to run through St Peter's Square, using a temporary single line section of track, were completed on 28 August 2015, three days earlier than planned.
- 2.2 In February 2015, officers reported to the Capital Projects and Policy Sub Committee that ten trams per hour in each direction would pass through the single line section. However, working closely with the Metrolink operator, TfGM has been able to run 15 trams per hour through the single line in each direction. This allows Eccles services to continue to Piccadilly instead of terminating at Deansgate-Castlefield, providing additional benefits to the customer. On Monday to Saturday, these are double tram sets, with the option to use doubles on Sunday for special events and periods of high demand such as the Christmas markets.
- 2.3 The reintroduction of passenger services was received positively by customers, evidenced through messages via online media. Trams running through St Peter's Square also had a positive impact on those traveling into the city centre for the Pride event and the Manchester City home game over the August Bank Holiday Weekend.
- 2.4 Due to progress made on site, TfGM is working with contractors to accelerate a section of works to allow for more space around the Cenotaph for Remembrance Sunday on 8 November 2015.
- 2.5 Works are ongoing throughout the site on new platforms and track. The works are focussed predominantly on excavation at present, with the removal of the original platforms and the works around the crypt area extended to facilitate new tracks.
- 2.6 Works have also now commenced and are progressing well for new track on the second section of the works on Cross Street, between King Street and John Dalton Street, which is partially excavated for construction, along with a key area of track at the junction with John Dalton Street. The junction works will be completed in time for the Conservative Party Conference, as requested by Greater Manchester Police.

- 2.7 The area of the exhumation work on Cross Street has now reduced substantially, whilst utilities works continue in this area. Remaining exhumation works are anticipated to be completed in November 2015 following the last diversions of BT services in this area.

### **Exchange Square**

- 2.8 Works are well advanced for the new tram stop at Exchange Square. The stop is scheduled to open in December 2015 and will provide the potential for six minutes services on the Oldham and Rochdale line to Shaw and Crompton during morning and evening peaks. These hours of operation will be extended during 2016.

### **Deansgate-Castlefield**

- 2.9 The Deansgate-Castlefield stop upgrade works are nearing completion, with all platforms now open to passengers. The upgraded access routes are also now open with the new lift scheduled to open by mid-September 2015. All of the sedum panels that rest between the rails, are also installed to complete the 'green' theme of the stop. Snagging works are continuing at the stop and a schedule to 'close-out' these works is being finalised.

## **3. Greater Manchester Tram Network Map**

- 3.1 The new network map attached at Appendix 1, was launched on 28 August 2015. The rationale for the change was to reflect the flexible nature of service patterns, and be able to communicate this more efficiently. Characteristics and benefits of the new map, include:

- instead of coloured lines, the map identifies services, using a combination of letter and colours to create service identifiers;
- service identifiers are positioned at the start and end stop of each service and have an arrowhead to denote direction of travel; and
- using letters rather than colour, helps the colour-blind and where the maps are required to be printed in one colour.

- 3.2 The map is best used in conjunction with other forms of passenger information (such as platform displays / on-tram announcements), rather than in isolation. By removing coloured lines, there is an opportunity to use colour in different ways in future e.g. operational status.

- 3.3 A web version is also available which provides information about parking capacity at Metrolink stops.

- 3.4 To help with the transition to the new format TfGM and the Metrolink operator used online media to communicate the changes, whilst on stop and network posters were changed for the launch.

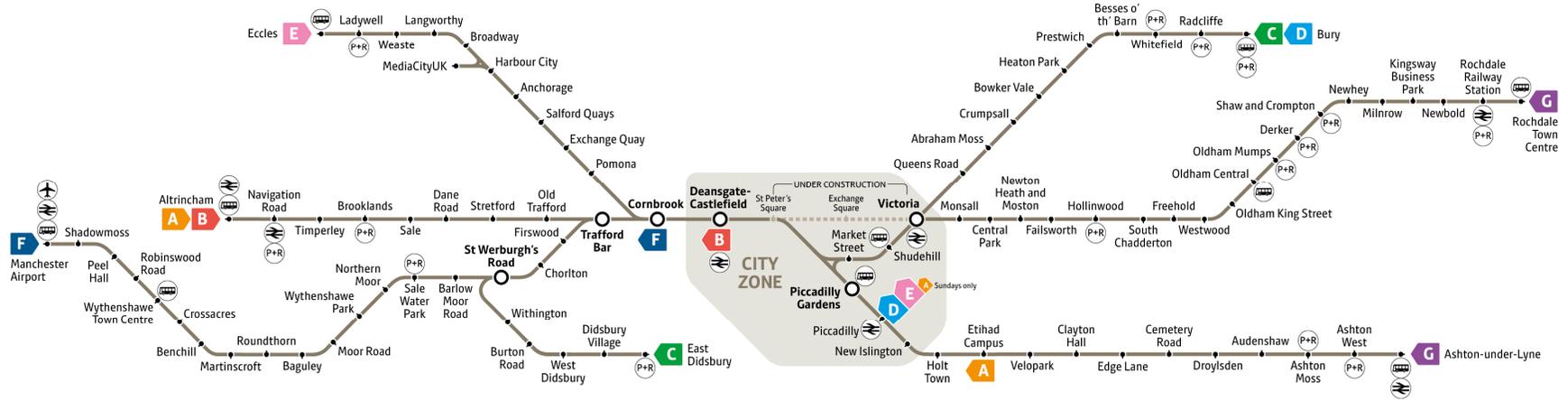
## **4. Recommendations**

4.1 Please refer to cover page of report.

**Peter Cushing**

**Metrolink Director**

# Appendix 1: Greater Manchester Tram Network Map



### Services

- A** Altrincham – Etihad Campus **A**      **D** Bury – Piccadilly **D**      **F** Manchester Airport – Cornbrook **F**
- B** Altrincham – Deansgate-Castlefield **B**      **E** Eccles – Piccadilly via MediaCityUK **E**      **G** Rochdale Town Centre – Ashton-under-Lyne **G**
- C** Bury – East Didsbury **C**

### Key

- Metrolink stop
- Bus interchange
- Interchange with other services
- Rail interchange
- Line and stop under construction
- Park + Ride