
Transport for Greater Manchester Committee Capital Projects and Policy Sub Committee

Date: Friday 13 October 2017

Time: 10.30 am

Venue: Council Chamber, Manchester Town Hall Extension, Albert Square, Manchester M60 2LA

GROUP MEETINGS:

Labour Group: 10.00 am, Members' Library, Town Hall Extension, Manchester M60 2LA

Conservative Group: 10.00 am, Committee Room 6, Level 2 Manchester Town Hall, Manchester M60 2LA

MEMBERSHIP:

Members of the Sub Committee:	Councillor Mohon Ali	Councillor James Grundy
	Councillor Rhyse Cathcart	Councillor Roger Jones
	Councillor Michael Cordingley	Councillor Peter Robinson
	Councillor Doreen Dickinson	Councillor Eunice Smethurst
	Councillor Andrew Fender	(Deputy Chair)
	Councillor Annetee Finnie	Councillor Howard Skyes
	Councillor Robin Garrido	Councillor John Taylor
	Councillor Guy Harkin (Chair)	Clouncillor Shah Wazir

Substitute Members:

- Councillor Christine Corris
- Councillor Noel Bayley
- Councillor Warren Bray
- Councillor Chris Goodwin
- Councillor Stuart Haslam
- Councillor Lynne Holland
- Councillor Chris Paul
- Councillor Patricia Sullivan

A G E N D A

PART A

SECTION 1 – STANDING ITEMS

Page No

1. Apologies for absence
2. Urgent Business (if any) at the discretion of the Chair
3. Declarations of Interest in any contract or matter to be discussed (if any Member has a personal/prejudicial interest, please complete the form enclosed within this agenda and hand it to the Governance & Scrutiny Officer at the start of the meeting) **Page 3**
4. To approve the minutes of the last meeting held on 1 September 2017 **Page 4**

SECTION 2 – ITEMS FOR RESOLUTION

There are no items for resolution.

SECTION 3 – ITEMS FOR INFORMATION

5. Rail Infrastructure Update **Page 8**
6. Metrolink Capital Update **Page 20**

FURTHER INFORMATION

For copies of papers and further information on this meeting please refer to the website www.greatermanchester-ca.gov.uk. Alternatively, contact the following Governance & Scrutiny Officer: Jenny Hollamby ☎ 07973 875612
✉ jenny.hollamby@greatermanchester-ca.gov.uk

This agenda was issued on 24 August 2017 on behalf of Eamonn Boylan, Head of Paid Service, c/o Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU

TfGMC Capital Projects and Policy Sub Committee meeting on Friday 13 October 2017
Declaration of Interests in Items appearing on the Agenda

NAME _____

Minute Item No. / Agenda Item No.	Nature of Interest	Type of Interest
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary
		Personal / Prejudicial / Disclosable Pecuniary

TRANSPORT FOR GREATER MANCHESTER COMMITTEE

MINUTES OF THE MEETING OF THE CAPITAL PROJECTS AND POLICY SUB COMMITTEE, HELD ON 1 SEPTEMBER AT MANCHESTER TOWN HALL

Councillor Guy Harkin	Bolton (in the Chair)
Councillor Rhyse Cathcart	Bury
Councillor Andrew Fender	Manchester
Councillor Howard Sykes	Oldham
Councillor Robin Garrido	Salford
Councillor Roger Jones	Salford
Councillor Annette Finnie	Stockport
Councillor Doreen Dickinson	Tameside
Councillor Michael Cordingley	Trafford
Councillor Eunice Smethurst	Wigan

IN ATTENDANCE:

Bob Morris	Chief Operating Officer, TfGM
Alex Cropper	Head of Project Group, TfGM
Jenny Hollamby	Governance & Scrutiny, GMCA

CPP17/10 APOLOGIES

An apology for absence was received from Councillor Mohan Ali (Oldham).

CPP17/11 URGENT BUSINESS

There were no items of urgent business introduced at the meeting.

CPP17/12 DECLARATIONS OF INTEREST

There were no declarations of interest received at the meeting.

CPP17/13 MINUTES OF THE LAST MEETING HELD ON 23 JUNE 2017

Members considered the minutes of the previous meeting held on 23 June 2017.

With regard to minute CCP17/09 Rail Infrastructure Update, a Member advised that they had not received a response to their query about how many Greater Manchester stations were accessible by people with disabilities. Members discussed Government funding, the unsatisfactory pace of refurbishment works and raised concerns about the lack of local and national disabled access stations. The Chair added that out of 97 stations related to Greater Manchester, 42 were fully accessible.

RESOLVED/-

That the minutes of the Capital Projects and Policy Sub Committee meeting, held on 23 June 2017 be noted.

CPP17/14 BUS PRIORITY UPDATE

Consideration was given to the report of the Head of Projects Group, which provided an update on recent progress in respect of the Bus Priority Programme and the Salford – Bolton Network Improvement (SBNI) Programme. A number of photographs and images of the various schemes were included in the report at Appendix 1.

The Head of Projects Group presented the item and paid particular attention to

1. Cross City bus package current position and recent progress.
2. The busway scheme current position and recent progress.
3. SBNI.

A Member congratulated TfGM and the Bus Operators on the success of the busway. However, there were a number of problems such as passengers having difficulty boarding on Newearth Road, the provision of Park and Ride sites, there being no link to the East Lancashire Road from Boothstown, congestion and patronage. Members were concerned that that passengers would revert back to using their cars should the issues not be resolved. TfGM thanked Members and acknowledged their comments. TfGM advised that it would continue to improve the service and benefits.

RESOLVED/-

To note the report and the progress which had been made on the Bus Priority schemes in recent months.

CPP17/15 INTERCHANGES UPDATE

Members considered the report of the Head of Projects Group that provided the Sub Committee with an overview in relation to the Interchange scheme currently being commissioned at Bolton, and also provided an update on the work in relation to future facilities at Stockport, Tameside and Wigan and future bus station improvements at Farnworth and Pendleton, which were being undertaken in conjunction with Local Authority partners, as part of the wider Growth Deal Programme.

It was explained that as part of the on-going work, which was taking place to progress the future Interchange schemes, TfGM was working with the relevant stakeholders to explore the opportunities for incorporating additional residential, commercial and other development infrastructure in conjunction with these schemes.

A number of photographs and images of the various schemes were included in the report at Appendix 1.

The Chair praised the Bolton Interchange.

Regarding Tameside Interchange (Ashton-under-Lyne), a Member asked about the relocation of the Ministry of Justice and if TfGM envisaged any delays. TfGM explained that they had six to eight weeks to close the premises and they would be on site in November 2017. Most problems had been resolved and currently there was no reason for any delays.

A Member expressed his dissatisfaction at the media press release about Bolton rail station and the response he had received from Officers when he had raised his concerns. Whilst the word 'blockade' was a well-accepted term within the rail industry, the Member suggested that it was an extremely negative word especially to describe improvements works to public services. In response, TfGM advised that they would work closely with Network Rail to prevent differing messages and avoid the use of a 'blockade'.

A Member asked what the white middle section was in the Stockport Interchange Visualisation. TfGM explained that they had received a number of artist impressions and would clarify following the meeting.

RESOLVED/-

1. To note the contents of the report and the achievements made in progressing the schemes since the last Interchanges Update to the Sub Committee.
2. To further note the work scheduled to be undertaken to continue to develop the schemes over the coming months, in conjunction with stakeholders.

CPP17/16 METROLINK CAPITAL UPDATE

The Sub Committee considered the report of the Head of Projects Group, which presented an update in relation to the Metrolink Capital Programme, including work on the extension and the enhancements to the existing network. Details of progress on individual projects covered:

1. Tram Management System (TMS).
2. Second City Crossing (2CC).
3. Trafford Park Line (TPL).

A Member advised that he had received a number of complaints from residents in Trafford about heavy goods vehicles trying to find routes through residential areas to Trafford Park. The Member was concerned that residents associated the traffic problem with the Metrolink works and held TfGM responsible although recognised this was a Trafford Council issue. The Member was forwarding the complaints to Trafford Council but suggested further work was required. In response, TfGM explained that they would have regular liaison meetings with Trafford Council to address the issue.

RESOLVED/-

To note the progress made on the TMS, 2CC and TPL.

TRANSPORT FOR GREATER MANCHESTER COMMITTEE REPORT FOR INFORMATION

Sub Committee: Capital Projects and Policy
Date: 13 October 2017
Subject: Rail Infrastructure Update
Report of: Head of Projects Group

PURPOSE OF REPORT

To provide an update to Members on recent progress in respect of a number of rail station infrastructure schemes and initiatives in Greater Manchester.

RECOMMENDATIONS

Members are asked to:

1. note the contents of this report and the progress which has been made on the various rail schemes and initiatives in recent months; and
2. note that a further update report will be submitted in February 2018.

BACKGROUND DOCUMENTS

Report to Capital Projects and Policy Sub-Committee, 23 June 2017.

CONTACT OFFICERS

Amanda White	0161 244 0893	amanda.white@tfgm.com
Chris Barnes	0161 244 1428	chris.barnes@tfgm.com

1. Introduction and Background

1.1 This report provides Members with a summary of the background and an update on the progress and current position in relation to the following rail station infrastructure schemes and initiatives:

- The Rail Station Improvement Strategy (RSIS);
- Rail Station Accessibility;
- Salford Central Rail Station;
- Hattersley Rail Station;
- Rail Station Based Park and Ride;
- Cycle Facilities at Rail Stations;
- Rochdale Underpass;
- Northern's Station Investment Fund (SIF); and
- Bolton Platform 5.

2. Rail Station Improvement Strategy

2.1 The Rail Station Improvement Strategy (RSIS) was initially established to improve existing passenger security and information systems at 51 rail stations across Greater Manchester, as funding became available. To date, passenger help points, CCTV, real time information screens and public announcement systems have been delivered at 46 rail stations. Enhancements at the remaining five stations (namely Hall I' th' Wood, Ashburys, Hattersley, Ince and Strines) are due to be delivered by Spring 2018, as part of the next tranche of improvement works.

2.2 Growth Deal Two funding has been identified for the provision of further safety, security and information systems at rail stations across Greater Manchester.

2.3 Following a review by TfGM within the context of the potential to devolve the management and operation of rail stations within Greater Manchester, a revised scope and a phased approach to delivery was developed and agreed¹.

2.4 Phase 1 provides one or more of help points, CCTV, real time information screens and public announcement systems at Manchester Victoria, Hall I' th' Wood, Ashburys, Hattersley, Ince, Strines, Glossop, Atherton, Hadfield, Bromley Cross, Lostock, Appley Bridge, Bredbury, Flowery Field, Woodsmoor, Bryn, Moston, Dinting, Gorton, Navigation Road, Godley, Hyde Central, Hag Fold, Glazebrook and Hyde North.

¹ Capital Projects and Policy Sub-Committee 10 February 2017.

- 2.5 The Phase 2 scope includes platform tactile strips to enhance safety at up to 13 rail stations (Ashburys, Hattersley, Ince, Strines, Atherton, Appley Bridge, Flowery Field, Woodsmoor, Moston, Gorton, Godley, Glazebrook and Hyde North), and a public announcement system upgrade at Horwich Parkway.
- 2.6 Phase 1 works commenced in September 2017, with Bromley Cross, Dinting, Bredbury and Hag Fold the first stations to receive enhancements. All Phase 1 works are planned to be delivered by April 2018.
- 2.7 Design and development activities for Phase 2 are underway. Once designs and cost estimates have been completed, TfGM will deliver tactile strips at as many stations as can be afforded within the Growth Deal Two funding envelope. Delivery is forecast to be carried out in 2018.
- 2.8 A complete list of the stations and associated scope is provided at Appendix 1.

3. Rail Station Accessibility

- 3.1 It is recognised that accessibility covers a wide range of issues which impact on the ability of passengers to use rail. Accessibility includes the whole journey experience from planning the journey, getting to the station and travelling on the train.
- 3.2 The above point notwithstanding, following on from the discussion that took place at the June meeting of this sub-committee, this section of the report focuses on step-free accessibility to platforms.
- 3.3 Under the Equality Act 2010 provision was made to ensure that station operators take reasonable steps to ensure that they do not discriminate against disabled people. Consequently, station operators are required to deliver a service to disabled people which is comparable to that delivered to able-bodied people.
- 3.4 To this end, where a station is not step-free, or there is a physical barrier preventing disabled people accessing a rail station, a Train Operating Company (TOC) will provide an accessible form of road transport between an inaccessible station and the nearest accessible station on the passenger's desired route, or intermediate point required by the passenger; thus meeting the provision of the Act.
- 3.5 Since it was considered neither practical nor affordable to deliver all accessibility improvements in one comprehensive intervention, TfGM undertook a comprehensive audit, assessment and validation exercise with regards to step-free access for all rail stations within Greater Manchester in 2009/10. This exercise was undertaken with a view to informing the prioritisation of future investment.

3.6 A number of data sets were assembled and assessed for each station as follows:

- whether a station had steps, or steep ramps.
- the estimated capital and on-going costs;
- footfall;
- disability data at sub-ward level for Attendance Allowance and Disability Living Allowance Mobility Award; and
- proximity to the nearest accessible station.

3.7 The output from this analytical process was a top ten list of rail stations that were considered in most in need of step-free access.

3.8 TfGMC's Policy and Resources Committee endorsed the approach on 11 September 2009, and on 19 November 2010, and agreed the ranking of the top ten stations in priority order, based on a geographical pairing arrangement, whereby a station on the periphery of Greater Manchester be prioritised, followed by an inner station or vice versa. The stations are listed below.

Station
1. Blackrod (completed winter 2012)
2. Mills Hill (designs underway)
3. Appley Bridge
4. Walkden
5. Irlam
6. Hindley
7. Newton for Hyde
8. Daisy Hill
9. Broadbottom
10. Swinton

3.9 With regards to the accessibility of Greater Manchester's rail stations more widely, the rail industry (using its available accessibility data²) considers that existing step-free access at rail stations in Greater Manchester can be broadly categorised as stations providing level access, lifts or ramps with a slope of 1 in 12 or better, to all platforms) 42 (44%) of the 96³ stations in the Greater Manchester ticketing boundary are considered to be accessible. Details of the accessibility status of each of these stations, based on these criteria, are included at Appendix 2.

3.10 The above notwithstanding, it should be noted that the construction of new ramps at rail stations requires, in line with DfT guidance, either a 1 in 20 gradient or better or a specific derogation from this, should such a gradient not be deliverable due to cost or spatial constraints.

² <http://www.nationalrail.co.uk/>

³ Excludes MUFC Halt.

- 3.11 Network Rail continues to progress development activities to provide step-free access at Mills Hill rail station, funded through DfT's Access for All programme (2015-19). The proposed design comprises a ramp to the Manchester-bound platform, with a lift and steps to the Rochdale-bound platform. The designs are well underway with scheme completion planned by the end of March 2019, subject to internal Network Rail approval which will be sought before the end of 2017. TfGM continues to press Network Rail for delivery as early as possible. To complement the Network Rail scheme TfGM is looking at the potential to improve the car park and access from the car park to the station.
- 3.12 In addition, officers will also continue to explore potential funding opportunities to provide access improvements to the remaining priority stations across Greater Manchester, including work which is underway to re-evaluate the list, with a view to securing funding commitments through the rail Initial Industry Plan (IIP) for delivery in CP6 (2019-2024).

4. Salford Central Rail Station

- 4.1 To maximise the benefits of the enhancing the station, TfGM and Salford City Council are working with the rail industry to enable the best service provision at the station by reassessing the scheme to account for longer trains.
- 4.2 It is planned that enhancements at the station will be delivered in a phased approach, as detailed below, as agreed by the Greater Manchester Combined Authority (GMCA) in September 2016.
- Phase 1a – Platforms 1 and 2, platform and canopy enhancement delivered (Network Rail CP5 scheme);
 - Phase 1b - Feasibility design for works required to accommodate longer trains at the currently out of use platforms 3, 4 and 5; and
 - Phase 2 – Platforms 3, 4 and 5 reinstatement and extensions delivered. Operational works may also be required to facilitate longer trains.
- 4.3 The primary aim of the Network Rail CP5 scheme is to address the significant stepping distance between the trains and the platforms. In light of this, additional customer facing enhancements such as higher specification waiting facilities, will be considered for funding from Growth Deal and other CP5 monies in order to enhance the Network Rail scheme.
- 4.4 TfGM is currently awaiting details of further design options and a delivery programme from Network Rail; details of which will be reported to this sub-committee in due course.

- 4.5 The Phase 1b GRIP 2 feasibility study commenced in August 2017. In the first instance, the study will assess options for accommodating additional services that can be delivered within the Growth Deal funding allocation and by the funding deadline of March 2021. The study will identify further options to accommodate additional, longer services through works that could be delivered beyond this deadline, should further funding be found.
- 4.6 The GRIP 2 study, which will outline the options available for accommodating longer trains, associated costs, programmes and key risks, is due to be completed in March 2018.

5. Hattersley Rail Station

- 5.1 Hattersley rail station has previously benefitted from enhanced passenger information systems funded through the Northern Rail franchise. In addition, Growth Deal Two funding will allow Tameside Council to deliver further enhancements to complement the new Local Sustainable Transport Fund (LSTF) funded car park.
- 5.2 Tameside Council is progressing outline designs and costs, for options for an enhanced ticket office in line with TfGM's objectives, to devolve the management and operation of rail stations. These enhancements are planned to be delivered within the current Growth Deal spending period.

6. Rail Station Park and Ride

- 6.1 Hindley Park and Ride was previously placed on hold due to a legal matter related to ownership rights over Network Rail land. Network Rail is continuing to resolve this matter, although at present timescales for resolution have not been identified.
- 6.2 TfGM is also undertaking a wider review of car parking with a view to developing a Greater Manchester Park and Ride strategy.
- 6.3 TfGM has allocated funds to undertake designs to formalise and enhance the existing park and ride facility at Mills Hill rail station, to complement the Network Rail Access for All scheme. Designs are expected to be completed in early 2018. Work to identify funding options for the delivery of these improvements remains ongoing.

7. Cycle Facilities at Rail Stations

- 7.1 As part of CCAG2, further funding has been secured for the provision of additional cycle parking facilities at rail stations; and a prioritised list of

potential stations for investment has been generated by ranking GM stations based on criteria including:

- Proximity to proposed CCAG2 infrastructure;
- GIS (Geographic Information System) analysis to determine the potential cycle catchment area for stations;
- Analysis of the populations within the cycle catchment area to determine the propensity to cycle;
- Patronage; and
- The elimination of stations located within the M60, with a view to maximising return on investment, recognising that “full length” cycle journeys are more likely for shorter distances.

7.2 “Cycle and Ride” stations for inclusion in the CCAG2 programme include Walkden, Cheadle Hulme, Wigan Wallgate and Wigan North Western (considered as one station for the purposes of Cycle and Ride), and Stalybridge.

7.3 The proposed enhancements will include:

- Covered cycle parking with CCTV, signage and lighting improvements where appropriate;
- Off-station cycle access improvements such as cycle lanes or shared toucan crossings on-highway, to be delivered by the local highway authority; and
- On-station cycle access improvements, for example, provision of routes to cycle parking.

7.4 Delivery is planned in 2018.

7.5 From a longer term perspective, the level of cycle parking at a number of regional centre stations is acknowledged to be below the level to which Greater Manchester (GM) would aspire. It has historically been challenging to find locations for cycle parking in areas which work well from a user perspective and are also acceptable from a station operation perspective.

7.6 TfGM is currently developing a GM Cycling and Walking strategy which will be supported by a formal Local Cycling and Walking Infrastructure Plan (LCWIP). The aim is to develop a cohesive network of cycling infrastructure in a prioritised way. Cycle parking will be considered as part of this work, both at a network level and for specific locations. This will also include further work to identify the most appropriate GM cycle parking model(s) going forward.

7.7 As part of the work to develop a LCWIP, it is planned to undertake a specific study on stations, analysing catchments in some detail using GIS

data to identify those areas where residents are most likely to find cycling to a station attractive. This information will then be used to prioritise future interventions.

8. Rochdale Underpass

- 8.1 With funding from Rochdale Council, TfGM is designing enhancements for a section of the underpass, in line with the recently completed scheme, along with an enhancement to the front of the station.

9. Station Investment Fund (SIF)

- 9.1 Northern has committed approximately £30 million to enhance stations across the franchise, and is currently developing a programme of works covering:

- Phase 1 - Waiting shelters, waiting rooms and toilet improvements, seating, additional ticket vending machines and customer help points, customer information screens, PA, accessibility improvements and CCTV, ticket barriers, and new parking spaces; and
- Phase 2 - Northern Connect - staffed stations (Bolton, Deansgate, Heald Green, Horwich Parkway, Manchester Oxford Road, Manchester Victoria, Rochdale, and Salford Crescent) with Wifi, and catering facilities.

- 9.2 The first tranche of works has started on site and is due to be completed in 2018. Further details are provided in Appendix 3.

- 9.3 Details of further tranches will be finalised over the coming months and TfGM will advise Members accordingly.

10. Bolton Platform 5

- 10.1 Network Rail is delivering major improvement work at Bolton station by reinstating a fifth platform to help increase capacity, giving greater operational flexibility leading to reduced delays and speeding up journey times.

- 10.2 Works at the station include; reinstating platform 5, rebuilding existing platforms, adjusting station canopies, remodelling tracks and signalling through the station and installing an emergency exit footbridge on platform 5.

- 10.3 Platform 5 has now been opened and ongoing electrification works in this location remain.

11. Recommendations

11.1 Recommendations are outlined on the front page of this report.

Alex Cropper

Head of Projects Group

Appendix 1 – RSIS stations and Scope

No	Station	ORR footfall	Phase 1					Phase 2
			CIS	PA	Help points	CCTV	Upgrade PA Induction Loop(s)	Tactile Strips
1	Manchester Victoria	6,851,175	✓	★	N/A	★	★	★
2	Hall I' th' Wood	128,316	✓	✓	✓	✓	✓	★
3	Ashburys	83,264	★	✓	✓	★	✓	✓
4	Hattersley	55,000	★	✓	✓	✓	✓	✓
5	Ince	22,200	★	✓	✓	✓	✓	✓
6	Strines	21,112	★	★	✓	✓	★	✓
7	Glossop	898,836	★	✓	★	★	✓	★
8	Atherton	448,934	★	★	✓	★	✓	✓
9	Hadfield	393,092	★	★	★	★	✓	★
10	Bromley Cross	381,002	★	★	✓	★	✓	★
11	Lostock Parkway	268,914	★	★	✓	★	✓	★
12	Appley Bridge	241,314	★	✓	✓	x	✓	✓
13	Bredbury	215,162	★	✓	✓	✓	✓	★
14	Flowery Field	197,450	★	✓	★	✓	✓	✓
15	Woodsmoor	187,182	★	★	✓	✓	✓	✓
16	Bryn	172,428	★	★	★	x	✓	★
17	Moston	134,966	★	✓	✓	SIF	✓	✓
18	Dinting	134,220	★	✓	★	x	✓	★
19	Gorton	128,666	★	✓	✓	✓	✓	✓
20	Navigation Road	85,890	★	✓	✓	x	✓	★
21	Godley	69,814	★	✓	✓	✓	✓	✓
22	Hyde Central	69,502	x	✓	✓	✓		★
23	Hag Fold	56,600	★	★	✓	★	✓	★
24	Glazebrook	49,524	x	✓	✓	x	★	✓
25	Hyde North	43,938	x	✓	✓	SIF	✓	✓
26	Horwich Parkway	629,416	★	✓	★	★	★	★

KEY



equipment already installed



equipment to be provided (Phase 2 work subject to design, prioritisation and available funds).



equipment is low priority and has been removed from scope

SIF

(Station Improvement Fund) Northern will deliver this equipment.

Appendix 2 – Accessibility Status of Stations

Station	Accessibility	Station	Accessibility
Altrincham	Accessible	Horwich Parkway	Accessible
Appley Bridge	Not Accessible	Humphrey Park	Accessible
Ardwick	Not Accessible	Hyde Central	Not Accessible
Ashburys	Not Accessible	Hyde North	Not Accessible
Ashton-under-Lyne	Accessible	Ince	Not Accessible
Atherton	Accessible	Irlam	Not Accessible
Belle Vue	Not Accessible	Kearsley	Not Accessible
Blackrod	Accessible	Levenshulme	Not Accessible
Bolton	Accessible	Littleborough	Accessible
Bramhall	Not Accessible	Lostock	Not Accessible
Bredbury	Not Accessible	Manchester Airport	Accessible
Brinnington	Not Accessible	Manchester Oxford Road (not Plat 1)	Accessible
Broadbottom	Not Accessible	Manchester Piccadilly	Accessible
Bromley Cross	Not Accessible	Manchester Victoria	Accessible
Bryn	Not Accessible	Marple	Accessible
Burnage	Accessible	Mauldeth Road	Accessible
Castleton	Accessible	Middlewood	Not Accessible
Chassen Road	Accessible	Mills Hill	Not Accessible
Cheadle Hulme	Accessible	Moorside	Not Accessible
Clifton	Accessible	Moses Gate	Not Accessible
Daisy Hill	Not Accessible	Mossley (GM)	Not Accessible
Davenport	Not Accessible	Moston	Accessible
Deansgate	Accessible	Navigation Road	Accessible
Denton	Not Accessible	Newton for Hyde	Not Accessible
Dinting	Accessible	Orrell	Not Accessible
East Didsbury	Accessible	Patricroft	Not Accessible
Eccles	Not Accessible	Pemberton	Not Accessible
Fairfield	Not Accessible	Reddish North	Not Accessible
Farnworth	Not Accessible	Reddish South	Not Accessible
Flixton	Accessible	Rochdale	Accessible
Flowery Field	Not Accessible	Romiley	Not Accessible
Gathurst	Not Accessible	Rose Hill (Marple)	Accessible
Gatley	Accessible	Ryder Brow	Not Accessible
Glazebrook	Accessible	Salford Central	Accessible
Glossop	Accessible	Salford Crescent	Accessible
Godley	Not Accessible	Smithy Bridge	Accessible
Gorton	Not Accessible	Stalybridge	Accessible
Greenfield	Not Accessible	Stockport	Accessible
Guide Bridge	Accessible	Strines	Not Accessible
Hadfield	Accessible	Swinton (GM)	Not Accessible
Hag Fold	Not Accessible	Trafford Park	Not Accessible
Hale	Accessible	Urmston	Accessible
Hall I' th' Wood	Not Accessible	Walkden	Not Accessible
Hattersley	Not Accessible	Westhoughton	Not Accessible
Hazel Grove	Accessible	Wigan North Western	Accessible
Heald Green	Not Accessible	Wigan Wallgate	Accessible
Heaton Chapel	Not Accessible	Woodley	Not Accessible
Hindley	Not Accessible	Woodsmoor	Not Accessible

Appendix 3 – Northern SIF Projects

Station	Enhancement
Ardwick	Ticket Vending Machine, CCTV (to cover TVM only)
Bolton	Ticket Vending Machine
Burnage	Ticket Vending Machine
Deansgate	Ticket Vending Machine
East Didsbury	Ticket Vending Machine
Eccles	Ticket Vending Machine
Farnworth	Ticket Vending Machine
Flixton	Ticket Vending Machine, Replacement Shelter and Refurbished Shelter
Gatley	Ticket Vending Machine
Glazebrook	Ticket Vending Machine, Replacement Shelter
Heald Green	Ticket Vending Machine, Waiting Room Refurb
Horwich Parkway	Ticket Vending Machine
Humphrey Park	Ticket Vending Machine, CCTV
Kearsley	Ticket Vending Machine, Replacement Shelters
Lostock	Ticket Vending Machine, Replacement Shelters
Manchester Oxford Road	Ticket Vending Machine
Manchester Victoria	Ticket Vending Machine, Customer Information Screens
Moses Gate	Ticket Vending Machine
Patricroft	Ticket Vending Machine, CCTV and Replacement Shelter
Rochdale	Ticket Vending Machine, Waiting Room Refurbishment
Salford Central	Ticket Vending Machine
Salford Crescent	Ticket Vending Machine
Trafford Park	Ticket Vending Machine
Urmston	Ticket Vending Machine

TRANSPORT FOR GREATER MANCHESTER COMMITTEE REPORT FOR INFORMATION

Sub Committee: Capital Projects and Policy
Date: 13 October 2017
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 asked to note the progress made on the Tram Management System (TMS) programme, Second City Crossing (2CC), Trafford Park Line (TPL) and Renewals and Enhancements Programme.

BACKGROUND DOCUMENTS

Capital Projects and Policy 10 February 2017; 24 March 2017; 24 April 2017; 23 June 2017; and 01 September 2017.

CONTACT OFFICERS

Alex Cropper

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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 (TMS)

- 2.1 The permanent design solution to Victoria Station has now been concluded with both the generic and site specific Critical Design Reviews having been successfully completed.
- 2.2 Works have commenced on site with final testing and commissioning at Victoria Station planned to be completed by the end of 2017.
- 2.3 The integrated delivery schedule continues to be developed and refined with a clear focus on minimising disruption to passengers. Further installation on the Bury and Altrincham lines will commence in accordance with the agreed integrated delivery schedule once Victoria Station is brought fully into use.
- 2.4 Once the final sections of the original Metrolink signalling system have been replaced by TMS control, the removal of the legacy signalling system can be undertaken.

3. Second City Crossing (2CC)

- 3.1 Defects correction and remedial works continue to be progressed with Network Rail around Victoria Station and the area that interfaces with the 2CC project. However, Highways approval for the Corporation Street / Halliwell Street area from Manchester City Council (MCC) remains outstanding, resulting in incomplete street lighting provision. This matter is continuing to be pursued with MCC to seek an appropriate resolution.

4. Trafford Park Line (TPL)

- 4.1 Access has now been secured to the majority of land required to facilitate the scheme, permitting substantial phased enabling works (utility diversions, demolition, accommodation works etc) to be undertaken in accordance with the accepted delivery schedule.
- 4.2 Significant progress has been achieved in the following areas: utility diversions have been completed in three of the six construction sections;

substantial highway works in the vicinity of Park Way; foundation and concrete structure works to support the new Pomona viaduct and highway works in the vicinity of the intu Trafford Centre.

- 4.3 The legal and commercial process related to occupation of land in both the temporary (construction) and permanent (operation) scenario is continuing to be negotiated by TfGM and this will continue over an extended duration due to the complexity and number of land interests.
- 4.4 Consultation and detailed design related to specific commitments made to stakeholders during the planning stage continues to progress; whilst engagement with Trafford Council Planning and Highways officers continues to enable TfGM to discharge / obtain the relevant consents and approvals with the majority of planning conditions now successfully discharged.
- 4.5 Subject to continued satisfactory progression, in accordance with the accepted delivery schedule, the TPL extension will become operational during 2020.

5. Renewals and Enhancements Programme

- 5.1 An OJEU compliant procurement exercise has commenced in order to create a TfGM Renewals Framework of construction companies representative of the required specialisms to work across the Metrolink network.
- 5.2 Significant interest was generated through the Pre Qualification Questionnaire process (48 responses), with submission documentation currently being evaluated by TfGM.
- 5.3 Works are continuing at the Crumpsall Metrolink Stop and continue to progress in accordance with the agreed delivery schedule. On the 2 and 3 September 2017, a 54 hour disruptive possession was successfully utilised to undertake partial platform demolitions and the removal of redundant plant. A further 27 hour disruptive possession is planned for 29 October 2017, during which new ramp units for the proposed at grade crossing will be lifted into position. Subject to continued satisfactory progression, the works are planned to be completed by spring 2018.
- 5.4 Remedial works also commenced on the Eccles Line on 24 September 2017 and follow on from re-railing works that were undertaken during 2016. TfGM have consulted with both Urban Vision and local residents, with works proposed to be undertaken during engineering hours to minimise disruption to passenger services. Subject to satisfactory progression, the works are planned to be completed during early 2018.

6. Recommendations

6.1 Please see front page of this report.

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