Transport for Greater Manchester Committee
Capital Projects and Policy Sub Committee

Date: Friday 13 April 2018
Time: 10.30 am
Venue: Upper Hall, The Friends Meeting House, 6 Mount Street, Manchester M2 5NS (location map attached)

Labour Group: 10.00 am, Room F11, The Friends Meeting House, 6 Mount Street, Manchester M2 5NS

Conservative Group: 10.00 am, Room F16, The Friends Meeting House, 6 Mount Street, Manchester M2 5NS

MEMBERSHIP:

Members of the Sub Committee:
- Councillor Mohon Ali
- Councillor Shakil Ahmed
- Councillor Rhyse Cathcart
- Councillor Michael Cordingley
- Councillor Doreen Dickinson
- Councillor Andrew Fender
- Councillor Annette Finnie
- Councillor Robin Garrido
- Councillor Guy Harkin (Chair)
- Councillor James Grundy
- Councillor Roger Jones
- Councillor Peter Robinson
- Councillor Eunice Smethurst (Deputy Chair)
- Councillor Howard Sykes
- Councillor John Taylor

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

Transport for Greater Manchester is a Joint Committee of the Greater Manchester Combined Authority and the 10 Greater Manchester District Councils
Transport for Greater Manchester Committee

AGENDA

PART A

SECTION 1 – STANDING ITEMS

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)

4. To approve the minutes of the last meeting held on 9 February 2018

SECTION 2 – ITEMS FOR RESOLUTION

There are no items for resolution.

SECTION 3 – ITEMS FOR INFORMATION

5. Bus Priority Update

6. Interchanges Update

7. Metrolink Capital Update

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 ☎ 0161 778 7009 ⌘ jenny.hollamby@greatermanchester-ca.gov.uk

This agenda was issued on behalf of Eamonn Boylan, Secretary to the Joint Committee, c/o Greater Manchester Combined Authority, Churchgate House, 56 Oxford Street, Manchester M1 6EU
TfGMC Capital Projects and Policy Sub Committee meeting
Declaration of Interests in Items appearing on the Agenda

NAME ____________________________________

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TRANSPORT FOR GREATER MANCHESTER COMMITTEE

MINUTES OF THE MEETING OF THE CAPITAL PROJECTS AND POLICY SUB COMMITTEE, HELD ON 9 FEBRUARY 2018 AT THE MECHANICS INSTITUTE, MANCHESTER

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

IN ATTENDANCE:

Bob Morris Chief Operating Officer, TfGM
Chris Barnes Programme Manager, TfGM
Jenny Hollamby Governance & Scrutiny, GMCA

CPP17/29 APOLOGIES

Apologies for absence were received from Councillor Mohon Ali (Oldham), Councillor James Grundy (Wigan), Councillor Peter Robinson (Tameside), Councillor Eunice Smethurst (Wigan) and Councillor John Taylor (Stockport).

CPP17/30 URGENT BUSINESS

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

It was advised that a Greater Manchester Accessible Transport Limited (GMATL) board meeting would take place at the rise of the sub committee.
CPP17/31 DECLARATIONS OF INTEREST

There were no declarations of interest received at the meeting.

CPP17/32 MINUTES OF THE LAST MEETING HELD ON 1 DECEMBER 2017

Members considered the minutes of the previous meeting held on 1 December 2017.

RESOLVED/-

The minutes of the Capital Projects and Policy sub committee meeting, held on 1 December 2017 be approved as a correct record.

CPP17/33 METROLINK CAPITAL UPDATE

A report was presented that provided Members with an update in relation to the Metrolink capital programme, including the work on current extensions, enhancements to the existing network and Metrolink expansion funding bid submission. The details on the individual initiatives were set out in the report.

The Programme Manager, TfGM led Members through the report. The main points referred to were:

- A Member asked when the lift at Heaton Park would be repaired to allow disabled access. Also, residents had complained about the car park at Radcliffe, where the lights were shining into people’s homes. Officers agreed to investigate the matters and report back directly to Members but to also note at the Metrolink and Rail Network sub committee.

- The Manchester Evening News had reported that Victoria station would not be open at Easter and a Member asked about Metrolink impacts. Officers present were not aware of this closure and agreed to follow it up.

- A Member was concerned about Metrolink platforms within the Oldham borough and the potential health and safety issues caused by the cold weather. The impacts of cold weather were potentially dangerous and two people had already fallen. Officers agreed to speak to the Metrolink operator and report back to the Member and also refer to the Metrolink and Rail Network sub committee.

- Officers agreed to prepare an update for Members about the recent Manchester Airport Terminal 2 bid to government.
A discussion took place about the Greater Manchester Spatial Framework (GMSF) and Metrolink capacity. Concerns were raised that infrastructure would not be available for new housing development. Although the GM Mayor was keen to enhance the fleet, there were a number of constraints such as crossing the city centre, services through Piccadilly, pinch points and additional trams. Officers were reviewing options and a business case was being developed for more trams.

A Member asked about the park and ride facility at Radcliffe, congestion and additional car parking facilities. It was suggested that an additional Metrolink stop between Radcliffe and Bury would be the answer. It was advised that GMSF would highlight the requirement for additional stops.

RESOLVED/-

That the report be noted.

CPP17/34 RAIL INFRASTRUCTURE UPDATE

Members received a report that gave an update on recent progress in respect of a number of rail station infrastructure schemes and initiatives in Greater Manchester.

The main points referred to were:

- A Member queried the current position regarding the provision of cycle parking facilities at Greenfield. Officers responded that this station was being considered and that further work to confirm final details was on-going.

- Members raised accessibility, station devolution and funding. Members were disappointed that 50% of GM stations were still not accessible for some users. It was explained that the bid for devolved power had not been accepted by government and that this was likely to impact on the level of investment in rail station accessibility. Although this had been a setback, dialogue was ongoing and a partnership approach had been suggested. Members recommended a more pro-active approach was needed and government should be lobbied. A report on this would be considered at a forthcoming meeting of TfGMC.

- A Member asked when passenger waiting facility improvements would be made at Marple station. Officers agreed to make representations to the operator.

- It was clarified that the nature of the dispute at Hindley was about access rights on Network Rail land.
• A Member asked why it was necessary to wait until the completion of design work to start investigating funding opportunities for Walkden park and ride. Officers advised that, whilst the completion of design work would inform a detailed understanding of costs, the identification of potential funding opportunities was taking place in parallel with this work and discussions were already on-going with Salford officers.

• A Member asked if the £30m Northern Station Investment Fund was a usual level of investment. Officers advised that this figure varied from franchise to franchise.

RESOLVED/-

1. Members noted the report and the progress which had been made on the various rail schemes and initiatives in recent months.

2. It was noted that a further report would be submitted in summer 2018.
PURPOSE OF REPORT

To provide an update on recent progress in respect of the Salford - Bolton Network Improvement Programme and Bus Priority Programme.

RECOMMENDATIONS

Members are asked to note the contents of this report and the progress which has been made on the Bus Priority schemes in recent months.

BACKGROUND DOCUMENTS

10 February 2017, 21 April 2017, 1 September 2017 and 1 December 2017.

CONTACT OFFICERS

Chris Barnes 0161 244 1428 chris.barnes@tfgm.com
Anthony Murden 0161 244 1399 anthony.murden@tfgm.com
1. Introduction and Background

1.1 The purpose of this report is to provide an update on Salford – Bolton Network Improvement Programme and the Bus Priority Programme (Cross City Bus and Busway).

1.2 This follows on from the last update in relation to these initiatives that was provided to this Sub-Committee in December 2017.

2. Salford – Bolton Network Improvements (SBNI)

2.1 Work has continued in conjunction with local authority partners Bolton Council (BMBC) and Salford City Council (SCC), in relation to a number of proposed bus priority / traffic management and pedestrian and cycling improvement schemes which are being promoted as part of the Salford – Bolton Network Improvements Programme (SBNI). SBNI involves the introduction of 11 packages of local network interventions within Salford and Bolton focussed on the following primary objectives:

- Strengthening links within and links in and out of the area to high employment / health / education and leisure locations (with emphasis on employment);
- Supporting the economic vitality of the district centres of Farnworth, Walkden, Swinton and Pendleton;
- Promoting active, healthy lifestyles and making active sustainable travel safer and easier to use and an attractive alternative to the private car; and
- Substantially improving the punctuality, regularity and reliability of bus services operating through the defined study area, and help to enhance highway network performance where possible.

2.2 Conditional Approval of the SBNI Programme Business Case was awarded in February 2016 in line with the governance arrangements for the Local Growth Deal agreed both locally and with Government.

2.3 In Bolton there are six scheme Delivery Packages. Following Conditional Approval, the following junction improvement schemes in Bolton have been completed: Delivery Package 1: Raikes Lane; Delivery Package 2 (Phase 2a): Green Lane/Manchester Road; and Delivery Package 3: Higher Market Street / Longcauseway. All of these schemes have improved vehicle capacity and passenger journey times through the junctions and have also enhanced pedestrian and cycling facilities.

2.4 Work has also progressed on Delivery Package 2b: Loxham Street / Egerton Street / Manchester Road. This scheme involves an upgrade of the Loxham Street / Manchester Road (A575) junction which has now been
completed and improvements to the Egerton Street / Bolton Road (A6053) junction. The works will address congestion and safety issues as well as significantly enhancing pedestrian and cyclist facilities. The completion of the Egerton Street works has been delayed due to the collapse of the Network Rail bridge at Moses Gate station in August 2017. It had originally been intended that the junction works in this location would be completed by the end of 2017, however, it is now anticipated that the works will not be completed until later this spring, following the completion of Network Rail’s repair works.

2.5 In regard to Delivery Package 7: Bus Stop upgrades. BMBC has now completed all of these works with the exception of the introduction of bus stop clearway markings and signs. Consultation on these markings has been undertaken by BMBC and it is anticipated that the outstanding works will be completed later this spring.

2.6 Delivery Package 4: Farnworth Bus Station and Farnworth Town Centre received Full Approval in January 2018. The town centre works on Market Street and King Street are being delivered by the Council, in parallel with the bus station scheme. Following a competitive tender exercise, the contract for the town centre measures has been awarded to George Cox and Sons Ltd and works are anticipated to be completed in summer 2018.

2.7 In addition, Bolton Council is undertaking urban realm improvement works on Brackley Street which are also anticipated to be completed in 2018. Together with the SBNI improvement works, the combined redevelopment represents a significant investment in Farnworth Town Centre.

2.8 The remaining Bolton scheme, Delivery Package 6, will focus on improvements along, and in the vicinity of the A666 corridor. The scope of this Delivery Package is currently under review, with a view to identify the optimum level of network improvements that could be provided in this area.

2.9 TfGM and BMBC are currently exploring options to utilise savings achieved on the delivery of Bolton SBNI schemes to date in order to bring the Council’s priority reserve scheme, Delivery Package 5: Manchester Road Gateway scheme back into scope. Initial design development activities continue to be undertaken to understand the proposed benefits of the scheme before formal approval is sought to progress detailed design activities. This includes taking cognisance of the recent changes to the highway layout in Bolton town centre associated with the delivery of Bolton Interchange.

2.10 All of these works are being delivered by BMBC as the local highway authority.

2.11 In Salford, there are five scheme Delivery Packages. The first involves a range of relatively minor traffic management and highway proposals within Walkden and Pendleton. This includes three junction improvements at Manchester Road East / Hilton Lane, Eccles Old Road / Langworthy Road...
and Seedley Road / Langworthy Road; bus stop enhancements; and the improvement of the public realm and pedestrian environment in the vicinity of Walkden railway station. Work commenced on the construction of these schemes in June 2017, was overseen and managed by TfGM and SCC’s Delivery Agent, Urban Vision and was completed in November 2017.

2.12 The remaining delivery packages include proposals for the A6 through Walkden and Swinton; along the A666; and within Pendleton town centre. These initiatives are currently progressing through design and development. This work is being progressed in partnership with SCC and on completion of the development phase, each of the individual schemes will be subject to consultation and community engagement in advance of progressing with any required powers and consents and moving into construction.

2.13 Elected Member briefings on the remaining Delivery Packages will take place over the coming months as the schemes are developed in sufficient detail. Given that the schemes being developed for Pendleton town centre, the A6 through Walkden and Swinton and the A666 are in relatively close proximity to each other, there will be a need for careful coordination of the delivery of the works in order to minimise any disruption during construction.

2.14 Works to upgrade a selection of bus stops within the Salford programme area will take place as part of Delivery Package 5 and, subject to Salford City Council approvals, works are due to start on this Delivery Package in summer 2018.

2.15 Work on the construction of the A6 and A666 interventions is expected to commence in late 2018 with the Pendleton town centre scheme to follow, subject to securing the necessary powers and consents.

2.16 An update on the bus operations and passenger waiting facility proposals for both Farnworth and Pendleton town centres is included within the wider Interchange Programme Update report also included on this meeting’s agenda.

2.17 Further updates in relation to the above schemes will be brought to this Sub-Committee in due course.

3. Cross City Bus Package Current Position and Recent Progress

3.1 Since the last update to this sub-committee on 1 December 2017, the following works have been carried out associated with the Cross City Bus Programme:

- Snagging to remedy defects identified upon completion of the main physical works on Oxford Road;
• A new yellow box at the junction of London Road / Ducie Street, as part of the Regional Centre scheme, and;

• Traffic signal improvements, including a new right turn lane on London Road / Fairfield Street to help ease congestion and improve bus journey times and reliability.

3.2 There are a small number of snagging items and defects remaining on Oxford Road, the majority of these items have been completed by MCC and the remaining few are expected to be completed during the next few months by the Council.

3.3 Due to multiple third party developments, there are small areas of the Oxford Road corridor which will remain incomplete within the core Bus Priority Programme timescales. The areas affected include the final footway surfacing outside the Circle Square and Mable Tylecote redevelopment sites, as well as the segregated cycle lane adjacent to the University of Manchester Business School redevelopment. It has been agreed that these residual works will be completed by the respective third party developers through a series of Section 278 Agreements between MCC and the third party developers.

3.4 With regard to the enforcement of the bus priority measures, work will continue with key stakeholders to re-enforce messages to all users of the corridor and any lessons learned will be picked up as part of the wider programme evaluation and monitoring exercise that will be completed over the next few years.

3.5 In the Regional Centre, further improvement measures have been completed at the junction of London Road / Fairfield Street and Major Street / Princess Street, in conjunction with Manchester City Council (MCC), to ease the levels of congestion experienced at peak times at these junctions. The works at London Road/Fairfield Street have involved the reconfiguration of traffic islands and traffic lanes to facilitate the introduction of a dedicated right turn lane from London Road into Fairfield Street. The works also included upgraded pedestrian crossings including the provision of new countdown timers.

3.6 In addition, works will be progressed over the coming months to further improve traffic flow, and in particular bus flows to and from the Parker Street bus station, at the junction of Portland Street and Charlotte Street. These works will be progressed in conjunction with MCC and delivered over the summer to minimise the impact upon bus operations.

3.7 Monitoring and evaluation of the Cross City Bus Package has commenced now the overall Bus Priority Programme is complete. A series of activities relating to the Cross City Bus Priority Programme has been planned and an early findings report is due to be issued in summer 2018.
4. The Busway Scheme Current Position and Recent Progress

4.1 The Busway service (V1 & V2) between Leigh, Atherton, Tyldesley, Salford and Manchester was officially launched on 3 April 2016. All V1 and V2 services operate at a frequency of 8 buses per hour during the daytime via Princess Street and Oxford Road to the Central Manchester Hospital site.

4.2 In its first full year the Busway carried in excess of 2.1 million passengers, a significantly higher level than had been originally envisaged. In its second year of operation this figure has been exceeded by around 0.5 million passengers, with total passengers reaching approximately 2.6 million, as the service has continued to go from strength to strength. The current demand for the service being approximately 55,000 passenger journeys per week. In the weeks running up to Christmas 2017 passenger demand regularly exceeded 60,000 passengers per week.

4.3 Park and Ride facilities along the Busway continue to be well used and are often full. TfGM is in the process of implementing an enforcement regime to prevent the Park and Ride sites being used by non-Busway users. While not full, demand at the A580 Park & Ride site continues to increase. The feasibility of additional Park & Ride sites continues to be investigated with local authority partners.

4.4 TfGM continues to work with the main contractor for the guided busway to rectify a small number of residual construction issues whilst minimising operational disruption. In this regard it is planned that some of the final remedial works will be undertaken during April and these works will necessitate the full closure of the Busway for one weekend and potentially a closure of a short length of the Busway between Astley Street and Sale Lane for three following consecutive weekends. Services will continue to operate during these periods of closure using the highway and pre-planned alternative stopping arrangements. In advance of the closures posters will be placed at stops and Passenger Information Displays will be updated to give Busway users sufficient notice of changes to their service.

5. Recommendations

5.1 Please see front sheet of report.

Alex Cropper
Head of Projects Group
PURPOSE OF REPORT

To provide an update to Members on recent progress made in respect of the new Interchange facility at Bolton, and the future transport facilities being developed and delivered for Stockport, Tameside, Wigan, Farnworth and Pendleton. The report provides an overview of the progress made since the last update and the work scheduled to be undertaken over the coming months.

RECOMMENDATIONS

Members are asked to:

- Note the contents of this report and the achievements made in progressing these schemes since the last Interchanges Update to this Sub Committee; and

- Further note the work scheduled to be undertaken to continue to develop the schemes over the coming months, in conjunction with stakeholders.

BACKGROUND DOCUMENTS

Reports to Capital Projects and Policy Committee:

CONTACT OFFICERS

Chris Barnes 0161 244 1428 Chris.Barnes@tfgm.com
1. Introduction and Background

1.1 This report provides Members with an overview in relation to the Interchange scheme which has recently been commissioned at Bolton and also provides 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 are currently being undertaken in conjunction with local authority partners, as part of the wider Growth Deal Programme.

1.2 As part of the ongoing work which is taking place to progress the future Interchange schemes, TfGM is working with the relevant stakeholders to explore the opportunities for incorporating additional residential, commercial and other development infrastructure in conjunction with these schemes.

1.3 A number of photographs and images of the various schemes are included at Appendix 1 to this report.

2. Bolton Interchange

2.1 The Bolton Interchange project was completed in partnership with Bolton Council and involved the relocation of the previous bus station from Moor Lane to the new site adjacent to Bolton Rail Station, incorporating a direct, wholly enclosed, pedestrian Skylink footbridge linking the two facilities.

2.2 The interchange opened to the public on 3 September 2017 as a truly integrated multi-modal facility, with the Skylink bridge offering seamless transfer between bus, rail and taxis, and the Cycle Hub offering secure storage for 48 bikes. The interchange also links passengers to upgraded pedestrian facilities through the town centre with high quality new public realm and enhancements to the public highway, improving bus and private vehicle flows through the town.

2.3 Feedback since opening has been largely positive, and TfGM is continuing to work very closely with customers and other key stakeholders in order to review feedback received during the initial stages of operational use, and to identify necessary improvements which might need to be made; for example, in relation to customer information and enhanced accessibility features.

2.4 Northern Rail continue to develop proposals to enhance the existing Rail Station entrance area, with a new open plan café outlet expected to open to the public in Spring 2018.

2.5 In order to help cement the position of the new facility within the local community, TfGM have been working closely with The Bolton Octagon
Theatre, who will be hosting a production of Summer Holiday from 31 May to 23 June 2018, with each performance starting at the interchange.

2.6 Network Rail is delivering major improvement work at Bolton Rail Station by reinstating a fifth platform to help increase capacity, giving greater operational flexibility leading to reduced delays and speeding up journey times. 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. Platform 5 has now been opened and electrification works in this location remain ongoing.

3. **Stockport Interchange**

3.1 The new Stockport Interchange Local Growth Deal scheme involves redeveloping the existing bus station site, bounded by the railway viaduct to the west, A6 viaduct to the east, Wellington Mill to the south and the River Mersey to the north, to create a modern, high quality transport interchange with a single covered passenger concourse.

3.2 A supporting hub providing secure cycle parking facilities and improved taxi and coach facilities, located in Mersey Square and in close proximity to an enhanced Trans Pennine Trail, will ensure a fully integrated site. The existing poor connectivity to Stockport Railway Station will also be addressed as part of the project.

3.3 Access arrangements for buses will be improved by the provision of a new road bridge across the River Mersey at Astley Street, enabling bus related traffic to be removed from Mersey Square and the public realm to be improved accordingly by Stockport Council.

3.4 As previously reported, in conjunction with the work undertaken to develop the design for the Interchange, a parallel initiative is being progressed to explore potential complementary development opportunities which might be appropriate for construction in conjunction with the core transport infrastructure. The option now being explored in detail is the inclusion of residential development and public green space above the interchange. These proposals are being progressed with the aim of submitting a planning application encompassing the interchange and these complementary initiatives during summer 2018, which will also include a pre-planning consultation exercise.

3.5 In conjunction with the work which is currently taking place to confirm the viability of any complementary initiatives, a parallel exercise has been undertaken to understand the implications which the delivery of supporting development might have on the timescales for the construction of the new interchange, and to identify appropriate opportunities to mitigate these impacts.
3.6 To this end, TfGM is now progressing the Stockport Interchange Bridge and associated highway works initiative through Stockport Council, as advanced works packages for the main Interchange Scheme, in order to mitigate some of the scheduling impacts associated with the progression of development opportunities on the site. This early intervention will also support the wider Stockport Town Centre Access Plan (TCAP) Growth Deal improvements which are planned for this area.

3.7 Planning Approval for the bridge was granted in October 2016. Geoffrey Osbornes Ltd have subsequently been appointed as the design and build contractor for these works, following the undertaking of an appropriate procurement exercise, and the achievement of gateway Full Approval. It is anticipated that construction works on site will commence in late spring / early summer, and that the new bridge will be brought into operation in 2019.

4. Tameside Interchange (Ashton-under-Lyne)

4.1 The new Tameside Interchange Local Growth Deal scheme will see a new interchange constructed primarily on the existing site, but with the footprint shifted slightly to the west to better integrate with the Metrolink stop in Ashton-under-Lyne town centre. The majority of stands will operate from a single concourse building, albeit that there will also be several stands immediately adjacent to the tram stop, that will all feature Electronic Passenger Information Displays and bespoke high quality shelters. The new interchange will provide a more pleasant waiting environment along with a range of amenities, a travel information and ticketing office, retail outlets, accessible public toilets and baby change facilities and a ‘Changing Places’ facility.

4.2 The project team has been working closely with Tameside Council throughout the design development process. This has allowed for a local perspective to be placed on the design and ensured that the Interchange aligns to the other highway and regeneration initiatives that are currently being proposed for Ashton town centre.

4.3 Planning Approval was granted in 2016. Designs included within the submission incorporated feedback from the public consultation that had previously taken place during the second half of 2015.

4.4 It has been necessary to find alternative accommodation for The National Probation Service as their existing office is to be demolished as part of the scheme. Following completion of recent negotiations with the Ministry of Justice, the Probation Service are now in the process of moving into temporary offices on the outskirts of Ashton town centre.
4.5 Advanced works to facilitate utility diversions commenced in October 2017, and were completed in January 2018.

4.6 The procurement exercise to select an appropriate design and build contractor to deliver this project has now been concluded and it is expected that work will commence on site in late spring 2018.

4.7 In conjunction with the current work on the main Interchange Project, ongoing dialogue with Tameside Council is taking place regarding the future development use for the area of the existing bus station, which will be released once the new interchange has become operational.

5. **Wigan Bus Station**

5.1 The new Wigan Bus Station Local Growth Deal scheme will utilise the existing bus station site to deliver a higher quality and more efficient facility. The new bus station will provide a more pleasant waiting environment, along with a range of amenities, a travel information and ticketing office, retail outlets, accessible public toilets and baby change facilities and a ‘Changing Places’ facility.

5.2 The scheme allows for improvements to the New Market Street and Hallgate vehicle and pedestrian entrances and exits, whilst maintaining existing walkways from Jaxons Court and the enhancement to walkways from Market Street.

5.3 The bus station proposals are being progressed in partnership with Wigan Council, which is promoting a parallel wider town centre regeneration scheme, including the comprehensive redevelopment of the Galleries Shopping Centre, which has recently been acquired by Wigan Council. The bus station development will complement this proposed commercial and economic regeneration within the town centre.

5.4 The existing bus station closed to the public on 31 July 2017 and construction works for the new bus station commenced the following morning.

5.5 Construction work is progressing on schedule with piling works, concourse slab pours and steel frame erection complete, and envelope framing system, internal fit-out, and concrete carriageway works well underway.

5.6 To ensure the continuity of bus services, temporary bus stops and Travelshop facilities were constructed and brought into operation in advance of closing the existing facility. The temporary arrangements will be maintained until the completion of the new facility, which is anticipated to be brought into operational use by autumn 2018.
5.7 Alongside the current work which is being undertaken to develop the design for the scheme, a parallel initiative is being progressed to explore potential development opportunities which might be appropriate for construction adjacent to the core transport infrastructure, potentially in conjunction with the formation of a new pedestrian access.

6. **Minor Bus Station Improvement Works**

6.1 Ongoing work is also taking place with relevant local authorities and their developer partners in relation to the enhancement and / or remodelling of the existing smaller scale bus station facilities in Farnworth and Pendleton town centres, as part of the wider Salford Bolton Network Improvements (SBNI) initiative.

**Farnworth**

6.2 The Farnworth bus station scheme received Full Approval in January 2018. Following the completion of a tender exercise a construction contract to deliver the scheme was awarded to George Cox and Sons.

6.3 Works commenced in March 2018 and will be completed in summer 2018 following which the redeveloped facility will be brought into operational use.

**Pendleton**

6.4 TfGM is continuing to work in conjunction with Salford City Council and other key stakeholders, to design proposals for the improvement of the current bus operations and passenger waiting facilities in Pendleton town centre, adjacent to Salford Shopping Centre. Outline proposals have been developed and a process of engagement with key stakeholders will take place later this year. These improvements will both support and complement the wider transportation and regeneration initiatives that are taking place in this area and will also incorporate much improved pedestrian connectivity.

6.5 In addition to the design and development work which is currently taking place to enhance the passenger experience at Pendleton, TfGM will continue to work with Salford City Council with a view to identifying potential funding opportunities for a new dedicated bus station in Pendleton over the longer term.

6.6 Further updates in relation to the development work for the above schemes will be brought to this Sub-Committee in due course.
7. **Recommendations**

7.1 A full set of recommendations is set out at the front of this report.

Alex Cropper

Head of Projects Group
Appendix 1

Appendix 1 - Bolton Interchange - Public Opening Day Photographs (September 2017)
Appendix 1 - Wigan Bus Station - Progress Photographs (March 2018)
Appendix 1 - Tameside Interchange - Planning Approved Visualisations
PURPOSE OF REPORT

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

RECOMMENDATIONS

Members are recommended to note the contents of the report.

BACKGROUND DOCUMENTS

Capital Projects and Policy 10 February 2017; 24 March 2017; 24 April 2017; 23 June 2017; 01 September 2017; 13 October 2017; 01 December 2017; and 09 February 2018.

CONTACT OFFICERS

Chris Barnes 0161 244 1428 chris.barnes@tfgm.com
Karl Coop 0161 244 1498 karl.coop@tfgm.com
1. Introduction

1.1 The report updates Members on the progress to date on the Metrolink Capital Programme, including the work on current extensions; renewals of and enhancements to the existing network; and Metrolink expansion funding bid submissions.

1.2 Details of progress on the individual initiatives are set out in the following sections.

2. Tram Management System (TMS)

2.1 Following on from the recent completion of the TMS works at Victoria Station, the TMS migration design for the section of the Bury line between Whitefield and Crumpsall is currently underway. Installation for this section is forecast to commence during late spring 2018, with subsequent testing, commissioning and handover into operational use later in 2018.

2.2 Once the above works have been successfully transitioned into operation, the final section of TMS migration on this line, between Bury and Radcliffe, will be undertaken and is currently forecast to be completed in spring 2019.

2.3 Following TfGM review, the Contractors TMS delivery schedule has now been integrated within the wider TfGM Metrolink Programme and includes remaining TMS core and enhancement works. The sequencing of the works have been agreed with primary junctions prioritised (Cornbrook, Irk Valley, Old Trafford, Queens Road etc).

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 will then be undertaken. These works will be delivered in parallel with the TMS enhancement programme of works.

3. Trafford Park Line Extension (TPL)

3.1 Access has now been secured to all of the land required to facilitate the scheme, permitting substantial phased enabling and main construction works (utility diversions, demolition, accommodation works, highway re-alignment, new structures etc) to continue to be undertaken in accordance with the accepted delivery schedule.

3.2 The legal and commercial process relating to the occupation of permanent land (operation and maintenance) is continuing to be negotiated by TfGM, at a senior level where necessary, and this will continue over an extended period due to the complexity and number of land interests involved.
3.3 Significant progress has been achieved in the following areas: key utility diversions have been completed with all remaining utility diversions proceeding according to programme; alterations to the highway network continue to be undertaken including changes to the approaches to Peel Circle and Park Way Circle; new structures located adjacent to the Manchester Ship Canal have continued with new retaining walls being constructed whilst earthworks and temporary works associated with the structures over the Bridgewater Canal are continuing to progress.

3.4 In addition to the above, a photocall was held at Park Way on 1 February 2018 to mark the first track laying operations of the new line with track infrastructure and foundations now being installed at multiple locations across the route.

3.5 Substantial Traffic Management (TM) continues to be required in order to safely and efficiently deliver the TPL extension with changes to the temporary arrangements being proactively communicated to businesses and stakeholders in a variety of ways (stakeholder meetings, weekly TM emails, Variable Message Signs, social media etc). By way of example, due to the structural works associated with the Bridgewater Canal, a lane closure has been necessary on Park Way resulting in additional signage being installed to highlight the works as these operations are not obviously visible from the highway.

3.6 The project team has developed a proposal on the Eccles line to combine a series of possessions, required to undertake the civil and track engineering works to facilitate the connection of the Trafford Park Line extension to the existing network at Pomona, into a single 13-day possession from the end of July 2018 until mid-August 2018. This proposal has the support of the operator/maintainer KeolisAmey (KAM), as well as local stakeholders.

3.7 It also considers the direct and wider benefits which would be realised by this approach including:

- Overall reduction in services disruption of 5 days;
- A clear and consistent message to Metrolink customers;
- Works undertaken in summer holidays and to avoid major events;
- Minimises Saturday disruption into City Centre;
- Minimises disruption to Altrincham, East Didsbury and Airport Lines;
- KAM able to carry out Stop and LRV maintenance activities concurrently;
- Facilitates 3rd party works adjacent to the Eccles and MediaCity Lines; and
• Improved risk mitigation time compared to short disruptive possessions.

3.8 Communicating the closure as a 13-day full possession provides a clear and consistent message to Metrolink customers whereas recurring disruption over a longer period can lead to customer confusion and a negative response from customers and key stakeholders.

3.9 Engagement is ongoing with Trafford Council, Highways England, local businesses and stakeholders with particular focus on the performance of the temporary TM solutions, coordination with other projects and the potential implications associated with upcoming events.

3.10 Subject to continued satisfactory progression, in accordance with the accepted delivery schedule, the TPL extension will become operational during 2020.

4. Renewals and Enhancements Programme

4.1 An OJEU compliant procurement exercise is being progressed in order to create a TfGM Renewals Framework of construction companies representative of the required specialisms to work across the Metrolink network.

4.2 The outcome of the Pre-Qualification Questionnaire (PQQ) evaluation was notified to potential bidders in late 2017 and Invitation to Tender (ITT) documentation was subsequently issued to the shortlisted bidders. Tender responses to the ITT have now been received and the necessary evaluation exercise is currently being progressed, with a view to the new Framework being available for the delivery of renewals works from 2018 / 19 onwards.

4.3 The enhancement works at Crumpsall Metrolink Stop continue to progress in accordance with the agreed delivery schedule, following the opening of the new track-level pedestrian crossing facility on 3 January 2018. Construction activity is now focussed upon completing the upgraded stepped access on the Bury-bound platform, which is due to be completed imminently.

4.4 In addition, remedial works are continuing to be undertaken at various sites along the Eccles Line following on from the re-railing works that were undertaken during 2016. These works are predominantly being undertaken during engineering hours in order to minimise disruption to passenger services. The remaining works are predominantly the installation of a flexible joint adjacent to the rail, which whilst weather dependent and despite the recent poor weather, the works are still planned to be completed during spring 2018.
5. **Metrolink Expansion Funding Bids**

5.1 Further to the award of development funding from the Department for Transport (DfT), a funding bid was submitted to extend Metrolink from the current station at the airport to Terminal 2 (T2) in late 2017. This proposed scheme will align with Manchester Airport Group’s intended expansion of T2 and the future development of Airport City.

5.2 Members will be advised of the outcome of this bid in due course.

5.3 Subject to the availability of funding and the demonstration of an appropriate business case, it is proposed to extend the T2 link to the HS2 station at the airport in the future, as part of the wider Western Loop initiative.

6. **Recommendations**

6.1 Members are recommended to note the contents of the report.

Alex Cropper  
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