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.

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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 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2.4 Once the final sections of the original Metrolink signalling system have been replaced by TMS control, the removal of the legacy signalling system will then be undertaken.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
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.

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