

TRANSPORT FOR GREATER MANCHESTER COMMITTEE REPORT FOR INFORMATION

Date: 13 July 2018
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 contents of the attached Capital Projects and Policy 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; 09 February 2018; and 13 April 2018.

CONTACT OFFICERS

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

Sub Committee: Capital Projects and Policy
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Subject: Metrolink Capital Update
Report of: Head of Projects Group

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RECOMMENDATIONS

Members are recommended to note the contents of the report.

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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; tram capacity improvements; 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 completion of the TMS works at Victoria Station, the TMS migration for the section of the Bury line between Whitefield and Crumpsall Metrolink Stops was successfully completed to enable the replacement of the existing legacy signalling system with the TMS trackside control system. Following the requisite testing and commissioning, the TMS system for this section of the Bury line became fully operational on 01 June 2018.
- 2.2 Following TfGM review, the Contractors TMS delivery schedule has now been integrated within the wider TfGM Metrolink Programme and includes both remaining TMS core and enhancement works. The completion of the Bury section is scheduled for Spring 2019.
- 2.3 Once the final sections of the original Metrolink signalling system have been replaced by TMS control, the removal of the legacy signalling system will then be undertaken.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 construction progress has been achieved in the following areas:
- Substantial completion of the required utility diversions with all remaining 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 the construction of the new viaduct at Pomona; and
 - Track construction is progressing in multiple locations including at the tram stops.
- 3.4 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).
- 3.5 Following confirmation of the proposal to implement a single 13-day possession on the Eccles Line, as reported at 13 April 2018 meeting, to facilitate the connection of the TPL extension to the existing network at Pomona, detailed planning has been undertaken with KeolisAmey (the operator / maintainer) and local stakeholders to ensure that the works can be delivered within the possession.
- 3.6 It is intended that the single 13-day possession will commence at the end of service on 27 July 2018 and will extend until re-commencement of service on 10 August 2018, with equivalent bus replacement services provided and preceded by a comprehensive pre-possession communications strategy.
- 3.7 The single 13-day possession on the Eccles line will deliver the following benefits:
- Overall reduction in services disruption of 5 days (when compared to a series of individual short disruptive possessions);
 - 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;
 - Enables KAM to undertake Stop and LRV maintenance activities concurrently;
 - Facilitates 3rd party works adjacent to the Eccles and MediaCity Lines; and
 - Delivers improved risk mitigation time (when compared to a series of individual short disruptive possessions).

- 3.8 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.
- 3.9 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 The OJEU compliant procurement exercise to create a TfGM Renewals Framework of construction companies representative of the required specialisms to work across the Metrolink network is now at an advanced stage.
- 4.2 Responses to the Invitation to Tender (ITT) have been received from the pre-qualified bidders and the associated tender evaluation exercise is to be concluded imminently. Subject to TfGM Executive Board approval and notification of the ITT outcome to bidders, the Renewals Framework will become available for use during late July 2018.
- 4.3 In parallel, TfGM is continuing to develop with KeolisAmey (the operator / maintainer) the scope of various renewals projects, which will be delivered primarily through the Renewals Framework.
- 4.4 Currently, 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 are planned to be completed during summer 2018.
- 4.5 In terms of enhancement projects, Phase One works at the Crumpsall Metrolink Stop have now been completed with the installation of a new track-level pedestrian crossing, upgraded stepped access to the Bury-bound platform and removal of the existing ramp, footbridge and lift shaft.

5. Tram Capacity Improvements

- 5.1 As reported to GMCA in March 2018, under the Transforming Cities Fund (TCF), announced at the 2017 Autumn Budget, Greater Manchester, as a Mayoral Combined Authority was awarded capital funding of £243 million from the national fund total of £1.7 billion.
- 5.2 At the GMCA meeting on 29 March 2018, it was agreed to allocate £83 million of TCF funding to Tram Capacity Improvements, in addition to incremental

borrowings of up to £17 million (i.e. up to £100 million in total) for the procurement of up to 27 trams and associated supporting infrastructure and associated operation and maintenance arrangements.

- 5.3 Subsequent to the GMCA meeting of 29 March 2018, negotiations have been ongoing with the identified tram supplier to finalise the detailed technical specification and agree contractual and commercial terms in relation to the procurement of up to 27 additional trams. A further Transforming Cities Challenge Fund report, requesting approval to draw down the funding for the purchase of the additional trams, is due to be submitted to the 29 June 2018 GMCA meeting.

6. Metrolink Expansion Funding Bids

- 6.1 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.
- 6.2 Members will be advised of the outcome of this bid in due course.
- 6.3 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.

7. Recommendations

- 7.1 Members are recommended to note the contents of the report.

Alex Cropper

Head of Projects Group, TfGM