

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

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Sub Committee: Capital Projects and Policy  
Date: 05 February 2016  
Subject: Metrolink Capital Update  
Report of: Metrolink Director

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**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 delivery of the new Metrolink lines, together with other works associated with the network expansion and improvements.

**BACKGROUND DOCUMENTS**

Metrolink Capital Update to Capital Projects and Policy Sub Committee,  
6 February, 6 March, 10 April, 3 July, 2 October and 6 November 2015.

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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**

- 2.1 Exchange Square (Ex Sq) Stop opened to passenger service in December 2015 under the Tram Management System (TMS) control. To enable services to operate to Ex Sq, the TMS at Victoria Station was partially commissioned to enable services to operate through the new junction at Corporation St to Ex Sq. The TMS and track side signalling system have been performing well with no major operational issues.
- 2.2 The remaining TMS assets at Victoria Station will be commissioned in April 2016. This will allow the Metrolink Operator to utilise all the turnback infrastructure and the existing sidings at Millgate. This will be the final phase of commissioning at Victoria and will provide greater operational flexibility.
- 2.3 The next major phase for the Second City Crossing (2CC) section will be the commissioning of twin track operation through St Peter's Square at the end of the planned July/August 2016 blockade.
- 2.4 The final phase for the 2CC section will take place in 2017. This will link the new St Peter's Square Stop with the second city crossing. The static testing of trackside TMS equipment will commence late 2016 with final commissioning in 2017.
- 2.5 In addition to the 2CC section, only two sections for migration to TMS control from the existing legacy system remain:
  - Crumpsall to Bury
  - Timperley to Altrincham
- 2.6 Crumpsall to Bury final migration to TMS control will take place in Quarter 2 2016. The tram location works were complete in 2015 which enabled the Passenger Information Displays to be commissioned in advance of

the signalling work. The signalling installation work has commenced and the test phase is due to commence in April 2016.

- 2.7 Timperley to Altrincham migration will be the final phase of the TMS Phase 3 programme of works and the final commissioning is planned for Quarter 2 2016. The migration to TMS control is only up to the boundary with Network Rail and trams will continue to operate under Network Rail control beyond this point. The tram location system will be installed on Network Rail assets to enable tram tracking and the commissioning of the Passenger Information Displays at Timperley, Navigation Road and Altrincham Stops.
- 2.8 Once the final section of the existing Metrolink sections have been migrated to TMS control the removal of the legacy signalling system can be undertaken. This will include the removal of old signals, trackside cabinets and cabling. Work is due to complete by Quarter 1 2017.

### **3. Airport Line Extension**

- 3.1 We have now handed back the areas of landscaping to Manchester City Council (MCC) and are in the process of closing out final highways snagging issues with MCC.

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

- 4.1 All elements of the programme that have been awarded ERDF funding, including the new accesses and part of the enhancement works at Deansgate Castlefield (DCF) and the Exchange Square spur, are complete and operational.
- 4.2 TfGM continues to work closely with MCC to ensure coordination with adjacent developers and third party stakeholders throughout the length of the works.
- 4.3 The single line section through St Peter's Square opened to passenger services on 28 August and continues to perform well ensuring that the throughput of 15 trams in each direction is being achieved.
- 4.4 Works continue throughout the St Peter's Square site on the new platforms and track, with excavation works well advanced and a substantial amount of track being built. The construction and concreting works to construct a new slab over the old church and crypt are now completed, and track is being laid.
- 4.5 Works on new track are also well progressed on Cross Street between King Street and John Dalton Street with the eastbound track concreted in position. The westbound track is well progressed here and one

highway lane has been open at the junction with King St to facilitate traffic movement in the area.

- 4.6 Works on United Utilities (UU) continue on and immediately adjacent to Cross Street. The major works that UU have been undertaking outside the Exchange Theatre have now been completed and the area is now ready for MPT to commence track construction works early in 2016.
- 4.7 Additional utilities works have been incorporated into the updated and revised Integrated Project Programme, and TfGM has taken mitigation measures to address some of the utilities delays and further mitigation opportunities are being actively pursued.
- 4.8 The area of the exhumation works on Cross Street has now been completed allowing UU access to complete its works in this location.
- 4.9 The new Exchange Square Spur section was formally opened to passengers on 6<sup>th</sup> December 2015. Small areas of surrounding paving works are still required to be completed due to third party delays, but will be addressed early in 2016.
- 4.10 The new Deansgate Castlefield stop is also completed, with some outstanding snagging works being completed. All the new accesses, lift and retaining wall are all operational and open for public use.
- 4.11 The works at Victoria that interface with 2CC were completed in the period, but most of the remedial and snagging works that are required are yet to be undertaken by Network Rail (NR) before maintenance responsibility can be transferred to the operator.
- 4.12 Statutory Approvals for the Victoria upgrade project are still outstanding and are a Network Rail deliverable under its Implementation Agreement with TfGM.

## **5. Trafford Park Line**

- 5.1 The Trafford Park Metrolink route has been a long-standing Greater Manchester investment priority. The scheme would extend Metrolink services as far as the Trafford Centre. Any future potential to extend onward to Port Salford would be the subject of a separate costing and business case development exercise.
- 5.2 GMCA approved an initial £5 million in July 2013 to develop the business case and procure LRV long lead items. The October 2013 meeting of GMCA approved an additional release of £31.6 million to procure the LRVs and progress the scheme through a Transport and Works Act Order process. The April 2015 GMCA meeting then approved the release of a further £29 million (£65.6 million in total) from the approved GMCA capital programme in relation to the Metrolink Trafford Park Line scheme, in order to progress the next stage of the works.

- 5.3 The current forecast cost and funding requirements is approximately £350 million and will be funded primarily from the Earnback deal, along with a local capital contribution.
- 5.4 The reference scheme alignment diverges from the existing network at the Pomona stop, passes under the Trafford Road Bridge and follows the line of Trafford Wharf Road, Warren Bruce Road, Village Way, Park Way and Barton Dock Road terminating at a stop at the Trafford Centre.
- 5.5 Following approval from GMCA (31 October 2014) and TfGMC (7 November 2014), an application for a TWA Order was submitted to the DfT on 11 November 2014. 47 objections were received to the application. A public inquiry commenced on 7 July 2015 where objectors were able to give their evidence. The inquiry adjourned on 5 August and was formally closed on 8 December 2015.
- 5.6 A number of third party agreements have been signed and 18 objections have now been withdrawn. Land has been purchased as part of this process. Discussions are continuing with the remaining objectors to reach agreements where possible, including with one final objector, where written representations were made to the Inspector but negotiations continue. Any outstanding objections not resolved by agreement will be determined by the Inspector.
- 5.7 Following award of the TWA Order (subject to DfT approval which is anticipated spring 2016) construction should start in 2016 and be completed in 2019/20.
- 5.8 The Main Works contractor (MPT) Preliminary design is ongoing, in advance of awarding the main contract. This includes the development of functional specifications, and a planning design guide, in conjunction with Trafford Council Planning and highways departments. A further report will be brought back following the finalisation of the delivery arrangements for the scheme; in advance of formally releasing the remaining funding for the scheme.
- 5.9 In order to support the design process and allow greater assurance of cost and programme we have commenced site investigations along the route in the areas where access is available.

## **6. Recommendations**

- 6.1 Please see front page of this report.

**Peter Cushing**  
**Metrolink Director**