

GREATER MANCHESTER TRANSPORT COMMITTEE

Date: 13 March 2020
Subject: Transport Capital Programme Update
Report of: Bob Morris, Chief Operating Officer, TfGM

PURPOSE OF REPORT

To provide an update on progress of Greater Manchester's Transport Capital Programme.

RECOMMENDATIONS:

The GMTC is requested to:

Note the contents of the report

CONTACT OFFICERS:

Alex Cropper	Interim Head of Operations	0161 244 1122 alex.cropper@tfgm.com
Chris Barnes	Interim Head of Projects Group	0161 244 1428 chris.barnes@tfgm.com

Equalities Implications:

As part of TfGM’s Governance processes and procedures each capital project being managed and overseen by TfGM is required to carry out an Equality Impact Assessment.

Climate Change Impact Assessment and Mitigation Measures:

Greater Manchester’s Transport Capital Programme is targeted at providing new and enhanced infrastructure that will facilitate improved connectivity and movement across Greater Manchester. Many of the schemes included in the capital programme involve improving public transport and cycling and walking infrastructure all of which should assist in reducing carbon and positively impacting climate change by reducing reliance on the private car.

Risk Management:

Project and Programme Risks are managed as part of the individual projects and programmes in line with TfGM’s Risk Management Strategy and appropriate risk and contingency allowances are included within the overall scheme budgets.

Legal Considerations:

There are no specific legal considerations in relation to this report.

Financial Consequences – Revenue:

There are no specific Revenue financial consequences as a result of this report.

Financial Consequences – Capital:

There are no specific Capital financial consequences as a result of this report.

Number of attachments to the report: Nil

Comments/recommendations from Overview & Scrutiny Committee

BACKGROUND PAPERS: Nil

TRACKING/PROCESS	
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Does this report relate to a major strategic decision, as set out in the GMCA Constitution		No
EXEMPTION FROM CALL IN		
Are there any aspects in this report which means it should be considered to be exempt from call in by the relevant Scrutiny Committee on the grounds of urgency?		No
GM Transport Committee	Overview & Scrutiny Committee	
[Date considered at GM Transport Cttee if appropriate]	[Date considered by the relevant Overview & Scrutiny Committee]	

1 OVERVIEW

1.1 This report provides an overview of progress on Greater Manchester's Transport Capital Programme including the following projects and programmes:

- Interchanges;
- Park & Ride;
- Bus Priority;
- Rail;
- Metrolink;
- Cycling & Walking; and
- Local Growth Deal.

2 INTERCHANGES

Ashton-under-Lyne Interchange

- 2.1 The Ashton-under-Lyne Interchange scheme is being delivered by TfGM. The scheme will provide a new fully covered Interchange that better integrates with the adjacent Metrolink Terminus and will provide a far greater level of amenities and passenger comfort than that provided at the existing facility. The Interchange will be fully accessible, and in line with standards set on other recently opened new interchanges will include a Changing Places facility.
- 2.2 TfGM has worked closely with Tameside Council officers to ensure that the highways arrangements for the new Interchange are fully integrated with the Council's longer term plans for Wellington Road, including new and enhanced cycling and walking proposals. To this end the section of Wellington Road directly in front of the new interchange is being constructed in such a way as to safeguard the roll-out, in the short to medium term, of the optimum standards for walking and cycling that are currently being developed for the wider Tameside borough.
- 2.3 The works started on site in summer 2018 and are now largely complete with the facility expected to open in summer 2020.
- 2.4 In conjunction with the current work on the main interchange project, TfGM is in dialogue with Tameside Council around the future development of the area which currently accommodates the existing bus station and which will be released once the new interchange is operational.

Stockport Mixed Use and Interchange

- 2.5 The Stockport Mixed Use scheme comprises the redevelopment of the existing bus station within Stockport town centre, to create a new transport interchange facility with associated 'green space' park above, a new highway bridge over the River Mersey, a cycling/walking link to the train station and a mixed use residential development incorporating commercial units and car parking beneath.
- 2.6 The delivery of the scheme, for which planning consent was granted in spring 2019, supports the aims and objectives of the new Stockport Mayoral Development Corporation.
- 2.7 The project is being delivered by TfGM, working in partnership with Stockport Council and GMCA. The tender processes for the procurement of both a Main Contractor for the design and build of the works, and a Development Partner to fund and operate the residential element were concluded at the end of February 2020. Both will now work with the current design team to assist in developing the design through an initial first stage during which proposals for the subsequent detailed design and construction stage will be finalised. Works are planned to start on the main site in spring 2021.
- 2.8 Procurement for the construction of a temporary bus facility which will be operated on Heaton Lane car park during construction on the main site, commenced in February 2020. Subject to obtaining necessary approvals, construction work to form this temporary facility is due to commence on site in spring 2020 with completion due by the end of 2020.

3 PARK & RIDE

- 3.1 TfGM is currently reviewing several multi-modal Park and Ride opportunities across Greater Manchester. This is in addition to the confirmed increase of park and ride provisions at several Metrolink Stops (Radcliffe, Whitefield and Withington) and Mills Hill and Walkden rail stations, all of which are scheduled for delivery during the 2020/21 financial year.
- 3.2 Funding opportunities are currently being explored to develop further Park and Ride proposals, including the preparation of outline designs and business cases in discussion with Local Authority partners.

4 BUS PRIORITY

SBNI

- 4.1 The SBNI programme comprises of a series of discrete Delivery Packages (DPs) within Salford and Bolton, which will collectively provide corridor-wide, multi-modal, local transport infrastructure interventions to connect communities, make the network more efficient and reduce unpredictable delays. The programme was granted Conditional Approval by the GMCA's Chief Executives Investment Group in early 2016. Since then ten of the DPs within the programme have received Full Approval.
- 4.2 Bolton Council has successfully delivered all schemes within their core programme including significant improvements to Farnworth bus station and town centre (Bolton DP 4 (Farnworth)) in summer 2018. Work has now started on the Reserve Scheme Programme in Bolton, with construction of Bolton Delivery Package 5 (Manchester Road Gateway) having commenced in February 2020. This scheme comprises of the upgrade of a collection of junctions in close proximity to Bolton town centre, with completion of Bolton Delivery Package 5 expected in autumn 2021.
- 4.3 In Salford two of the five DPs have been completed which included junction improvements at Manchester Road East / Hilton Lane, Eccles Old Road / Langworthy Road and Seedley Road / Langworthy Road, the upgrading of 95 bus stops and improvements to the pedestrian environment in the vicinity of Walkden railway station. Works to improve connectivity and access to/from and within Pendleton town centre as part of Salford DP4 commenced in autumn 2019 and improvements along the A666 and at the Broad Street/Frederick Road junction (Salford DP3) are due to start on site in spring 2020. Further work is being undertaken to progress the remaining DP in the core Salford programme (DP2: Swinton Town Centre) and also to develop reserve schemes utilising savings realised to date. These reserve schemes include works to improve the efficiency of two junctions on the A580 at Worsley Road and Lancaster Road, the previously mentioned park and ride facility at Walkden railway station and a minor highway improvement scheme on Madams Wood Road, Little Hulton.

5 RAIL

Salford Central

- 5.1 An initial redevelopment scheme for Salford Central was granted Conditional Approval in June 2016 in line with the agreed Growth Deal governance arrangements. However, in September 2016 the GMCA requested the development of a revised scheme that would be safeguarded for future rolling stock extensions and timetabling and an associated phased approach to delivery in order to maximise the benefits of the scheme.
- 5.2 TfGM and Salford City Council continue to work with the rail industry to develop the proposals for new operational platforms 3, 4 and 5. TfGM has undertaken a feasibility study to assess the potential to accommodate longer trains and, in conjunction with Salford City Council and Network Rail, has now identified the preferred infrastructure

options to take forward to design. These options are now being progressed through the Network Rail Governance for Railway Investment Projects.

- 5.3 A meeting was held with Senior Stakeholders in July 2019 which re-affirmed the collective commitment to deliver an enhanced scheme at the earliest opportunity. Network Rail has advised that the development of an advanced Network Rail renewal scheme on platforms 1 and 2 is underway with an expected start on site in 2021.

Rail Station Improvement Scheme (RSIS)

- 5.4 The Rail Station Improvement Strategy (RSIS) was established to improve existing passenger security and information systems at numerous rail stations across Greater Manchester, as funding became available. To date 68 stations have received one or more of help points, CCTV, real time information screens and public announcement systems with Induction Loops. The latest tranche will deliver improvements at an additional 6 stations. Namely: Horwich Parkway, Hyde Central, Patricroft, Woodley, Hall I' Th wood and Woodsmoor. Works are anticipated to be completed during 2021.

Rail Station Accessibility Package (RSAP)

- 5.5 In March 2019 DfT advised that Irlam and Daisy Hill rail stations had been awarded funding under the Access for All Programme across Control Period 6 (2019-2024) to deliver step free access at the stations. Design solutions are progressing with a view to having preferred solutions by autumn 2020 and as part of this work delivery strategies and associated timescales will be determined.

6 METROLINK

Trafford Park Line (TPL)

- 6.1 Construction of the TPL extension has now been substantially completed, along with testing and commissioning of the new infrastructure and associated systems. TPL has now been handed over to the Metrolink Operator (KAM) who has commenced Driver Route Training.
- 6.2 The remaining residual works will be coordinated with KAM during Driver Route Training prior, to conclusion of final testing and commissioning.
- 6.3 Subject to continued satisfactory progression of the above, it is intended that the TPL extension will become operational by April 2020.

Metrolink Capacity Improvement Programme (MCIP)

- 6.4 Following GMCA approval in summer 2018, TfGM has executed a contract for the purchase of 27 additional trams. The delivery of the first tram is now planned for summer 2020 with all 27 trams being delivered by the end of 2021.

- 6.5 To facilitate the operation of the 27 additional trams, a range of infrastructure upgrades are required including: expansions to both the Trafford and Queens Road depots; power upgrades at various locations; expansions to the existing park and ride facilities at Radcliffe and Whitefield Metrolink Stops (referenced above); and a new surface level park and ride facility at the Withington Metrolink Stop. Works are now progressing in the design of the individual work packages to inform the associated procurement activities.

Tram Management System (TMS)

- 6.6 Amendments to the existing tram signalling system remain ongoing across the Metrolink network to improve resilience, capacity and efficiency. These works require a combination of non-disruptive (engineering hours) and disruptive access to the Metrolink network to undertake these planned works. As required, shortened Metrolink services and bus replacement services will be provided to minimise the impact upon the customer. This ongoing programme of improvement works is scheduled to be completed in 2021.

Renewals & Enhancements

- 6.7 Renewal of the Metrolink network is ongoing to maintain safety, service resilience, capacity and efficiency. These works require a combination of non-disruptive (engineering hours) and disruptive access to the Metrolink network and the works are planned and coordinated with the wider Metrolink Programme to minimise disruption to the Customer. Recent examples of completed and ongoing schemes as part of this programme include: Stop enhancements at Cornbrook and Shudehill; Bridge Renewals; and a sub station upgrade at Bowker Vale; and forthcoming works over the next 12 months include track renewal on the Eccles, Oldham and Rochdale lines and in the city centre at Victoria Station.

7 CYCLING & WALKING

The Mayor's Cycling & Walking Challenge Fund

- 7.1 Since the inception of the Mayor's Challenge Fund (MCF) programme the Greater Manchester Combined Authority has approved Tranches 1 to 6 of the Mayor's Cycling and Walking Challenge Fund (MCF), granting schemes Programme Entry. In total this comprised 82 cycling and walking schemes with a forecast MCF funding requirement of £358.5 million, and a forecast overall value of £492.7 million, including local contributions.
- 7.2 By adopting this approach Greater Manchester has created a cycling and walking future pipeline which is necessary to deliver the Bee Network and is integral to the 10-

year delivery plan 'Change a Region to Change a Nation' that was announced by the Mayor of Greater Manchester and the Cycling and Walking Commissioner on 28 January 2020. The pipeline demonstrates Greater Manchester's readiness to deliver and provides the narrative for additional funding.

- 7.3 Having created the pipeline TfGM and Local Authority partners are working together closely to identify and agree the scheme delivery priorities which it is proposed will make up the first phase of implementing the Bee Network, utilising the available £160 million MCF funding.
- 7.4 Over the first 2 years of the Mayor's Challenge Fund, TfGM has been working closely with scheme promoters across GM to set up the projects in line with the agreed governance arrangements and continues to utilise TfGM's established Cycling & Walking Infrastructure Support Team to provide collaborative support to Local Authority partners.
- 7.5 To date one scheme has been completed, which is the Wigan Bridgewater Canal Improvement scheme, with a further three granted Full Funding Approval for a start on site in spring 2020. Further business case submissions are currently being approved with a view to securing Full Approval in the near future. Across Greater Manchester there is a significant volume of MCF scheme development activity underway with consultation and public engagement activities taking place for a number of schemes.

Cycle City Ambition Grant (CCAG)

- 7.6 The £22.1m CCAG2 programme has delivered cycling infrastructure improvements across Greater Manchester. The overall programme is substantially complete with the exception of two Manchester City Council schemes which have transitioned across to the MCF programme with increased scope and budget. Both the Manchester schemes (Chorlton and the Northern Quarter Cycling and Walking scheme) are due to complete in line with MCF programme requirements of March 2022.
- 7.7 The CCAG2 programme, acting as a second phase of the original CCAG1 programme, will have seen the delivery of over £40m of cycling infrastructure improvements for Greater Manchester and enabled Cycle Friendly District Centres, and improved access and facilities at schools, colleges, and rail and Metrolink stations.

8 LOCAL GROWTH DEAL

Growth Deal Programme Overview

- 8.1 The Local Growth Deal announcements made by Government in July 2014, January 2015 and November 2016 confirmed capital funding for Greater Manchester in relation to a programme of Major Schemes, Minor Works and Additional Priorities. (Growth Deal 1, 2 and 3).

- 8.2 The Growth Deal Programme provided £350 million of investment into a series of Major and Minor transport schemes delivered either by TfGM directly, or by Local Authority Partners, with the schemes due to be delivered by March 2021.
- 8.3 At the Annual Performance Review meeting with Government in January, Greater Manchester was rated 'good' for Delivery and Governance, and 'requirements met' for Strategic Impact. A summary of the major and minor schemes included in the programme is included below.

Major Schemes

- 8.4 The Growth Deal Major scheme programme is made up of 15 schemes, delivered either by TfGM or Local Authority Partners.
- 8.5 Eight of the Growth Deal schemes have progressed through Full Approval and are now in implementation (either in their entirety or on a phased Full Approval basis); with a further six schemes having secured Conditional Approval and now working towards the achievement of Full Approval. One remaining Growth Deal scheme, Oldham Town Centre Regeneration, is due to submit for Conditional Approval in the next quarter.
- 8.6 Two Major schemes, Wigan Bus Station and MSIRR Regent Road/Water Street are complete. Works are progressing on the Ashton-under-Lyne Interchange, Wigan A49 Link Road, Salford Bolton Network Improvement Programme (SBNI), MSIRR Great Ancoats Street, Stockport TCAP projects and the final element of the Metrolink Service Improvement Package. Advance works are progressing on the A5063 Trafford Road scheme (Salford). The remaining five schemes, Wigan M58 Link Road, Rochdale South Heywood Link Road (M62 J19), Stockport Mixed Use Development, Salford Central Station and Carrington Relief Road are in the final stages of development prior to moving into delivery.

Minor Works and Additional Priorities

- 8.7 The Minor Works programme is a package of 59 highways, public realm, cycling, walking and associated measures. The identified interventions are very much focused on supporting economic growth, and are being delivered by Local Authority Partners. The Additional Priorities programme of 15 initiatives is focused on rail, bus and Metrolink passenger improvements, multi-modal ticketing and highways (SCOOT / MOVA) enhancements and are being delivered by TfGM.
- 8.8 To date, 45 out of the 59 Minor works schemes now have approved business cases, and 11 of the 15 Additional Priority schemes have approved mini-business cases. Of the 74 Minor Works and Additional Priorities schemes, 28 have been completed with a further 17 schemes currently on site. The remaining schemes are in the final stages of development prior to moving into delivery, which is scheduled to be completed by the end of 2020/21 financial year.

9 RECOMMENDATIONS

9.1 Recommendations are set out at the front of this report.

BOB MORRIS

CHIEF OPERATING OFFICER