

## GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY

### REPORT FOR RESOLUTION

**COMMITTEE:** Capital Projects  
**DATE:** 5<sup>th</sup> March 2010  
**SUBJECT:** Metrolink Issues  
**REPORT OF:** Metrolink Director

### PURPOSE OF REPORT

To update Members in respect of a number of Metrolink issues relating to the extensions to the network and to seek approval for the recommendations.

### RECOMMENDATIONS

Members are recommended to note the contents of the report and to approve the recommendations below:

1. In relation to the Oldham Rochdale Line Connection to the existing system; to approve the proposal to conduct the works under a 7 day blockade in August 2010 as opposed to continuous weekend possessions, between July and September 2010.
2. In relation to the Burton Road stop; to note the revised layout of the stop and agree that the planning application/land acquisition processes commence.

### BACKGROUND DOCUMENTS

Capital Project Committee - 6 November 2009 - Metrolink Didsbury Extension

### CONTACT OFFICERS

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## **Oldham Rochdale Line Connection onto the Existing Bury Line at Irk Valley Junction**

### **1. Background**

- 1.1. For the first phase of the Oldham Rochdale Line (ORL1 Queens Road to Central Park) to become operational, a track connection needs to be made into the existing Bury line at Irk Valley Junction.

### **2. Proposal**

- 2.1. Given the nature and complexity of the installation it would not be possible to carry out the works without impacting on the current services. Detailed planning of the works has identified that up to 8 weekend possessions would be required varying in length from 12 hours up to 54 hours. Alternatively the works could be carried out in one continuous possession of 7 days (i.e. a blockade), resulting in less overall disruption to passengers.
- 2.2. Should the weekend possessions option be adopted then these would be required to run from July 2010 to September 2010. The blockade alternative would be between Saturday 31<sup>st</sup> July and Sunday 8<sup>th</sup> August 2010.
- 2.3. Operational issues are primarily driven by the fact that Queens Road Depot is just to the north of the Irk Valley Junction and connecting to the track at this location severs the depot from the entire Metrolink Network South of Queens Road. This means that trams from Queens Road Depot will only be able to run on the Bury line between Woodlands Road and Bury, serviceable from Queens Road Depot. Trams for the remainder of the network from Victoria southwards will have to be stabled in the new Trafford Depot.
- 2.4. In order to undertake the work under a blockade, it is proposed to provide a tram shuttle service on the Bury line between Bury and Crumpsall. A substitute bus service would operate between Crumpsall and Victoria Station. A normal service to Altrincham and Eccles would be provided with the Altrincham – Bury services turning back at Victoria.
- 2.5. For the Altrincham and Eccles services, sufficient trams would be stabled in the new Trafford Depot prior the commencement of the blockade.
- 2.6. All trams stabled in Trafford Depot will be fully maintained prior to the blockade such that their next scheduled service is post 8<sup>th</sup> August 2010 when they will be able to regain access to Queens Road Depot.

### **3. Conclusion**

3.1. It is considered that a blockade would be the most effective method of delivery for the Irk Valley tie-in for the following reasons:

- the management and logistical issues surrounding the use of a blockade or possessions are similar; however they are more controllable within a blockade and the system is only required to be returned to service once;
- a blockade will enable resources to be deployed more effectively;
- the disruption to the travelling public under a 6 or 7 day blockade is far less than that arising from up to 8 weekend possessions;
- revenue loss will be reduced;
- the cost of replacement bus services and other costs will be approximately £100,000 less if a blockade is used; and
- reduced weekend and predominant week day daytime working will reduce the risk of disturbing neighbours.

### **Burton Road Stop**

#### **4. Background**

4.1. Burton Road is the second outbound stop on the proposed Didsbury extension to Metrolink. The statutory powers for this part of the Didsbury line were granted through the Greater Manchester (Light Rapid Transit System) Act 1991. As these powers do not provide planning permission for stops, GMPTE is progressing an application to secure a new planning permission.

#### **5. Stop Design Proposals**

5.1. The original design proposals for the stop from 2002 included a ramp access option. However, GMPTE has more recently been progressing a design based on the provision of a lift to each platform supplemented by a track crossing to provide an alternative step free access in the event of a lift failure.

5.2. A site meeting was arranged on the 12th November when options for the access solution were discussed. The meeting was attended by officers of GMPTE and Cllr Keith Whitmore, Cllr Knowles, Cllr Butt, Cllr Andrew Fender and John Leech MP, who all agreed that an access solution including a ramp to the inbound platform would be a preferable solution.

- 5.3. Following the meeting a preliminary design has been prepared based on provision of a DDA compliant ramp which indicates that approximately 1m of land outside GMPTE's current land ownership is required. Plans showing the current stop arrangement are included in the Appendix.
- 5.4. This results in the width of the existing footpath being reduced to approximately 1.7m. Officers from Manchester City Council have confirmed that the reduction to the footpath width would be acceptable.

## **6. Next steps**

- 6.1. The inclusion of the ramp has two impacts:
  - The land required will need to be compulsory purchased (CPO)
  - The land currently forms a right of way and will need to be "stopped up" through a Section 247 process
- 6.2. The CPO process takes a minimum of 10 months (assuming no public enquiry), but could take a minimum of 16 months if a public enquiry is required. Informal discussions with Manchester City Council indicate that this duration could extend to 2 years
- 6.3. The Section 247 process could take approximately 6 months but again this duration could extend depending on the level of objections.
- 6.4. Both processes above cannot commence until receipt of the planning consent for the proposals. The planning consent process takes approximately 8 weeks. Ideally the CPO process would be concluded before the S247 is commenced, but they could be run in parallel.
- 6.5. MPT are due to commence construction of the Burton Road stop in May 2011 and, assuming the minimum 10 month uncontested CPO process, the necessary land would be secured by early April 2011. In the event of a contested CPO, the necessary land may not be secured until mid-2012 in which case, it could be necessary to operate the stop for up to 6 months with a single lift to the outbound platform until the ramp is completed. Disabled access to the inbound platform would be maintained by way of a track crossing. There would be stepped access (stairs) to both platforms. (This "fallback" position may require a further planning approval.)
- 6.6. The additional cost of installing a ramp to the inbound platform, instead of a lift is estimated to be £0.65 million, which would need to be met from the programme level contingency.
- 6.7. Manchester City Council officers have strongly advised GMPTE to submit the planning application as soon as possible.
- 6.8. Land registry searches have confirmed that the proportion of land, which is required as part of the ramp entrance, is unregistered. They have also

confirmed that the footpath adjacent to the front and rear of properties on Leopold Avenue is registered to Shenstone properties and they obtain rent charge for the footpath from listed residents on Leopold Avenue. It is important to note that Shenstone are not the owners of the land.

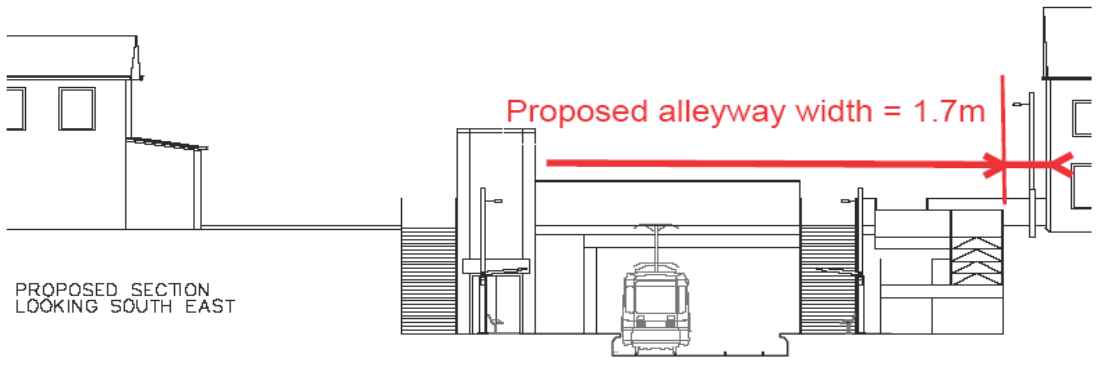
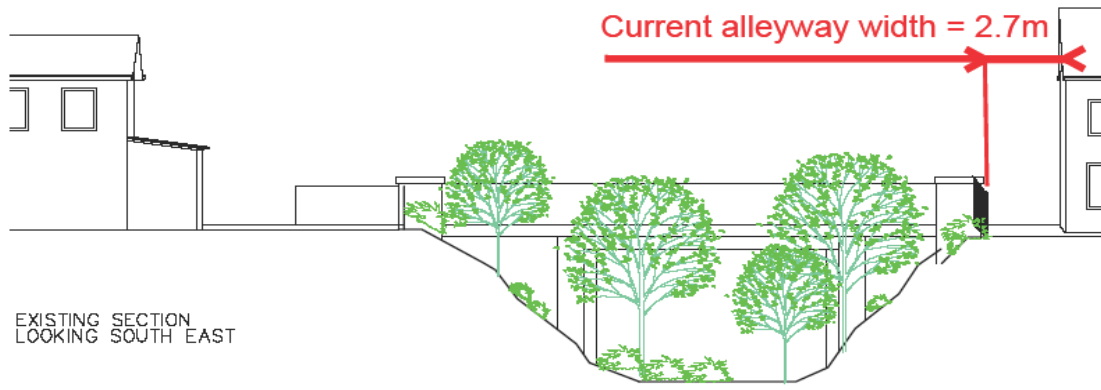
- 6.9. To create the ramp at Burton Road, GMPTE is required to obtain an additional 1m from the existing footpath, reducing the overall width of the footpath to 1.7m. Note that the Access Officer for Manchester City Council has confirmed that the reduction to the footpath width would be acceptable.
- 6.10. A meeting was arranged to meet Manchester City Council legal department on Thursday 11th February, to discuss whether the stopping up of the passageway be promoted under S116 HA1980, or under S247 TCPA1990.
- 6.11. At the meeting, Manchester City Council legal recommended that a section 247 "Highways affected by development: orders by Secretary of State" is to be applied for to stop up the section of highway required for the proposal. The process for the s247 approval can take up to 6 months to complete pending no objections, and approval is made by Government Office. Ideally, the CPO should be granted before the section 247 is applied for to guarantee ownership of the land; however a section 247 and a CPO can be applied for in parallel, but can pose potential risk in terms of ownership. It was confirmed that planning consent needs to be secured for the proposal before a section 247, and a CPO can be applied for.

## **7. Conclusion**

- 7.1. It is now proposed to submit the revised planning application based on this proposal and commence the compulsory purchase of the land required.

## **8. Recommendations**

- 8.1. Refer to the front cover of the report.



# Burton Road – Revised Design Proposal

# Appendix

