

a network for the twenty-first century



safe2



introduction

Greater Manchester's Metrolink network continues to be a massive success story.

As Britain's very first on-street light rapid transport system, it runs from early morning to late at night making over 19 million journeys a year.

Combining the benefits of a traditional tram service with all the advantages of modern technology, Metrolink is changing the way the community travels for work, pleasure and leisure in Greater Manchester.

Metrolink is proving to be the forerunner of many similar schemes around the country, and its success has been made possible by the support it has been given by all ten district councils that make up Greater Manchester, and by all the major political parties.

Without this spirit of cooperation and adventure, our ambitious project would never have become a reality.

Now, our aim is to improve services for passengers by bringing more and more Metrolink lines to the people of Greater Manchester, and to use our experience to improve our services further.

This brochure gives you an insight into Metrolink, and how it works. We hope you enjoy it – and your travels on the tram!

metrolink – the vision

Greater Manchester's Metrolink system is the culmination of a vision stretching back many years, when the idea of linking Manchester's two principal city railway stations – Piccadilly and Victoria – was first debated.

Over the decades many suggestions for transport schemes have come and gone – some more feasible than others.

In 1982, Greater Manchester Passenger Transport Executive (GMPTE) proposed that a light rapid transit (LRT) system should be created based on a number of existing local railway lines – with Piccadilly and Victoria linked by new tracks across the city centre.

A study by Greater Manchester Council, British Rail and GMPTE endorsed the proposals in 1984, and four years later the first Parliamentary Bill was given Royal Assent for a service between Bury and Altrincham, including the city centre links.

In June 1988 the vision was given a name... Metrolink!

Britain's very first on-street, light rapid transport system. Opening up new possibilities for the community, contributing to economic regeneration, employment prospects and changing the way we think about travel. And now this vision has become a reality!

regeneration





serving the community

Everybody knows where Metrolink trams go – they're the environmentally friendly way of moving people around urban areas.

The system plays an important role in helping to control traffic congestion and air pollution.

Journey times are faster, thanks to the segregated track in the suburbs – so, naturally, many people prefer the tram to their cars.

ACCESS FOR ALL

Metrolink has been designed to ensure that it offers an accessible mode of transport to everyone. Wheelchair users and passengers with child buggies can easily access the stops and the trams. Other standard features include:

- Tactile surfaces
- High visibility handrails
- Destination displays
- Call buttons
- Public address announcements
- Boarding and alighting points

SAFE

- Safety is a prime consideration at every level, from planning through to operation.
- All Metrolink stops are well lit and equipped with a public address system and CCTV.
- Platforms are treated with an anti-slip material.
- Clearly identified emergency buttons enable passengers to talk directly to the Metrolink control room and vice versa.

SENSIBLE

- Metrolink trams can carry over two hundred passengers in each vehicle.
- They produce no pollution at street level.
- Even when electricity generation is taken into account, they are much more efficient than cars.
- They are quiet, and produce little vibration.

INTEGRATED

Metrolink is designed to integrate with other forms of public transport to provide a seamless journey for the passenger. Services are frequent and reliable – therefore easy to understand. These benefits encourage more and more people to use public transport.

CHOICE

Research has shown that the current Metrolink system has replaced up to 3.5 million car journeys a year which would have been made on the roads of Greater Manchester. By providing an efficient and pleasant alternative, Metrolink is persuading commuters to get out of their cars and onto the trams. And that's good news for us all!

Bury to Altrincham

PHASE I – THE BEGINNING

The first phase of Metrolink to be built consisted of 31km (19m) of track running between Bury in the north and Altrincham in the south-west and 26 new light rail vehicles.

Trams now run every six minutes for the main part of the day, with eight stops in the city centre, nine on the line to Bury and nine more along the way to Altrincham.

After obtaining powers to build Metrolink from Bury to Altrincham, the first step was to raise the funding for the scheme, which cost around £145 million.

In an innovative move, Greater Manchester Passenger Transport Authority (GMPTA) involved the private sector in a funding partnership contract – the first of its kind, introducing a principle which has since been copied many times in transport schemes.

The public sector's role was to define the primary features of the system, while the private sector carried out the detailed design and construction, and then went on to operate and maintain the system.

Tenders were invited and in September 1989, the Design, Build, Operate and Maintain contract was awarded to the GMA group, a consortium made up of GEC, Mowlem and AMEC. A private company – Greater Manchester Metrolink Limited (GMML) – was formed to fulfil the contract.

CONSTRUCTION BEGINS

Once the contract was signed, the way was clear for construction to begin.

Underground utility pipes and cables which lay in the path of the tracks were, wherever possible, diverted before Metrolink work began. This mammoth task was co-ordinated through a series of consultation groups – and the majority of the work was completed in just nine short months.



By March 1990, the construction of the Metrolink system in the city centre began.

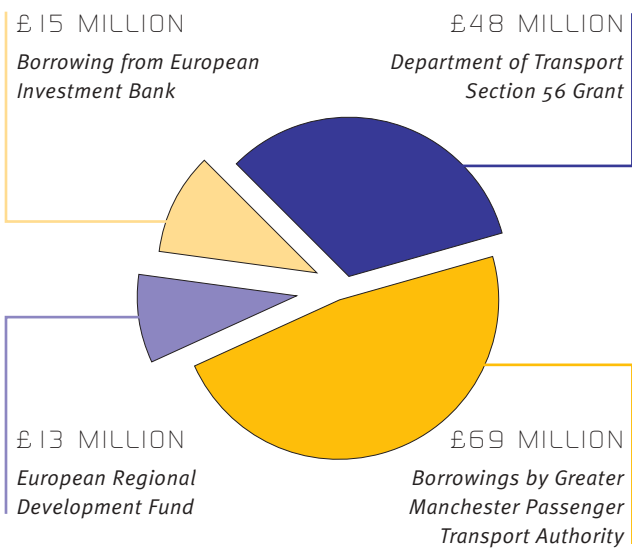
During this time, the Department of Transport devised new signs for use where trams and other traffic combine and intersect, as well as new traffic lights for tram drivers. All these new signs were in place in Manchester city centre by the end of 1991, so that people could become familiar with them... and in April 1992, the new system made its public debut on the Victoria-Bury line.

PHASE I OPENS

By June 1992, trams were running all the way from Bury to Altrincham... and one of the largest projects ever to be undertaken by GMPTE culminated in the visit of Her Majesty The Queen to perform the official opening ceremony on 17 July 1992.

PHASE I FUNDING

The net cost of £145 million has come from the following sources:



extension to Salford Quays and Eccles

PHASE 2

The 6.4km (4m) Metrolink extension to Eccles via Salford Quays was the first on-street running extension to a light rail scheme to be built in the country – another first for Greater Manchester.

The extension branches off from the Altrincham line at a purpose built interchange stop at Cornbrook and continues through to Salford Quays, where it is designed to integrate with the renaissance of the Quays. The initial six stops after Cornbrook provide unrivalled access to its major residential and business developments, including The Lowry – which opened shortly after Metrolink.

From the final Quays stop, Broadway, the extension continues along South Langworthy Road before connecting with Eccles New Road, where it shares roadspace with other traffic. Trams stop to serve all the major residential areas before terminating in Eccles town centre.

PLANS TO EXTEND

Plans to bring Metrolink into Salford Quays were first laid down in 1986, and by 1990 Parliament had granted GMPTE the necessary powers to build and operate the extension, terminating at Broadway.

In 1994 GMPTA agreed to seek powers to extend the line from Broadway to Eccles. Following extensive public consultation and a Public Inquiry, in Autumn 1995, GMPTE had approval in November 1996 for this additional stretch of line.

INVESTING IN THE FUTURE

GMPTA and the Association of Greater Manchester Authorities agreed that this extension would be the conurbation's investment priority. They allocated £26 million of their capital resources to the project and began to seek funding from the private sector and the Government to help bring the scheme to fruition.

TENDERING BEGINS

GMML was originally awarded a 15 year concession for the operation of Metrolink between Bury and Altrincham – subject to earlier termination should GMPTE receive permission from Government to extend the network.

Once plans were approved and a financial package had been approved, tendering began – and in April 1997 a new consortium, Altram, was awarded the contract. Altram provided some 60% of the costs of building the new line, and also took over the operation and maintenance of the first phase.

ENGINEERING WORK STARTS

Work officially started on the extension on 17 July 1997 – exactly five years after the Royal opening of Phase 1 Metrolink.

The extension includes many engineering features, including two major bridges to carry the tracks over the Bridgewater and Manchester Ship Canals, two viaducts in the Salford Quays area and an underpass taking Metrolink into Eccles.



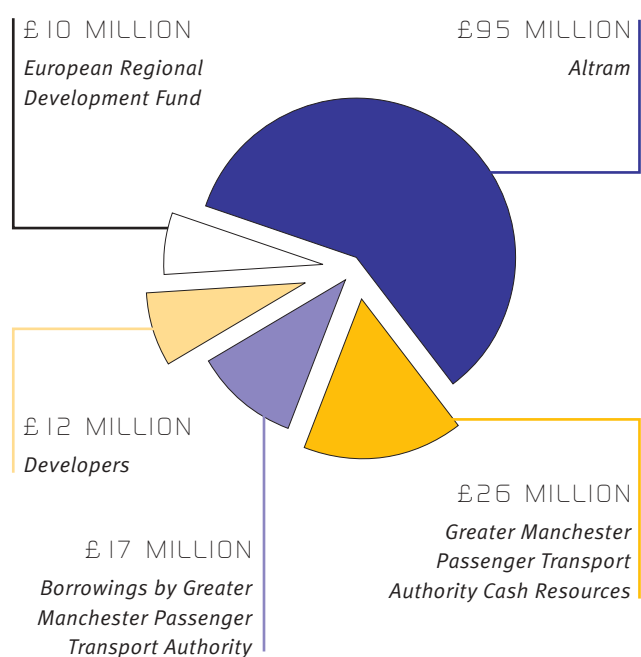
frequency

PHASE 2 OPENS

On 6 December 1999 the Prime Minister, Tony Blair, officially launched passenger services to Salford Quays (Broadway) and by July 2000 trams were running all the way to Eccles for the first time in nearly 60 years.

PHASE 2 FUNDING

The net cost of £160 million has come from the following sources:



reliador



the future

MetroLink has been a phenomenal success, with Phase 1 carrying over 15 million passengers compared to the seven million per year on the trains MetroLink replaced along the Bury – Altrincham route.

With the introduction of the Eccles services, passenger journeys have increased steadily with some four million journeys per year.

Building on this success, GMPTA and GMPTE developed a MetroLink strategy to span the county, with planned extensions to:

- Oldham & Rochdale
- South Manchester & Manchester Airport
- East Manchester & Ashton-under-Lyne
- Trafford Park & The Trafford Centre
- The Lowry
- East Didsbury & Stockport

All the proposed extensions have been put forward after full consultation with the local councils. Full public consultation has also become a standard component of MetroLink planning.

FUNDING

Following the planning stage, formal powers were sought and granted for a number of these extensions. However, in order to make these plans a reality, the necessary funding was needed and GMPTE decided to investigate the possibility of a ‘single contract’.

This approach has notable benefits, including minimising the public sector cost, maximising funding from the private sector and capitalising on economies of scale.

GOVERNMENT SUPPORT

The ‘MetroLink Extensions Strategy’ proposals were first submitted to Government in July 1998. Following many strong indications that MetroLink was a scheme to be encouraged, on 22 March 2000 the Deputy Prime Minister, John Prescott, visited Manchester to announce Government funding of approximately £300 million to build the remaining extensions under a single contract.

This historic day for MetroLink also represented a commitment to the largest single capital investment outside London by any Government for over twenty five years.

In December 2002, Alistair Darling, Secretary of State for Transport, agreed further funding with GMPTA and the Association of Greater Manchester Authorities (AGMA) to secure the Single Contract.

A SYSTEM FOR THE FUTURE

A few months earlier when opening the extension to Salford Quays, the Prime Minister, Tony Blair, had said, MetroLink was *“exactly the type of scheme needed to solve the transport problems of the Metropolitan areas of the country.”*

the big bang

PHASE 3

The building of three Metrolink extensions was included under the Single Contract approach:

- Oldham & Rochdale
- South Manchester & Manchester Airport
- East Manchester & Ashton-under-Lyne

With further lines proposed to:

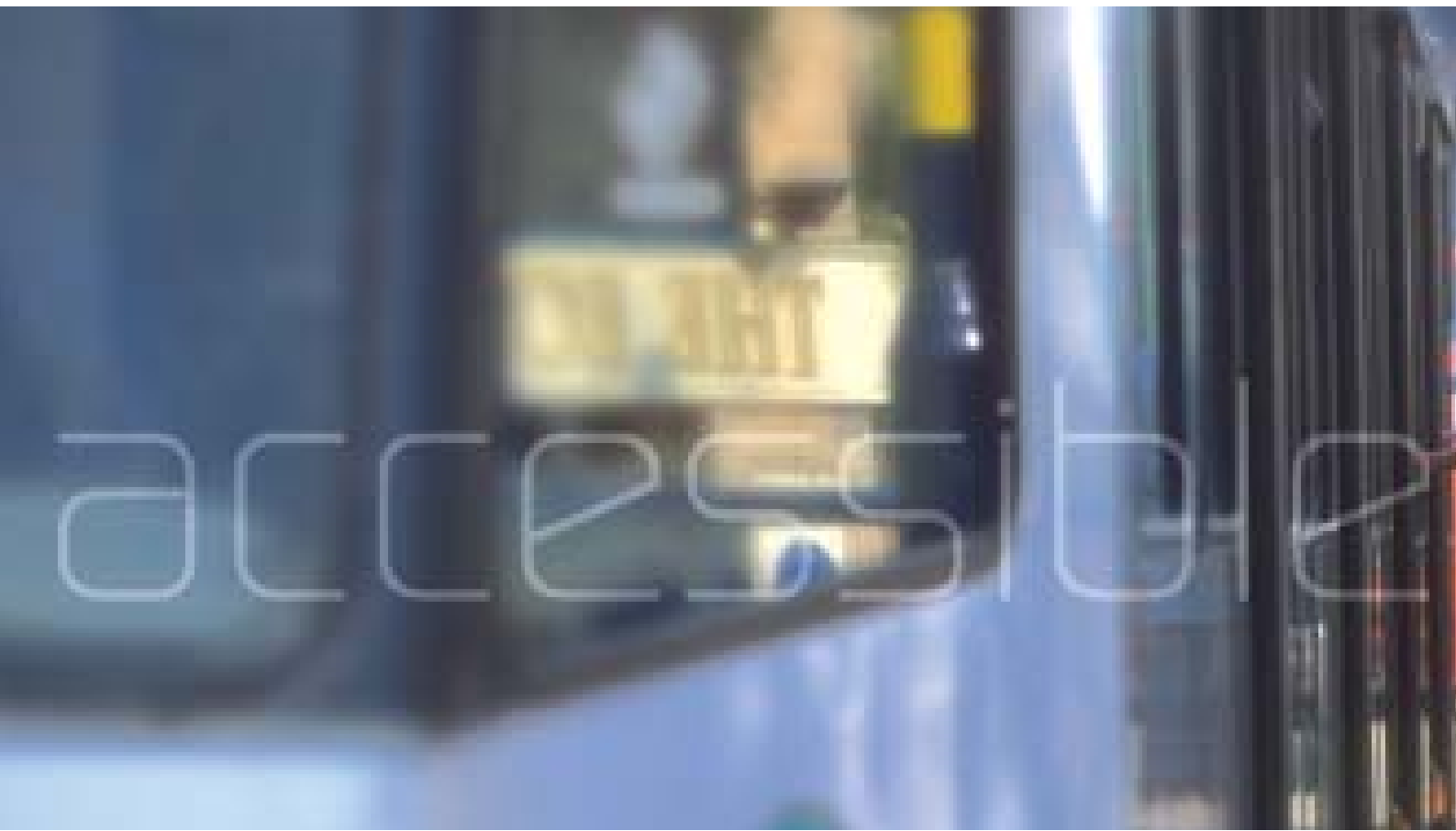
- Trafford Park & The Trafford Centre
- The Lowry, and
- East Didsbury & Stockport

OLDHAM & ROCHDALE

Parliamentary powers were granted for the construction of this 24km (15m) line in May 1994.

The extension branches off the Bury Metrolink line about a kilometre outside Victoria Station, near the Metrolink depot and follows the route of the old 'loop' railway line, from Manchester to Rochdale.

A diversion takes it partly on-street through Oldham town centre, and an extension (again on-street) runs from Rochdale Rail Station into Rochdale town centre.



SOUTH MANCHESTER & MANCHESTER AIRPORT

Plans to bring Metrolink to South Manchester and Manchester Airport were first made in 1993, and parliamentary powers were granted for a 22.5km (14m) extension in February 1997.

The extension branches off from the Altrincham line near the Trafford Bar stop, using the former railway track bed to serve Firswood and Chorlton. It then runs along a new route through via Hardy Lane and across the Mersey Valley.

Beyond Baguley, the route serves Davenport Green, Wythenshawe and Wythenshawe Hospital before terminating at Manchester Airport.

EAST MANCHESTER & ASHTON-UNDER-LYNE

The 9.7km (6m) Ashton-under-Lyne extension runs from the existing Metrolink terminus at Piccadilly through to Ancoats, SportCity, Clayton, Droylsden and Audenshaw.

It will serve major regeneration areas at Ancoats Urban Village, New East Manchester and Ashton Moss, terminating adjacent to the bus station in Ashton town centre.

PHASE 1 & 2 IMPROVEMENTS

Parts of the existing track and the 37 stops on the current Phase 1 and 2 system will be upgraded as necessary to bring them in line with Phase 3.

Improvements will be made to the capacity of the existing network by providing additional trams and options for an additional four new stops on the Bury to Altrincham line will be included under the Single Contract.



the big bang continued

TRAFFORD PARK & THE TRAFFORD CENTRE

GMPTTE holds powers to build a 6km (3.7m) extension branching off from the Eccles line at the Pomona stop, to serve Trafford Park and the Trafford Centre shopping complex.

A Public Inquiry into the renewal of powers was held in 1999. The Secretary of State gave approval for this line and all the stops in early 2002.

THE LOWRY

Subject to additional funding there are proposals to extend the Metrolink Eccles line along the Quays to The Lowry, from a junction between the Broadway and Harbour City stops.

Plans to continue the expansion of Metrolink also include:

EAST DIDSBURY & STOCKPORT

GMPTTE holds powers to build a 4km (2.5m) extension to East Didsbury. The route would leave the existing Altrincham line at Trafford Bar and share the former railway line as far as Chorlton, with the proposed extension to the Airport. The route would then separate at St Werburgh's Road and continue along the former railway through Didsbury Village to East Didsbury.

Public consultation for extending the line from East Didsbury to Stockport town centre took place in late 1999, and the scheme has gathered strong public support. GMPTTE hopes to be given authority to make a Transport & Works Act application mid 2003 for the powers necessary to construct and operate the line to Stockport.

GMPTTE remain confident that the powers and funding could be obtained in time to ensure that this extension is completed as part of the initial construction phase of the Metrolink Phase 3 contract.



the metrolink network



preparing for expansion

The original Metrolink fleet to service the Bury and Altrincham line consisted of 26 vehicles, and six more were purchased to serve the Phase 2 extension.

In order to comply with the requirements of the Disability Discrimination Act 1998, the new Phase 2 vehicles have a number of different features.

THE VEHICLES

- Each tram is 29m long and weighs 48 tonnes when empty.
- The vehicle bodies were made by Ansaldo in Italy.
- Maximum speed is 80km/h (approx. 50 mph) along former rail lines and 48km/h (just under 30mph) on-street.
- Each vehicle can seat 86 and can carry over 200 passengers.
- Vehicles can operate singly or in pairs.

THE DEPOTS

With Phase 1 of the Metrolink, a purpose built operations control and maintenance centre was constructed at Queens Road, Cheetham Hill. Standing beside the Bury line, the centre houses much of the sophisticated control and signalling equipment, in addition to office space for engineers and administrators.

- A vehicle washing plant is used to clean the trams every day.
- The workshop, with three tracks running through it, equipped with an eight tonne gantry crane and a wheel lathe, is used to keep the trams running smoothly.
- The whole system is monitored from the control room by CCTV, and all tram drivers are in direct contact with the control centre.

Following the announcement that funding was assured for the Metrolink network to almost triple in size under a single contract scheme, it became apparent that a further depot would optimise operating efficiency.

In July 2000, GMPTE undertook a period of public consultation about proposals for building a second Metrolink depot in the south of Manchester, near the junction of the existing Metrolink line to Altrincham and the proposed Metrolink extension to South Manchester and the Airport.

Subsequently, GMPTE was granted powers to acquire the land alongside Elsinore Road, and to construct and operate a new second depot on this site. The new depot will facilitate the expansion of Metrolink and provide a range of permanent employment opportunities in this part of Trafford.



convenient

who's who?

The plans for Metrolink must be consistent with local policies on traffic management, environment and planning set by the ten district councils of Greater Manchester. Therefore GMPTA and GMPTE will be working closely with each district council to make sure any extensions are built as quickly as possible and reflect the needs of local communities.

GMPTA

GMPTA is a body made up of 33 councillors from the ten districts of Greater Manchester. GMPTA is responsible for formulating transport policy for the county, including building and extending Metrolink.



Councillor Roger Jones is the Chairman of GMPTA.

He formerly held the office of Chairman of the GMPTA's Policy Committee.

Councillor Roger Jones has been a Salford City Councillor and a member for Irlam ward since May 1982. During the course of his career he was, for five years, Deputy Leader of Salford City Council. Councillor Jones has been a Salford representative of GMPTA for four years and was appointed as Chairman to GMPTA's Policy Committee in July 2001.

GMPTE

GMPTE is the statutory body responsible for implementing GMPTA's policies. GMPTE, on behalf of local taxpayers, is the promoter of the Metrolink system and is responsible for planning future extensions.



Geoff Inskip is the Metrolink Project Director responsible to GMPTA and GMPTE for the delivery of the Metrolink Phase 3 contract and the improvements to the existing network.

This responsibility involves overseeing the work of the Metrolink Project Team to ensure that the Metrolink system, present and future, plays an important part to the whole Transport Strategy of Greater Manchester.

As Project Director for Phase 3, Geoff also makes use of his considerable experience in the field of Public Private Partnership negotiations to bring about the next expansion of the Manchester Metrolink System.

AGMA

The Association of Greater Manchester Authorities (AGMA) acts as the voice of the ten local authorities of Greater Manchester and works in partnership with other organisations within the city-region. The AGMA Executive meets monthly to deal with strategic issues which impact on Greater Manchester. AGMA also provides some joint services across the conurbation via AGMA Units and is developing several Policy Initiatives, including a Greater Manchester Strategy.



advanced

metrolink milestones

1982

Rail Strategy study set up by Greater Manchester Council, GMPTE and British Rail.

1984

GMPTE deposits first LRT Bill in Parliament seeking powers to construct city centre light rail routes between Piccadilly Gardens and Piccadilly Station, Victoria Station and Deansgate (G-Mex).

1985

GMPTE submits Application to Department of Transport for capital grant for Phase 1 light rail project – conversion of Bury and Altrincham lines to LRT and construction of city centre links.

GMPTE deposits LRT (No.2) Bill in parliament covering remaining parts of the Phase 1 system – Victoria to Bury and G-Mex to Altrincham.

1986

Greater Manchester Council abolished. A new joint board, with representatives from the ten Greater Manchester district councils, assumes power of Passenger Transport Authority and unanimously endorses Light Rail proposals.

1987

Third Parliamentary Bill deposited for LRT extension to Salford Quays.

1988

Royal Assent received for Parliamentary Bills deposited in 1984 and 1985.

Tendering begins for Phase 1 Altrincham to Bury with the selection of eight consortia announced.

Fourth Parliamentary Bill deposited for Light Rapid Transit extensions to Oldham and Rochdale, Chorlton, Trafford Park and variations in Salford Quays.

1989

Final approval for Metrolink given by Michael Portillo, Minister of State for Transport and contracts awarded to – GMA Group (GEC, Mowlem, Amec and GM Buses).

Fifth Parliamentary Bill deposited for Trafford Park following its withdrawal from Fourth Bill and Sixth Bill deposited for Rochdale town centre and Chorlton – Didsbury.

Utility service diversions begin in Manchester city centre.

Works start on GMA main contract.

1990

Seventh Bill deposited for Oldham town centre.

Third and Fourth Bills receive Royal Assent.

1991

August – Last Bury electric train – end of British Rail operation to Bury.

First light rail vehicle delivered to Queens Road Depot from Italy.

October – Fifth Bill receives Royal Assent.

December – First light rail vehicle on street in central Manchester – propelled by diesel locomotive for gauging tests.

Last electric trains, Altrincham – Deansgate.

1992

April – Metrolink passenger services open from Bury to Victoria, trams use the street tracks for the first time.

June – Trams operate Bury to Altrincham.

July – Metrolink officially opened by Her Majesty the Queen.

November – Sixth Bill receives Royal Assent.

1994

May – Seventh Bill receives Royal Assent.

October – Application for Transport and Works Act order to build Airport extension.

1995

April – Application for Transport and Works Act order to build Eccles extension.

June/Sept – Public Inquiry into Manchester Airport extension.

October – Public Inquiry into Salford Quays/Eccles extension.

1996

January – Tendering for Salford Quays/Eccles begins.

February – Public consultation on the Ashton-under-Lyne extension.

November – Powers for Eccles extension granted by government.

Altram consortium named as the preferred bidder to build the Salford Quays/Eccles extension.

December – Application for order to build Ashton extension.
Government approves final funding package for Salford Quays/Eccles extension.

1997

April – Contract signed between GMPTE and Altram to build Salford Quays/Eccles extension.

May – Powers for Manchester Airport extension granted by government.

June – Public Inquiry into Ashton extension.

Construction begins on Salford Quays/Eccles extension.

1998

August – Powers for Ashton-under-Lyne extension granted by government.

1999

December – The Prime Minister, Tony Blair, launches passenger services to Salford Quays, terminating at Broadway.

2000

March – John Prescott MP visits Manchester to announce government funding of up to £250 million to finance the Single Contract.

July – The Eccles extension is officially opened by Bev Hughes MP at the terminal Regent Street stop in Eccles town centre.

Tender documentation sent to four prequalified bidders.

2001

January – HRH the Princess Royal officially opens Salford Quays/Eccles services.

2002

April – Secretary of State grants compulsory purchase powers and planning approval for Second Depot.

December – GMPTA and the Association of Greater Manchester Authorities (AGMA) agree a £520 million funding package with Government.

GMPTE announce the two preferred bidders for the Phase 3 single contract.

Transport Minister, John Spellar, unconditionally grants consent for the closure of the Oldham Loop line, allowing the conversion from heavy rail line to Metrolink light rail.



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