

Expanding Metrolink through town centres and urban environments

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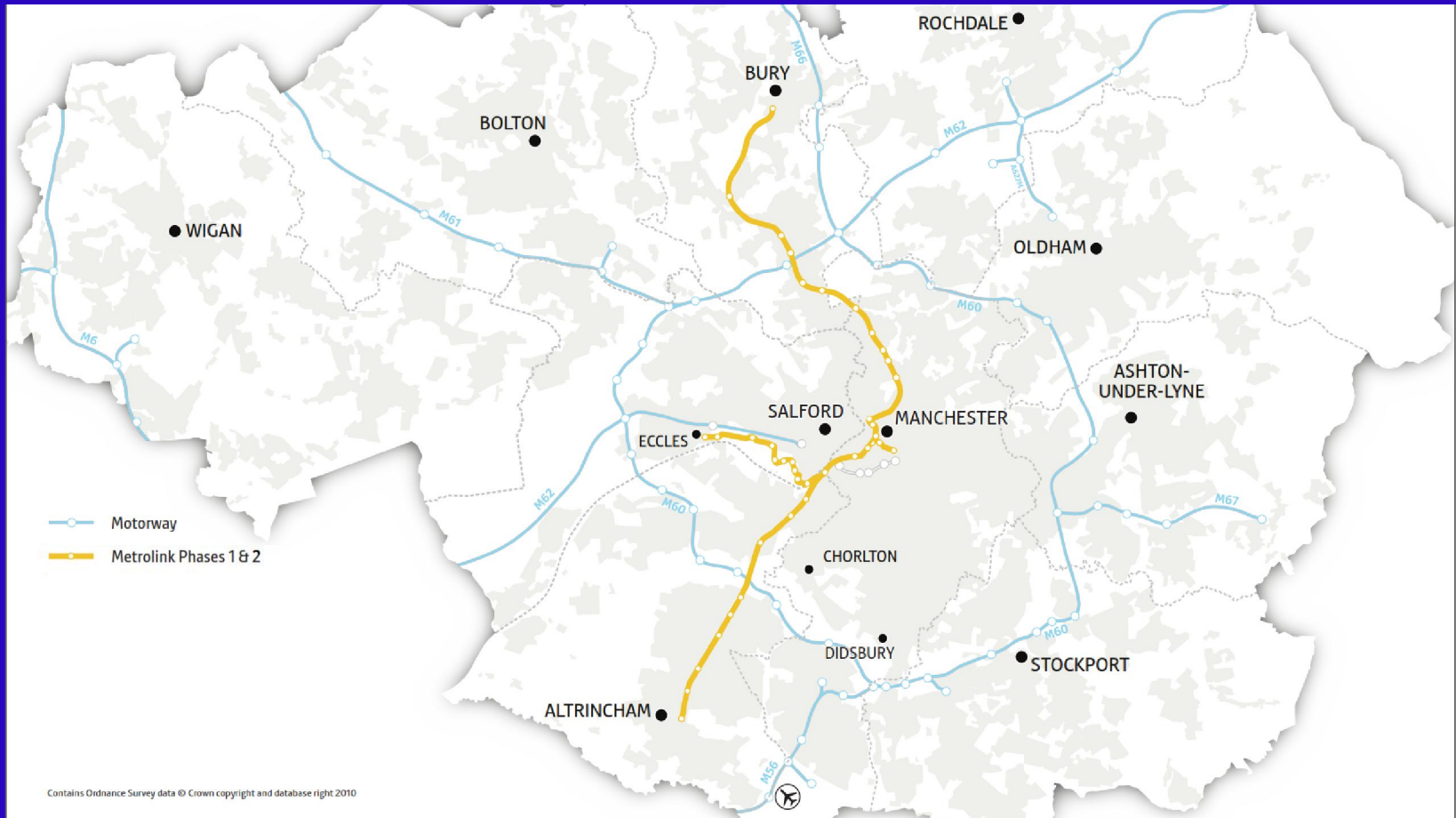
- One of the fastest growing cities in Europe
- 40% of the economic output of the whole of the North of England



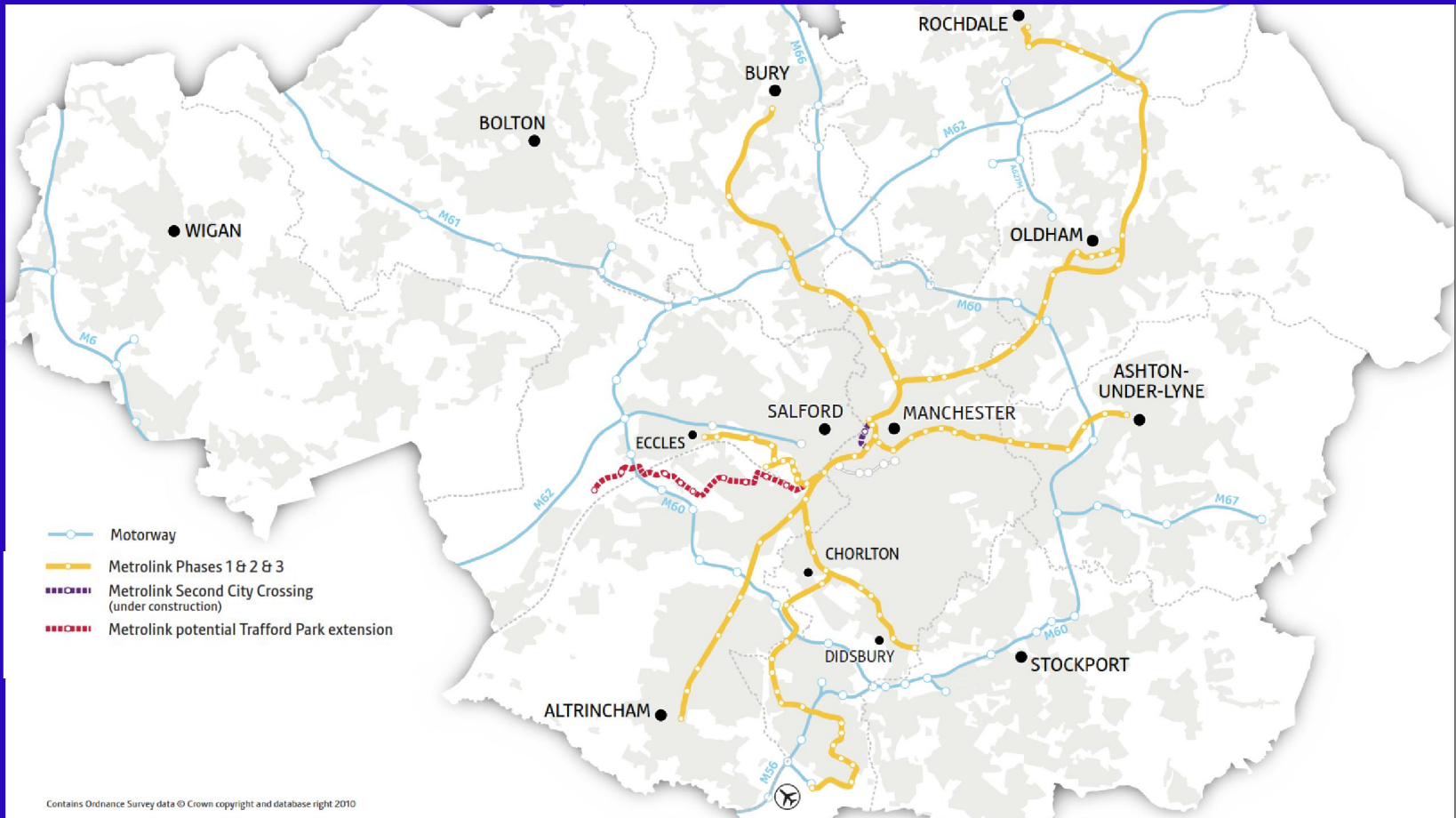
Manchester Metrolink

- Opened 1992 – the first ‘second generation’ tramway in the UK
- Conversion of heavy rail line with a street running City Centre link
- Street running extension to Eccles (Phase 2) opened in 2000
- 2008 – nearly 20 million passenger journeys per annum
- £1.8b / \$2.8b expansion and transformation programme

Metrolink - 2008



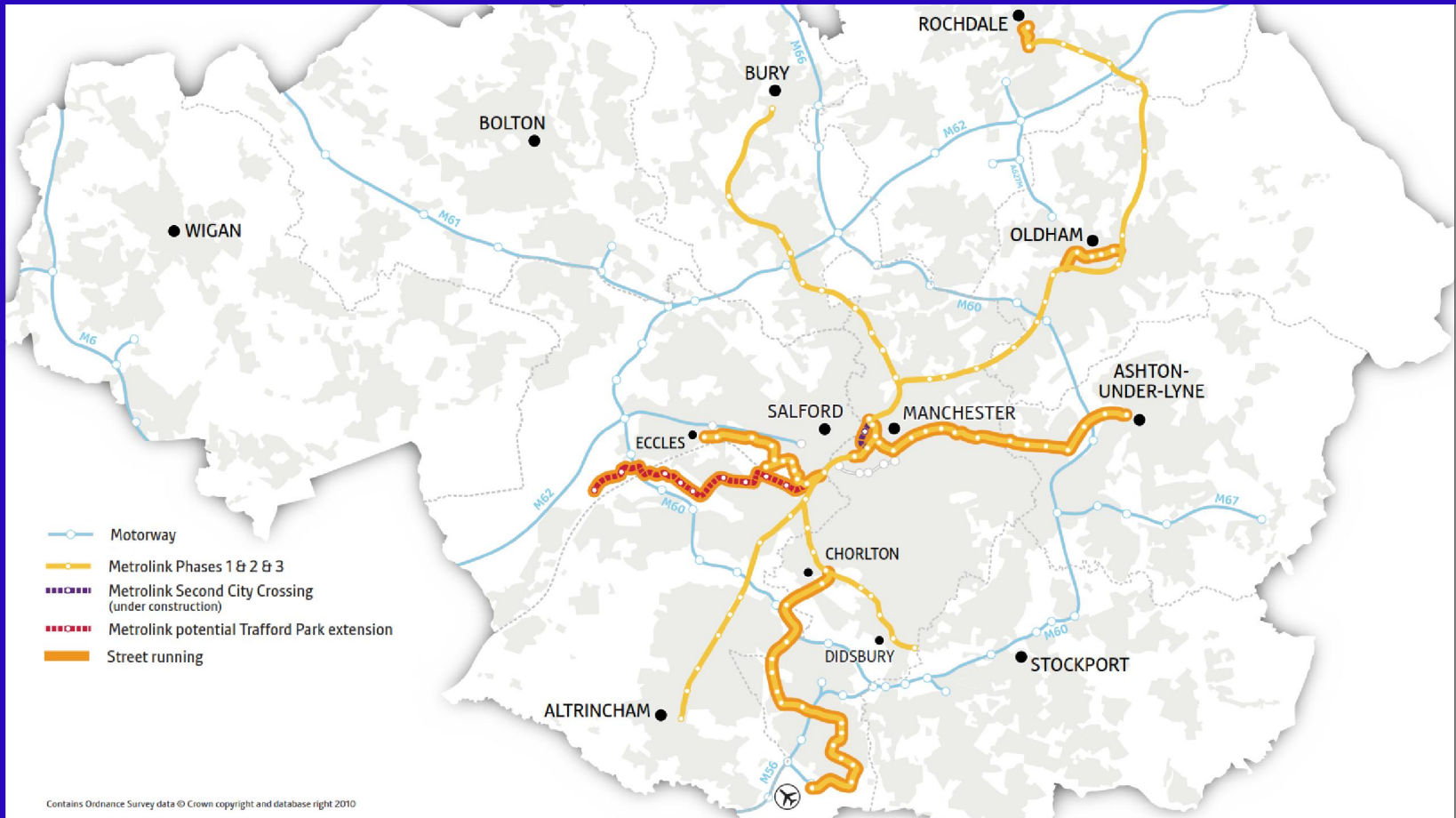
Metrolink - 2015



5 Partners – 1 team



Connectivity



Connectivity



Key Presentation Take Aways

- Optimizing the alignment
- Integration with urban realm
- Minimizing the impact of construction
- Stakeholder engagement

Optimizing the alignment

- Optimize journey time and reliability
- Maximise Segregated running where possible



Trafford Park Line

- Proposed to serve:
 - Trafford Centre – the second largest shopping centre in the UK
 - EventCity – 28,000 sq. feet exhibition centre
 - Largest industrial park in Europe with over 35,000 employees
 - MediaCityUK - major development area
 - Old Trafford Stadium
- Congestion impacting other modes
- Tramway proposals almost entirely segregated

Trafford Centre & EventCity



Old Trafford football Stadium



Traffic management design

- Highways design to prioritise the tram whilst maintaining traffic flows
- Urban Traffic Control

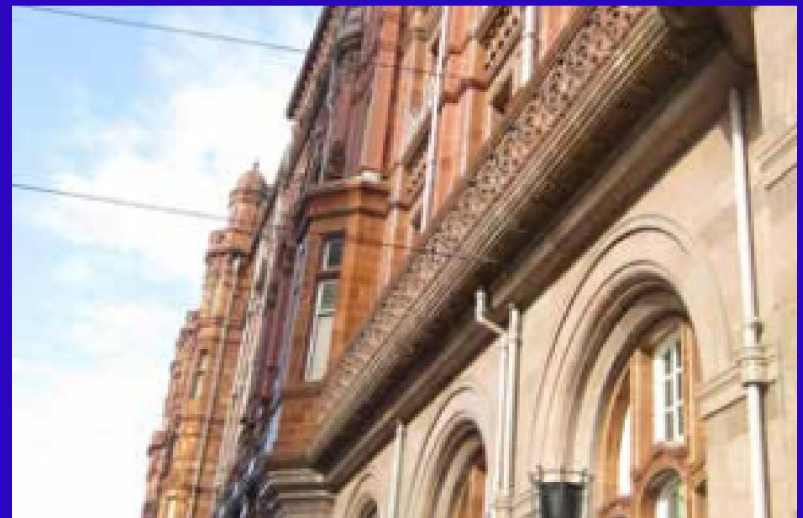


Integrating with the Urban Realm



Integration with the Urban Realm

- Design Guide
- Use of building fixings or integrated OLE / Street Lighting Poles



Construction - Managing Utility Diversions

- Over £130m utility diversions
- Over 500 individual contracts
- Collaboration – Joint Utilities Group
- Global Traffic Management
- Uncharted Services Protocol
- Joint Trench Methodology



Tailoring the approach to Construction



Comprehensive Stakeholder Engagement

- Close liaison with Local Authorities
- Over 4,000 stakeholder and community meetings
- Stakeholder feedback to:
 - Inform scheme development
 - Influence construction approach
- Embedded within the Delivery Team
- Joint approach with MPT (main contractor)



Driving Accessibility

- Disability Design Reference Group
- Recognised as a model of best practice by the Human Rights Commission



Results

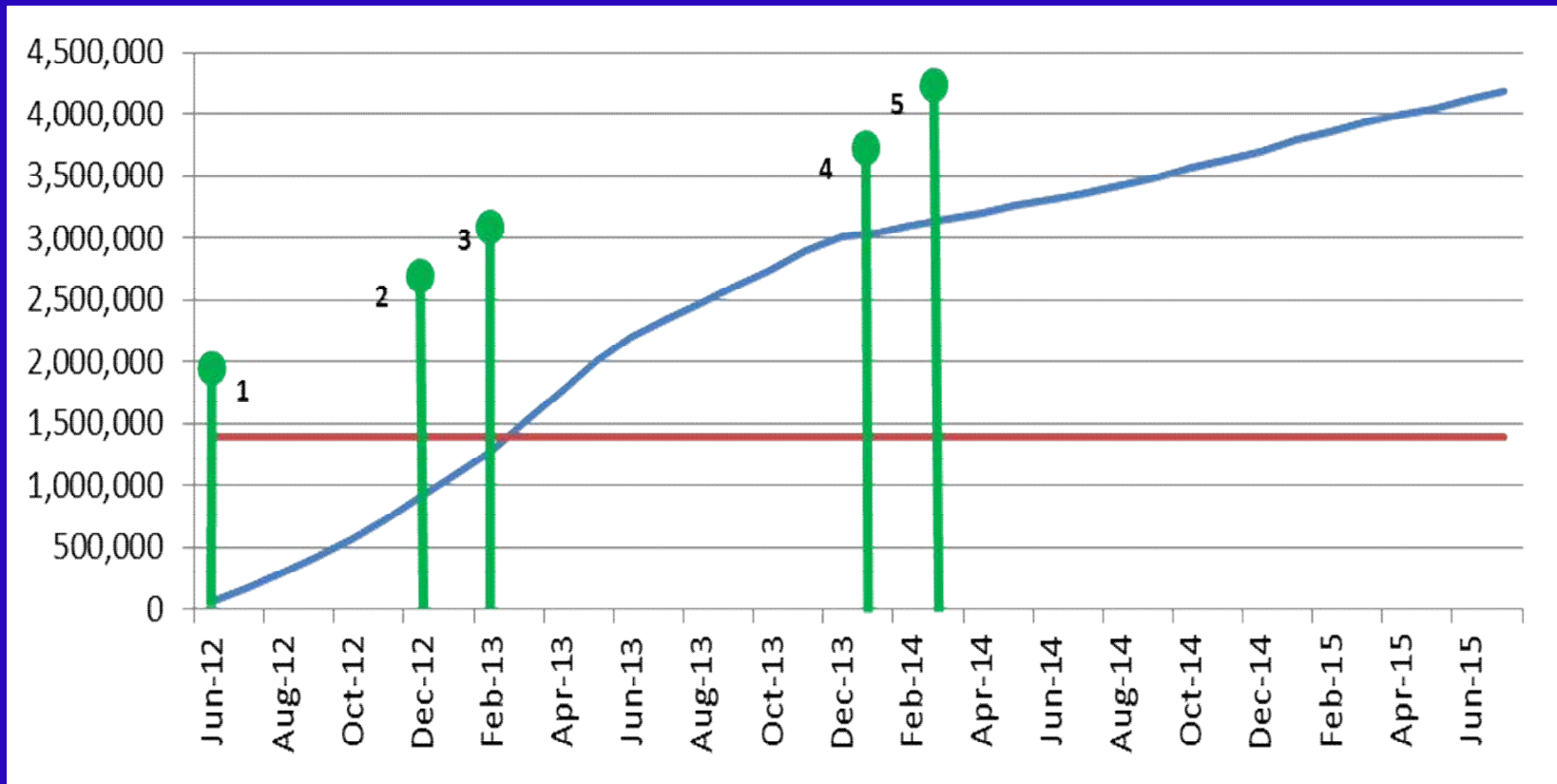
- Delivered nearly 35 miles of new tramway on budget
- Nearly 15 miles of the new lines are predominantly street running
- Approximately 15 miles delivered ahead of schedule, with the Airport line opening over a year ahead of schedule
- Patronage increased by over 50% since 2011- anticipated to be over 35 million per annum by the end of 2014
- Delivery track record enabled Trafford Park Line to be progressed
- Supporting regeneration and economic growth across the region



Case Study – Oldham Town Centre



Patronage – Oldham Rochdale Line



1 – opening to Oldham Mumps temporary stop, 2 – Shaw and Crompton, 3 – Rochdale Railway Station, 4 – Oldham town centre, 5 – Rochdale Town Centre

'Game Changing' £60m development



Questions?

