



Bringing 
Metrolink to South Manchester
2000 and Manchester Airport



Greater
Manchester
Passenger
Transport
Authority
& Executive

South Manchester and Manchester Airport Metrolink proposals

Greater Manchester's Metrolink system is widely acknowledged to be at the cutting edge of public transport. Since it began running in 1992, Metrolink has gone from strength to strength, with more and more passengers using the system every year. GMPTC's ambitious plans to expand the network are already taking shape. Construction of the first extension to the scheme, to Eccles via Salford Quays, is underway and GMPTC has now received Government powers to build a line to South Manchester and Manchester Airport.



**Councillor Joe Clarke,
Chair, Greater Manchester Passenger
Transport Authority**



Greater Manchester's Metrolink system has already proved to be a resounding success. Each year more and more people are using the line linking Bury with Altrincham through Manchester City Centre - around 13.5 million people travelled on Metrolink in 1996 alone compared to 7.5 million before conversion to Metrolink.

Extending the system to South Manchester and the Airport will undoubtedly bring benefits to communities living along the route. A tremendous amount of work and energy is being put into turning these plans into reality.

I hope this brochure will go some way to explaining what has been achieved so far - and what we hope to achieve in the future.

**Councillor Roy Oldham,
Chair, Manchester Airport**



Manchester Airport has long aimed for integrated transport access to the Airport, particularly by public transport, and a number of significant events have achieved considerable success in this aim. The Airport's direct rail links transport over one million passengers per year. All ground transport planning efforts are dedicated to our objective of 25 per cent of Airport journeys being made by public transport by the year 2005.

The Airport Metrolink is a vital part of our ground transportation and public transport strategy. The route through Wythenshawe, for example, will revitalise the local economy along the Metrolink corridor and, most importantly, open up access to the Airport for the thousands of potential workers who will benefit from the increased employment opportunities - 50,000 new jobs will be created by the expansion of the Airport with the Second Runway.

I hope this brochure will boost awareness of the Metrolink project to Manchester Airport and highlight the tremendous success that Metrolink represents for Greater Manchester.

Bringing Metrolink to South Manchester and Manchester Airport

Proposals to bring Metrolink to South Manchester and Manchester Airport were first made in 1993. By summer 1997, GMPTE had gained powers to construct and operate a Metrolink line to Manchester Airport, including a loop to serve a large part of Wythenshawe including the town centre.

It was clear from the outset that a major advantage of the Metrolink system is its ability to bring people right into the heart of a town. This extension has been planned to provide a rapid, reliable, high quality public transport link between central Manchester, Old Trafford and Manchester Airport, Wythenshawe, Wythenshawe Hospital and Chorlton. At the moment these areas do not enjoy direct public transport links with each other and with the Airport and travelling can be difficult for people without cars.

Most of the 21km (13 mile) route will be segregated from other traffic with short sections of street-running. Trams will run along a converted former railway for the 3km of the route from Trafford Bar to Chorlton. When the extension is complete there will be only a few places where Metrolink will run with general traffic - along Hardy Lane and parts of Moor Road, Hollyhedge Road and Thorley Lane.

Just like other road vehicles, trams have to obey traffic signals. Tram speeds along these sections will be limited to 30mph.

GMPTE takes its responsibilities to the environment very seriously and independent environmental experts were consulted to ensure that the line will have the least possible negative effect on the environment. GMPTE also requires that the new Metrolink line will be built in a sympathetic way, following a strict code of practice, to avoid unnecessary noise and disruption during the construction period. GMPTE will continue to work closely with neighbours to ensure that businesses and residents along the length of the line are inconvenienced as little as possible particularly during construction.

The line has been planned to enhance the development of both Manchester and Wythenshawe and to act as a catalyst for regeneration. It will offer passengers unrivalled accessibility by high quality public transport with connections to the national rail network at Piccadilly and at the Airport.

The Route

GMPTE has taken great care and attention over both the principle and detail of the planned route. It has been carefully chosen to provide the best access for passengers.

The new line will branch off the Altrincham line near the Trafford Bar stop. It will then use the former railway track bed with stops at Firwood and near Safeway in Chorlton.

The line will then pass Oakwood High School with a stop at Hough End. From here trams will run in the central reservation of Mauldeth Road West to a stop at Barlow Moor Road.

Metrolink will then run on-street along Hardy Lane which will be reconstructed to improve the street environment with sheltered parking bays and improved pedestrian crossing arrangements.

After stopping on Hardy Lane close to the UMIST sports and residential complex, the trams will cross the Mersey Valley. Much care has been taken to ensure that wildlife and plants will be disturbed as little as possible and that the bridge will complement the Mersey Valley. People will be able to continue to use the paths in this area both during and after construction.



The Route



The Sale Moor stop, on Rifle Road, will serve Sale Water Park. The line will then turn east to follow the M63 before crossing the motorway to thread through and serve residential areas with stops at Sale Road, Wythenshawe Park and Moor Road.

Beyond Brookway High School the line will run along Southmoor Road. An Interchange can be built where it crosses the Stockport to Altrincham railway line at Baguley. Metrolink will also stop at Roundthorn near the large industrial estate.

The line will cross Hollyhedge Road, with a stop at Wythenshawe Hospital, and then travel alongside Clay Lane to Newall Green. It will then cross Davenport Green where a stop could serve the proposed new business development. Beyond here the line will fit in with the pattern of highways planned around the Airport. Within the Airport, Metrolink will serve the Transport Interchange which is being built at the existing railway station with easy access to bus, coach and rail services as well as the moving walkway connection to Terminals One and Two.

Manchester Airport



To Wythenshawe

Manchester Airport
Rail Station

Manchester Airport

Underpass

Wythenshawe centre

Crossacres

Bus Station

Shopping
Arcade

Market
Place

Forum

Wythenshawe
Centre

Robinswood
Road



The Route

The loop through Wythenshawe will continue on reserved track apart from a section of street tramway on Hollyhedge Road east of the M56. Stops will serve the heart of the community, including the shopping and recreational facilities in Wythenshawe Centre where Metrolink will complement the refurbishments being carried out. The line will also offer excellent transport links for residents of Robinswood Road, Peel Hall and Woodhouse Park.

GMPTE is working with Manchester City Council, Trafford MBC, Manchester Airport and a variety of local developers on urban design proposals to maximise the environmental benefits of Metrolink.



Benefits of Metrolink

By 2005 Manchester Airport aims to have 25 per cent of all Airport journeys on public transport. Extending Metrolink to the Airport will make an important contribution to achieving that target by enabling both staff and passengers to travel to Manchester Airport on this state-of-the-art public transport system.

Manchester Airport has worked closely with GMPTE to plan the route. The focus of Metrolink at Manchester Airport will be at the heart of the planned Manchester Airport Public Transport Interchange bringing together Metrolink, rail, bus and coach services onto a single site. The Airport's Skylink moving walkways will provide easy connections between Metrolink platforms at the Public Transport Interchange and the Airport terminals. Passengers travelling to the Interchange by Metrolink will be able to connect with the wide range of bus, coach and rail services operating from Manchester Airport.

Manchester Airport is one of the region's largest employment sites. Over 14,500 people work for more than 250 companies and around 2,000 of these people already live in districts through which the line will pass. Passenger numbers are expected to double to

almost 30 million by 2005. This will result in 50,000 jobs being created locally and regionally.

Metrolink will also offer a major boost to economic regeneration in those areas where the line is planned. Jobs will be created at Wythenshawe Centre, Chorlton, the Roundthorn Industrial Estate and Baguley, and Metrolink will help to enhance any development carried out. The system will also provide much needed public transport links to Wythenshawe Hospital which will employ up to 4,000 people when its own development plans are complete.

Extending Metrolink to Manchester Airport will boost the job prospects at Manchester Airport for the residents of Wythenshawe, Chorlton and Trafford by making it more accessible to people without a car.

It is estimated that the new line will carry about eight million passengers every year. Many of these trips would otherwise be made by car.

Preparing the way forward

Work is now in hand to assemble the financial package from a combination of local and national Government, the private sector and the European Regional Development Fund.

The line would take about three years to build and work could start as soon as a funding package is in place and final details have been approved by the two local authorities. GMPTE will keep residents and businesses along the route fully informed of the progress of the plans and their future implementation.

The role of South Manchester

and Manchester Airport in the

expanding Metrolink network

The new line will provide safe, reliable and convenient access to Manchester, Manchester Airport, Wythenshawe, Wythenshawe Hospital and Chorlton.

The Airport extension is part of Greater Manchester Passenger Transport Authority's commitment to improving public transport throughout the country.

The Authority has resolved that the Oldham and Rochdale Metrolink extension will be the next to be implemented. Proposals are also being produced for alternative modes of transport in the west of the conurbation where there are no current plans for Metrolink lines. Other possible Metrolink extensions include Eastlands, Ashton-under-Lyne, East Didsbury and the Trafford Centre.



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