

TRAFFORD COUNCIL

Report to: Executive
Date: 01 December 2014
Report for: Decision
Report of: Executive Member for Environment and Operations and
Executive Member for Economic Growth and Planning.

Report Title

Trafford Park Line Metrolink Extension

Summary

The report provides detail of the work undertaken by Transport for Greater Manchester in developing plans for the extension of Metrolink through Trafford Park to the Trafford Centre, via the Trafford Park Line.

It details the Councils support for the forthcoming submission of the Transport and Works Act Order application for the scheme and also provides detail relating to the requirement for a third party contribution to the overall funding package.

Recommendation(s)

That Executive:

1. Note the results of the recent public consultation on Trafford Park Line scheme;
2. Note and support the proposed alignment of the Trafford Park Line, as shown in the plans in Appendix A.
3. Support the submission of the Transport and Works Act Order (TWAO) application for the Trafford Park Line scheme to Government;
4. Note the cost and funding requirements relating to the delivery of the Metrolink Trafford Park scheme and agree to the provision of a £20m local contribution to the scheme, from funding secured by Trafford Council.
5. Delegate authority for completing the Funding Agreement with Transport for Greater Manchester to the Director of Legal & Democratic Services in consultation with the Director of Finance.

Contact person for access to background papers and further information:

Name: Rob Haslam (Head of Planning Services)
Dominic Smith (Traffic, Transport and Road Safety Manager)
Extension: 4788/ 4312

Background Papers: None

Implications:

Relationship to Policy Framework/Corporate Priorities	Trafford Park Metrolink is a key priority for Greater Manchester and Trafford Council has supported Transport for Greater Manchester in developing the scheme to date. The delivery of the scheme provides a key contribution to the Corporate Priority of securing Economic Growth and Development, in particular through supporting and enabling economic growth in Trafford Park.
Financial	It is proposed that the Council provides a £20m contribution towards the delivery of the scheme sourced from third party legal agreements secured from developments along the line of the proposed route. Details of this are provided in the report.
Legal Implications:	It will be necessary to enter into a funding agreement to guarantee Trafford's contribution to the scheme
Equality/Diversity Implications	None.
Sustainability Implications	The Trafford Park Metrolink line will have a significant positive impact on carbon emissions in the Borough, since it will affect modal shift away from private vehicles to public transport.
Resource Implications e.g. Staffing / ICT / Assets	None.
Risk Management Implications	None.
Health & Wellbeing Implications	Significant new active travel infrastructure will be provided as part of the scheme, which could be expected to have a beneficial impact on health and wellbeing by encouraging increased levels of physical activity.
Health and Safety Implications	None.

1.0 Background

- 1.1 The proposed Trafford Park Line is approximately 5.5km long and will include six new stops to serve businesses, retail and amenities along the route. It is proposed to depart from the existing Metrolink network at Pomona, pass under the Trafford Road Bridge and follow Trafford Wharf Road, Warren Bruce Road, Village Way, Park Way and Barton Dock Road, terminating outside the Intu Trafford Centre.
- 1.2 The Metrolink Trafford Park Line (TPL) is a longstanding Greater Manchester investment priority and has been prioritised to receive 'Earn Back' funding through the Greater Manchester City Deal.
- 1.3 This report sets out the work carried out to date on the design of the Metrolink TPL, advises of a proposed refinement to the alignment of the scheme along Trafford Wharf Road in the vicinity of Manchester Ship Canal, reports on the results of the recent public consultation and details support for the submission of the Transport and Works Act Order (TWAo) application.

2.0 Design and Alignment

- 2.1 The Trafford Park Line has been subject to a previous TWAo application, but the latest proposal has been amended to accommodate changes which have occurred in the area over the last 20 years, including the developments at Salford Quays. The

proposed route takes a central course through Trafford Park, which is convenient to those wishing to access northern and southern parts of the Park. This also means faster journey times between the proposed Trafford Centre stop and Manchester city centre, and the wider Metrolink network.

- 2.2 The alignment diverges from the existing network at the Pomona stop, passes under the Trafford Road Bridge and follows the line of Trafford Wharf Road, Warren Bruce Road, Village Way, Park Way and Barton Dock Road terminating at the Trafford Centre.
- 2.3 Six new stops are proposed at: Wharfside, Imperial War Museum (on Trafford Wharf Road); Village (on Village Way), Parkway (at the Parkway Circle junction); Event City and the Trafford Centre (on Barton Dock Road).
- 2.4 The alignment has been developed to provide segregation of the tram along the majority of the route which increases speed and reliability, optimising journey times. The implications of this, is that some land take is required along the length of the proposed scheme. Further details are provided in section 3.

3.0 Stakeholder Engagement and Public Consultation

- 3.1 TfGM has undertaken a long period of general engagement with stakeholders which started at the beginning of 2013. A 12-week public consultation was launched on 04 July 2014 which ran to 26 September 2014. The consultation process has captured a wide number of stakeholders through exhibitions, brochure distribution, a website and business and stakeholder engagement.
- 3.2 14 public events were held at venues along the route (Imperial War Museum North, MediaCity:UK and The Lowry, St Anthony' Centre in the Village area, Event-City and the intu Trafford Centre) as well as a number of business events and presentations and ongoing individual stakeholder meetings.
- 3.3 Over 1,500 responses were received, and of these 89% of respondents were positive, with 6% neutral and 5% negative. The scheme design is now being finalised by TfGM who are completing the supporting documentation for submission with the Draft Order. An application for a TWA Order is then proposed to be submitted in November 2014.

Alignment change

- 3.4 Stakeholder engagement has taken place along the route to determine the potential impacts of the required land take and to consider appropriate solutions for frontage properties and other businesses that may be affected. Further optimisation has been carried out during the public consultation period and a refinement to the reference scheme alignment is proposed as a result of stakeholder issues and requirements along Trafford Wharf Road.
- 3.5 One of the key issues emerging from these stakeholder meetings relates to a frontage on Trafford Wharf Road with a business who manufactures equipment which is sensitive to vibration and Electromagnetic Compatibility.
- 3.6 As a result of this potentially significant impact to this company a refinement to the alignment is proposed so it continues to run along the front of the Manchester Ship Canal west from the Wharfside stop. The alignment would then re-join the original alignment at the Imperial War Museum stop. Plans which show the revised alignment are provided at Appendix A.

- 3.7 The amended alignment involves some additional land take, including the acquisition of several buildings along the canal front which would require the relocation of up to 3 small businesses. TfGM has commenced discussions with both the occupiers and long-leaseholders of these premises. Alternative potential locations for the businesses will be sought as part of the CPO process, if required.
- 3.8 Peel is the main freeholder of the land in this area. TfGM has held discussions with them regarding the proposed alignment and they are supportive of a stop remaining in the vicinity of Imperial War Museum, in order to connect to the footbridges to The Lowry and MediaCityUK areas. Peel has also indicated that the revised alignment would not significantly impact upon their ability to deliver their development aspirations for the Trafford Wharfside Strategic Location, as set out in Policy SL2 of the Trafford Core Strategy.
- 3.9 The refined alignment will change the overall development form at Trafford Wharfside Strategic Location. The tramway runs adjacent to the Manchester Ship Canal and for part is within Flood Zone 2. It will also retain access to, and through demolition and reuse of highway space assist the expansion of Promenade Park within this location. The Salford Quays (south and north) Sites of Biological Importance are located approximately 120 metres and 75 metres, respectively, to the north-east of the proposed alignment. They have been considered as part of the Metrolink Trafford Park Line Environmental Statement that advises mitigation where required. Any mitigation requirements can be addressed as part of the design development of the TPL scheme and through masterplanning for the location.
- 3.10 The route refinement along Trafford Wharf Road also removes a section of the tram alignment from the highway area and hence significantly reduces the utility diversions required in this area.

Other Land Required

- 3.11 Some further land take is required to deliver TPL along the remainder of the proposed route. In most cases this comprises a few metres of landscaping or some parking / storage areas.
- 3.12 Access to several businesses will be affected by the proposed scheme and so discussions are being undertaken by TfGM with landowners and leaseholders regarding the impact of these requirements.

Statutory Utilities

- 3.13 As the design of the scheme has developed an initial assessment of the statutory utility requirements has been undertaken. As the tram route requires the re-alignment of stretches of the highway in order to accommodate the segregation required, statutory utility diversions will be required.
- 3.14 There is an oil pipeline route to the west of Park Way, which the proposed tram alignment runs over or immediately adjacent to for approximately 100m which will either need to be exposed and protected in concrete casing, or diverted.

Turnback Proposals

- 3.15 Track crossovers or “turnbacks” are proposed along the route to provide operational flexibility. This includes one at the Trafford Centre stop as it is anticipated to operate as a terminus until any further extension to the west is built.

4.0 Costs and Funding

- 4.1 The current forecast cost and funding requirement for the full scheme is approximately £350 million. The funding requirement includes a local third party contribution of £20 million. Further details about this contribution are provided below.
- 4.2 At its meeting on the 25 October 2013 the Greater Manchester Combined Authority approved additional funding to provide a total of £36.9 million, to be met from the Greater Manchester Transport Fund, to progress the Trafford Park Line scheme through public consultation to submitting an application to obtain the TWA powers which are required to build and operate the extension. It also provided sufficient funding to procure the 10 Light Rail Vehicles (LRVs) required for the scheme.
- 4.3 The principal funding source for the Trafford Park Line extension has been agreed through the GM's Earn Back deal. Whilst changes to the Earn Back model are being discussed with Government, it is anticipated that these changes will make it more straightforward to use Earn Back to fund the Trafford Park Line, along with other investments in Greater Manchester.

Third Party Contribution

- 4.4 A local third party contribution to assist in the delivery of the line is also required by TfGM to demonstrate the project is fully funded. As such, Trafford has been reviewing the funding that has been secured through S106 contributions along the line of the route to assist in its delivery.
- 4.5 This review details that £3.3m towards the delivery of Trafford Park Metrolink has been collected and earmarked. In addition to this, agreements have been put in place to secure an additional £13.6m from developments along the route that will be utilised to assist in its delivery. This figure includes a pot of funding to the sum of £11.4m held jointly by Peel and Trafford Council, which can be called down specifically to support the Metrolink Line.
- 4.6 In total, the funding currently identified provides a commitment of £16.9m from Trafford to support the delivery of the line. The Peel element of this funding (£11.4m) is the subject of indexation and so, by 31 March 2016, it is estimated that the overall total pot will be worth £17.6m. This pot is estimated to increase by £0.3m a year until drawdown, so in March 2017 it could be worth £17.9m.
- 4.7 There is a risk that a small element of £13.6m that has been secured via legal agreements may not be delivered as, whilst the agreements are in place, some of the developments have not yet commenced to trigger the payment. It is however considered that this risk is low.
- 4.8 Depending on the date of draw down, this potentially leaves an outstanding funding shortfall of between £2.1m - £2.35m left to be found to meet the £20m third party contribution.
- 4.9 As such, it is proposed that Trafford provides a commitment to TfGM to make the £20m third party contribution from S106 and future CIL funds, and puts in place a process to secure the remaining funding over the period of the construction of the line. This will include utilising future legal agreements or via the identification of the

Trafford Park Line on the list of key projects against which Trafford Community Infrastructure Levy funding can be assigned.

4.10 Therefore, in order to maximise the benefits of indexation, and provide the greatest opportunity to ensure other funds are secured, the Council's preferred funding profile would be as follows:

- 2015/16 - £3M
- 2016/17 - £2M
- 2017/18 - £2M
- 2018/19 - £5M
- 2019/20 - £8M

4.11 This proposal will be detailed in a Funding Agreement to be drawn up between the Council and Transport for Greater Manchester. It is proposed that Executive delegate responsibility for the preparation and agreement of the Funding Agreement to the Director of Finance, in conjunction with the Director of Legal and Democratic Services.

5.0 Next Steps

Transport and Works Act Order Application process

5.1 The next stage of the delivery process will be for TfGM to obtain an Order under the Transport and Works Act (TWA) to enable the construction and operation of the route. Following the TWAO Application there is a 6 week statutory period for representation.

5.2 The Department for Transport may call a Public Inquiry for the scheme, and if this is the case, it is anticipated that this will most likely be held in summer 2015. If successful, TfGM anticipates the TWAO powers being granted in spring 2016. Following award of the TWAO powers, and subject to finalisation of funding, construction could start in 2016 with completion anticipated in 2019/20.

Compulsory Purchase Orders and Third Party Agreements Requirements

5.3 A number of Compulsory Purchase Orders (CPOs) will be required along with a significant number of Third Party Agreements (TPAs) anticipated in order to secure the land required for the scheme and the associated re-alignment of the highways. CPO powers will be included within the TWAO application where land take is required. However, it is proposed to progress TPAs with landowners and occupiers as soon as possible.

Consultation

As detailed in section 3.0 of the report.

Reasons for Recommendation

So that Executive notes the results of the recent public consultation on Trafford Park Line (TPL) scheme and the proposed alignment of the Trafford Park Line scheme and the submission of Transport and Works Act Order (TWAO) application, by TfGM in November 2014;

For Executive to note the cost and funding requirements relating to the delivery of the scheme and to agree the provision of a £20m local contribution from funding secured by Trafford Council.

Key Decision (as defined in the Constitution): Yes.
If Key Decision, has 28-day notice been given? Yes.

Finance Officer Clearance (type in initials)...**GB**.....

Legal Officer Clearance (type in initials)...**JL**.....

Helen Lind

[CORPORATE] DIRECTOR'S SIGNATURE (electronic)... ..

To confirm that the Financial and Legal Implications have been considered and the Executive Member has cleared the report.