

**Greater Manchester Combined Authority
Report for Resolution**

DATE: 27th May 2011

SUBJECT: Integration of Metrolink Airport extension and SEMMMS Road Scheme

REPORT OF: The Chief Executive Officers of Manchester City Council, Stockport
Metropolitan Borough Council and Transport for Greater Manchester.

PURPOSE OF REPORT

To provide Members with an update of the works necessary to integrate the Metrolink Airport extension with the SEMMMS road scheme and to seek approval to undertake utility and highway works in the vicinity of the Airport now, to facilitate an effective interface and avoid incurring greater costs and disruption if such works were carried out separately.

RECOMMENDATIONS

Members are requested to note the progress to date on the Capital Programme, and in particular to:

- 1) approve the release of £6.4 million of LTP funding to deliver utility works adjacent to Manchester Airport and Airport City, and £3.3 million for design and preparation for the highways works and the borrowings of £8 million to fund the Metrolink underpass on Ringway Road West;
- 2) approve that the appropriate amount of funding for the highways element of the work will be transferred to the appropriate Highways Authority for inclusion in their capital programme; and
- 3) note the contents of the report and the progress made to date developing the Metrolink integration works and additional highway works.

BACKGROUND DOCUMENTS

Greater Manchester Combined Authority: 'Capital Programme 2011/12 to 2013/14' (1st April 2011)

AGMA Executive Board: 'Greater Manchester Transport Fund Update' (25th June 2010)

AGMA Executive Board: 'Greater Manchester Transport Fund – Metrolink Phase 3B Delivery Programme and Financial Strategy Update' (30th July 2010)

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1. Introduction

- 1.1 At its meeting on 1 April 2011, the GMCA approved the Capital Programme for 2011/12 of £520.6 million. As noted, the Programme will continue to be reviewed, and any further recommendations will be reported back to the Authority.
- 1.2 This paper relates to the works required to integrate the new Metrolink extension to Manchester Airport with the highways in the vicinity of the Airport.

2. Background

- 2.1 The highway corridor between the M56 Airport spur and Styal Road provides access to the airport from the east and is part of the proposed SEMMMS highway scheme.
- 2.2 The SEMMMS A6 to Manchester Airport Relief Road will provide a new dual carriageway approximately 10km long, with new sections of road built from the A6 at Hazel Grove to the eastern end of the existing A555 at Woodford Road, Bramhall and from the western end of the existing A555 at Wilmslow Road, Handforth to Manchester Airport and the spur road to the M56. A pedestrian and cycle route is proposed for the whole length including retrofitting it to the 4km existing section of the A555. This £290 million scheme was included in the Greater Manchester Transport Fund in May 2009; however, the Government Funding of £254 million has not been secured and alternative funding sources therefore need to be identified.
- 2.3 Part of the SEMMMS road scheme follows the alignment of Ringway Road West, very close to Manchester Airport and the new Metrolink Line to the Airport, runs parallel to this road between its junction with Shadowmoss Road and the location where it crosses Ringway Road West.
- 2.4 On the 24th March 2011, Airport City was announced as one of the new Local Enterprise Zones (LEZ's). This is located on a site to the north of the airport and adjacent to Ringway Road West. It is anticipated to create a major mixed use commercial development and around 7,000 jobs. This makes full use of its location at a major transport interchange, with access to Metrolink, rail, bus and road networks in addition to national and international air travel.

- 2.5 Highway improvements are required to support the economic development proposals in this area, as well as adjoining to the future SEMMMS road scheme. Carrying out these works at the same time as the Metrolink works would also avoid the additional disruption that would be caused, to both highway and Metrolink users, if the utility and road works were carried out for each scheme separately. Carrying out the works separately would also result in significant additional costs being incurred.
- 2.6 It is therefore proposed that the dual carriageway between Shadowmoss Road and the roundabout adjacent to Manchester Airport is constructed at the same time as the Metrolink works and that the Metrolink construction passes under the dual carriageway. These works are included in the schemes approved as part of the Greater Manchester Transport Fund and consistent with the report to the AGMA Executive Board on 30 July 2010 at which approval was given for the Metrolink extension to Manchester Airport.

3. Infrastructure Improvements

- 3.1 The highway related infrastructure includes utility diversions, the Metrolink underpass, junction improvements to Airport City and Terminal 2, a dual carriageway, and works to Shadowmoss and Ringway Road Junctions. A plan is included in Appendix 1.
- 3.2 The cost of the scheme shows that there is a requirement for £35.8 million to deliver the scheme, as follows:

Cost	£m
Utilities (C4 estimates)	6.4
Metrolink Underpass	8.0
Airport City T2 Access Junction	6.2
Dual Carriageway and Ringway Road Junctions	8.8
Other	1.7
Optimism Bias (20%)	4.7
Total	<u>35.8</u>

Utilities

- 3.3 There are a number of utilities in this section that will require diversion in advance of the installation of Metrolink, the underpass and upgraded highways. Updated detailed utility cost estimates are being obtained and are expected by June 2011. A significant amount of work has been undertaken with the utility companies including scheme design development to ensure that costs are accurately projected. The placement of orders with utility companies is a critical path item and is planned to start in June 2011.
- 3.4 By designing a specific utilities corridor to accommodate the simultaneous diversions required for the Metrolink and dual carriageway, not only can a better technical solution be delivered, but the amount of disruption to through traffic, and businesses in the vicinity, in particular Manchester Airport, can be significantly reduced compared to the delivery of separate solutions for the two projects.

Metrolink Underpass

- 3.5 The creation of the underpass enables the Metrolink crossing to be separated from the traffic. The Metrolink alignment will run beneath Ringway Road West at the location of the existing roundabout at the access to Manchester Business Park. The reasons for constructing this now are because the volume of traffic is anticipated to grow with the development of Airport City and the Airport, and the disruption to traffic and Metrolink would therefore increase if it is not built until later.

Junction to Airport City and Terminal 2

- 3.6 To the east of the proposed underpass, there are plans to develop the current access to Manchester Business Park, which is currently a roundabout and which will be removed as part of the development of the underpass. A new signalled junction at this point would enable access to be made from the east to Airport City and Terminal 2. This would also mean that the junction adjacent to the Hilton hotel could be remodelled to reduce the amount of land it occupies to the north, and release this for use for the Airport City enterprise zone. In addition this would improve the access to Terminals 1 and 3 for airport passengers from the M56 in the west.

Dual Carriageway

- 3.7 To significantly reduce the disruption in future years for highway traffic, it would be sensible to construct the highway between the underpass and Shadowmoss Road Junction as a dual carriageway, which is within the existing highway boundary. This would also involve the improvement of the junctions at Ringway Road / Ringway Road West and Ringway Road / Shadowmoss Road to dual carriageway standard.

Other issues

- 3.8 A review of required approvals has been undertaken. Parliamentary Powers are not required to deliver the infrastructure, and the detailed requirements of the planning and environmental process are being finalised with MCC. Ecology surveys are being supplemented as required, to ensure that the high standards set during the delivery of Metrolink are maintained.
- 3.9 A review of land ownership has been undertaken. A third party agreement exists with Goodman and MCC for the delivery of Metrolink in the area, which will require amendment as part of the delivery of this scheme. Access will be required to land, and the currently unadopted Aviator Way to both divert traffic temporarily from Ringway Road West and for easements for utilities to be diverted along Aviator Way.

4. Finance and Funding

- 4.1 The financial and economic advantages of undertaking these works now are extremely beneficial. If the works were carried out separately ie initially an at grade crossing of the existing road was built and at a later date the dual carriageway and an underpass were constructed, the increase in costs and loss of revenue are estimated to be approximately £25 million.
- 4.2 The proposals in this paper would require temporary traffic management using Aviator Way to carry out the highway works. This solution would not be available in the future when Metrolink was operational, and therefore either significant financial outlay would be required to build a temporary highway, or Metrolink would have to close for an extended period to allow for the traffic to be diverted over its proposed alignment.

- 4.3 The disruption for consecutive construction of the schemes would also have a significant economic impact; in particular on businesses in the immediate area and Manchester Airport itself. By spreading the works over time, there would be many years longer of disturbance through this section. This would be against the background of the initial stages of development of Airport City and the general growth in the Airport. All the Metrolink Airport passengers and highway users from the east to these locations would therefore have to suffer ongoing highway disruption to their journeys for much longer than necessary.
- 4.4 It is proposed that the works required for the Metrolink Underpass of £8 million are funded from Prudential Borrowings, which is consistent with the strategy outlined in the Metrolink Delivery Programme and Financial Strategy update to AGMA on 30 July 2010. The costs of servicing the £8 million of prudential borrowings, to be undertaken by the Combined Authority, are affordable within the overall financial framework of the Transport Fund.
- 4.5 It is proposed that the Utility works of £6.4 million and advanced highway works of £3.5 million are funded from the £29 million LTP allocation to the SEMMMS road scheme. Any marginal cash flow impact can be accommodated within the overall financial framework of the Transport Fund.
- 4.6 Funding for the remaining £17.9 million is to be identified from a combination of the Airport's SEMMMS contribution of £7 million; remaining SEMMMS LTP monies of £19.1 million and Local Enterprise Zone related funding including the Regional Growth Fund. The funding strategy for these works is currently being developed and will be the subject of a future report to the Combined Authority.
- 4.7 Funding sources can therefore be summarised as follows:

Funding Source	£m
Local Transport Plan for Utilities	6.4
Local Transport Plan for advanced highways works	3.5
Metrolink Integration (Prudential Borrowing)	8.0
Other sources (Airport, LTP, RGF, LEZ)	17.9
Total	<u>35.8</u>

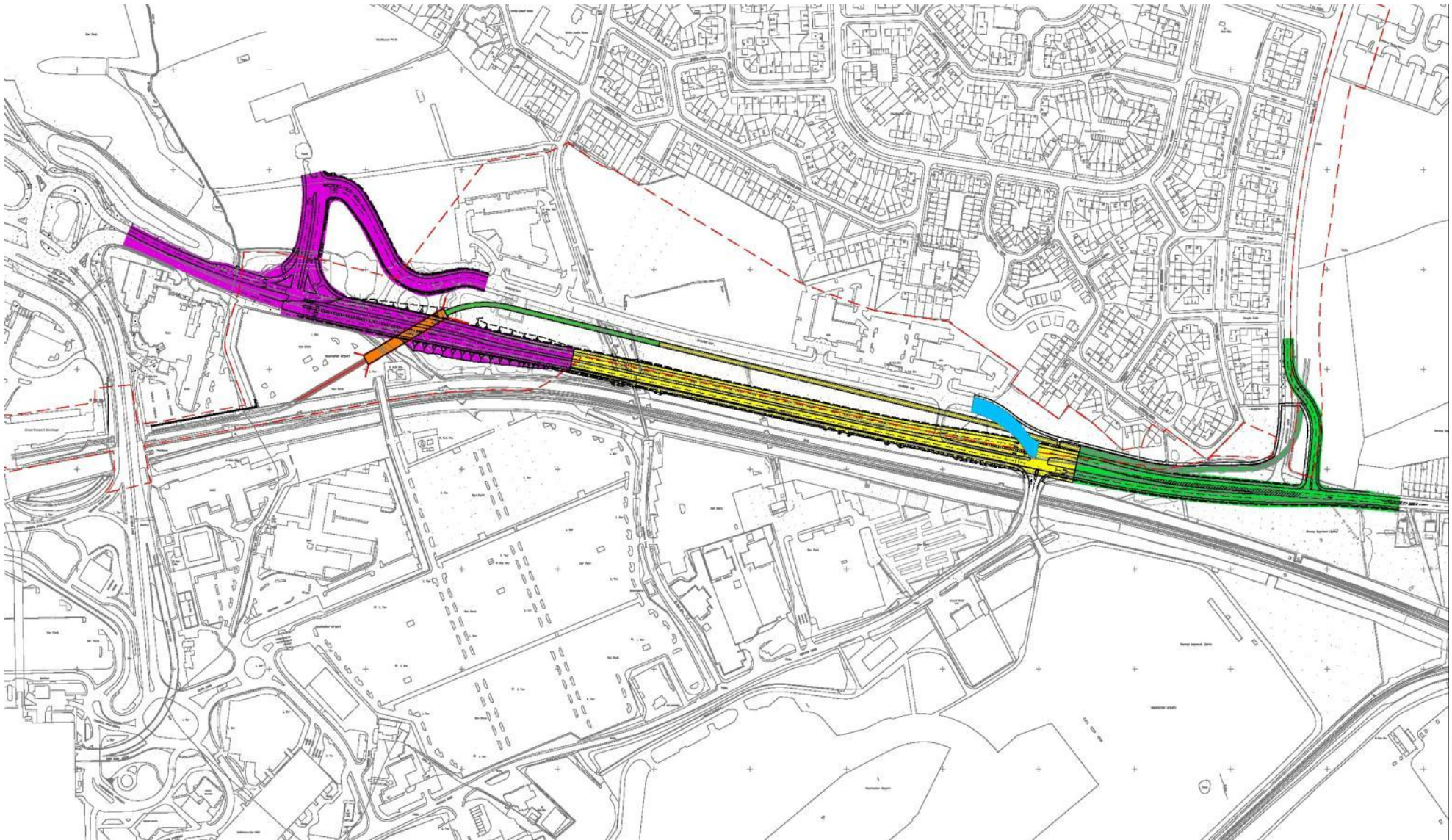
5. Conclusions

- 5.1 To ensure that the Metrolink and highway works required around Manchester Airport are effectively integrated and to avoid incurring a much greater level of costs and prolonged disruption arising from construction works, it is proposed that commitments are made to undertake utility and highway works in the vicinity of the Airport now. It should be noted that the relevant Highway Authority, as well as TfGM, would need to be party to any integrated contract.
- 5.2 A paper will be brought back to a future meeting of the Combined Authority in relation to the approvals necessary for the remainder of the works when the funding strategy has been finalised.
- 5.3 The scheme that is being promoted includes:
- a new underpass for Metrolink to improve journey times;
 - an upgraded access junction to serve Airport City and Terminal 2, enabling release of land for Airport City and improved access to Terminals 1 and 3;
 - a new carriageway to deliver improved capacity between an upgraded Shadowmoss junction and the underpass structure; and associated utility works.

6. Recommendations

- 6.1 Members are requested to note the progress to date on the Capital Programme, and in particular to:
- approve the release of £6.4 million of LTP funding to deliver utility works adjacent to Manchester Airport and Airport City, and £3.3 million for design and preparation for the highways works and the borrowings of £8 million to fund the Metrolink underpass on Ringway Road West;
 - approve that the appropriate amount of funding for the highways element of the work will be transferred to the appropriate Highways Authority for inclusion in their capital programme; and
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APPENDIX 1





Artists impression of Metrolink underpass below Ringway Road West

