



Metrolink

WHAT IS METROLINK ?



Metrolink will run right through the City Centre.

Metrolink is the name of Greater Manchester's new Light Rail Transit System. This major project will dramatically improve public transport in Greater Manchester. It will be an exciting modern electric railway.

Light Rail Transit is not new. Many other cities across the world already have extensive systems and in Britain, the Tyne and Wear and Docklands systems

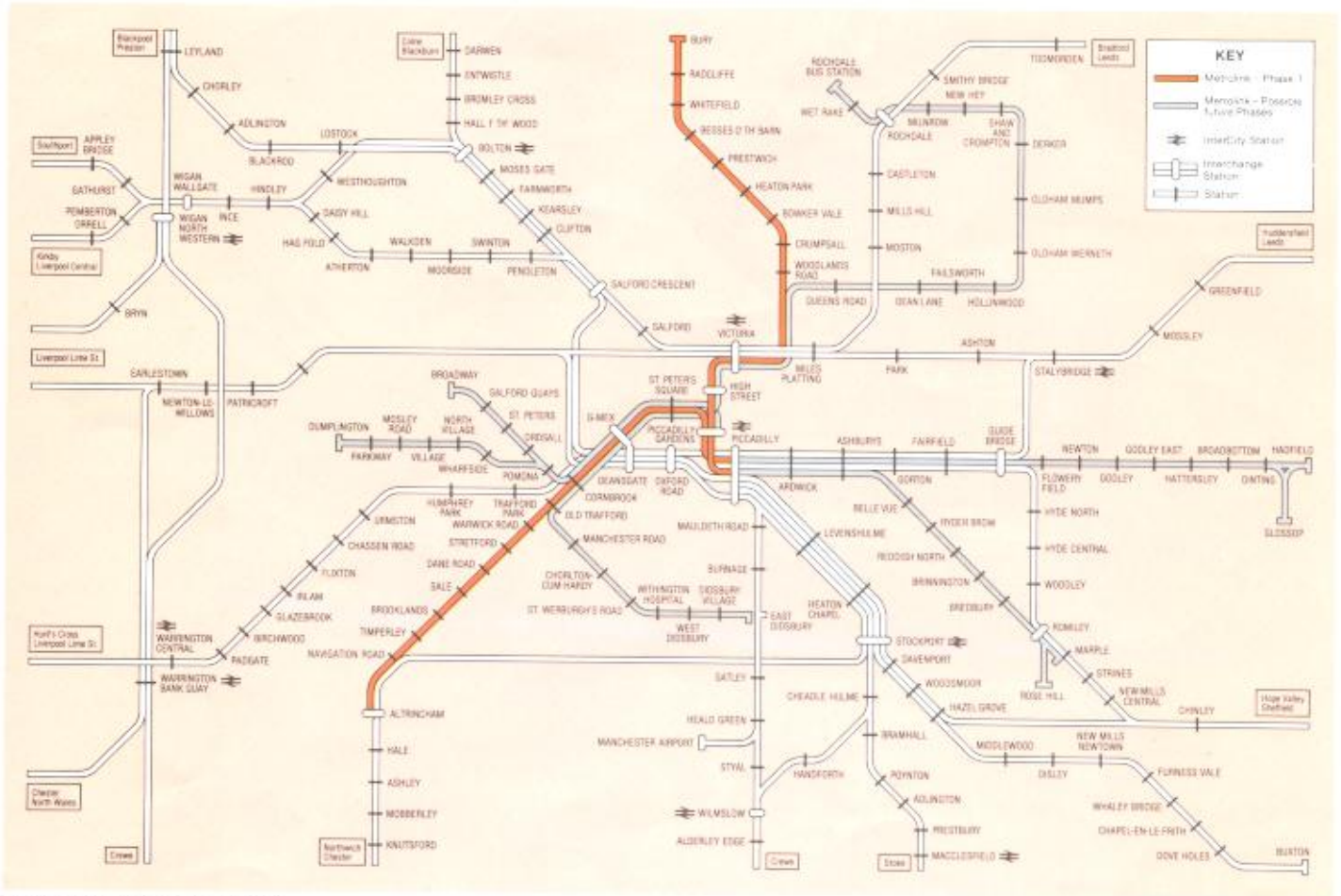
are proven successes. What makes Metrolink unique in Britain is that it can use existing converted railway lines as well as operating through the streets in towns and cities.

Metrolink will be introduced first on the Altrincham and Bury rail lines. These two major routes will be linked by tracks running right through the heart of Manchester City Centre.



Metrolink can use existing converted railway lines.
Cover illustration: Metrolink in St. Peter's Square.

WHERE WILL METROLINK RUN ?



Greater Manchester's future rail network

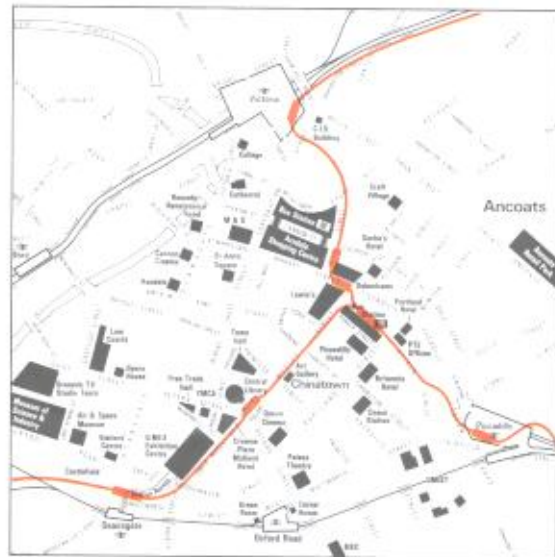
The first phase of Metrolink will be introduced by converting the existing British Rail lines from Altrincham Interchange to near Deansgate and from Bury Interchange to Victoria. New tracks will be laid in the City Centre streets connecting these two routes. There will also be a link to a new "Interchange" underneath Manchester Piccadilly Rail Station providing a direct service to Victoria Station. Brand new on-street stations will be built at Piccadilly Gardens, Market Street/High Street and St. Peter's Square giving easy access to the region's business, commercial and recreational centres. New Metrolink stations will also be built at Piccadilly and Victoria Stations and at G-Mex.

All the existing stations between Bury and Altrincham Interchanges and the City Centre will be refurbished to a new specification making them more accessible and attractive. This will improve the service offered to the existing rail customers and encourage greater use of the system.

Some six million passenger journeys are made each year on these routes; this should increase to ten million when Metrolink is introduced.

The Rail Network diagram above shows how the

Metrolink system could be extended in future phases. This will be a combination of converting existing or disused rail lines, together with further on-street trackwork in order to improve access to the system.



Metrolink's routes through the City Centre

WHAT WILL METROLINK LOOK LIKE ?

THE VEHICLES

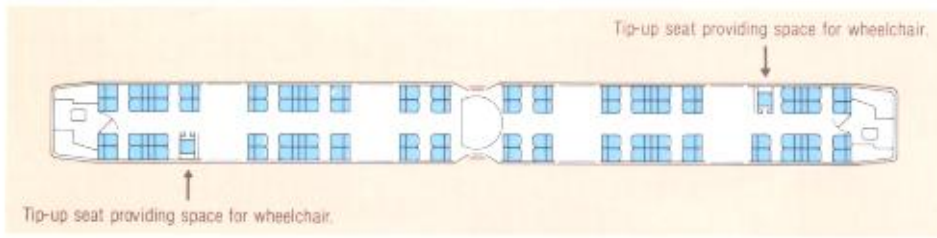
The detailed design work has yet to be completed. These illustrations are artist's impressions based on the latest information.

Each Light Rail Vehicle will be a two section articulated unit. They will operate singly or in two unit trains. Each Metrolink vehicle will be able to carry about 80 seated passengers plus another 100 standing passengers at peak periods if required.

Because they will be light-weight with powerful motors they will have fast acceleration with a

maximum operating speed of 80kph. Being electrically powered they will be quiet and pollution free, much more acceptable in Manchester's busy City Centre. They will collect the electric current from overhead wires.

The vehicles need to be able to use the existing station platforms and the new street-level stations in the City Centre. All vehicles will be fitted with automatic retractable steps.



Interior plan of vehicle.



METROLINK		Journey Times (minutes)	
BURY	4	RADCLIFFE	4
RADCLIFFE	6	WHITEFIELD	6
WHITEFIELD	6	BESSES	6
BESSES	9	PRESTWICH	9
PRESTWICH	11	HEATON PARK	11
HEATON PARK	13	BOWKER VALE	13
BOWKER VALE	14	CRUMPSALL	14
CRUMPSALL	15	WOODLANDS ROAD	15
WOODLANDS RD	15	VICTORIA	15
VICTORIA	19	HIGH ST MARKET ST	19
HIGH ST.MKT ST	22	PICCADILY GARDENS	22
PCC. GONS	23	PICCADILY JBR	23
PCC. JBR	25	ST. PETERS SQUARE	25
ST. PETERS SQ	25	B-MEX	25
B-MEX	26	OLD TRAFFORD	26
OLD TRAFFORD	32	WARWICK ROAD	32
WARWICK RD	33	STRET福德	33
STRET福德	36	DANE ROAD	36
DANE ROAD	38	SALE	38
SALE	40	BROOKLANDS	40
BROOKLANDS	42	TIMPERLEY	42
TIMPERLEY	44	NAVIGATION RD	44
NAVIGATION RD	46	ALTRINCHAM	46
ALTRINCHAM	47		

THE STATIONS

The concept of Metrolink is that it should enhance the environment which it is designed to serve. The stations will be designed in sympathy with their surroundings – simple, functional but elegant. All the new stations in the City Centre will allow passengers easy access to the Metrolink vehicles. The new stations have been designed to complement

the best of Manchester's architecture both old and new. Some will have high platforms providing level access to all doors. Those in the busiest locations, like Market Street and St. Peter's Square, will have a special new profiled design to give level access to the front door of the train and easy access from all parts of the platform.



Profiled platforms will give level access to the front doors of trains.

TRANSPORT FOR EVERYONE

Making the whole system accessible to everyone is a priority. The new station platforms will have gently sloping ramps to make boarding easier for the elderly, parents with children and pushchairs or passengers

using wheelchairs.

The existing stations will be refurbished to include additional ramps or lifts to make them fully accessible.



Automatic retractable steps will assist boarding and alighting from other parts of platform.

WHEN WILL METROLINK HAPPEN ?

The consortium that will design, build and operate Metrolink on behalf of the Greater Manchester Passenger Transport Authority and Executive will be selected by competitive tender during the Summer 1989. Construction work should commence in Autumn 1989. However, some preparatory work will take place earlier.

The initial system between Bury and Altrincham, including the new City Centre stations and the new

on-street tracks, should be fully operational by the end of 1991.

There will be some disruption. Roads will have to be closed and traffic diverted during its construction, but when it is completed, Metrolink will be a fast, safe, clean and efficient transport system built to meet the transport needs of Greater Manchester right into the 21st century.



Bury Interchange, the northern terminus for Phase 1.

METROLINK FUTURE PHASES

With the successful introduction of Phase I between Bury and Altrincham including the new City Centre Stations, further phases are already anticipated. Future Metrolink routes to serve Salford Quays,

Oldham, Rochdale, Marple, Tameside, Chorlton, Didsbury and Trafford Park are now being studied in detail.



Salford Quays - one of the possible areas for extensions to Metrolink.

RAIL NETWORK 2000

Metrolink is designed to complement the network of British Rail services in the conurbation. The Greater Manchester Passenger Transport Authority and Executive are committed to developing a fully integrated transport system and are supporting the modernisation and development of British Rail services too. The introduction of the Windsor Link providing new travel opportunities between the North and South parts of the network and the new Airport link are two significant examples.



OTHER LRT SYSTEMS ACROSS THE WORLD

These photographs show some recent examples of new LRT systems. In France, Holland, Germany, the United States, Canada and many other countries around the world, LRT is demonstrating that public transport in cities can be attractive, efficient and

exciting. Now it's Greater Manchester's turn! British manufacturers will benefit from Metrolink which will provide a larger home base from which to tackle the expanding overseas market for LRT.



Portland, U.S.A.



Utrecht, Holland.



London Docklands



Karlsruhe, West Germany



Grenoble, France



Amsterdam, Holland



Nantes, France



Utrecht, Holland.

METROLINK WILL...



- ... improve passengers' journeys to and across Manchester City Centre.
- ... link together the northern and southern rail systems.
- ... offer overall financial and economic benefits for the area.
- ... reduce the revenue support needed for local rail services.
- ... improve access to shops and businesses.
- ... encourage development of vacant land, including housing.
- ... assist development of leisure, recreation and tourist facilities.
- ... provide better links with British Rail's local and Inter-City networks.
- ... help create jobs in British industry.



Greater Manchester Passenger Transport Authority and Executive

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