



Greater Manchester (Light Rapid Transit System) Act 1992

1992 CHAPTER xviii

An Act to empower the Greater Manchester Passenger Transport Executive to construct further works and to acquire additional lands; to confer further powers on the Executive; and for other purposes. [12th November 1992]

WHEREAS the area of the Greater Manchester Passenger Transport Executive (hereinafter referred to as “the Executive”) is the metropolitan county of Greater Manchester:

And whereas it is the duty of the Executive under the Transport Act 1968 to secure the provision of such public passenger transport services as they consider it appropriate to secure for meeting any public transport requirements within their area in accordance with policies formulated by the passenger transport authority for their area:

And whereas the further extension of the light rapid transit system which the Executive are authorised to provide would be of great public advantage:

And whereas it is expedient that the Executive should be empowered to construct the works authorised by this Act and to acquire or use the lands referred to in this Act:

And whereas it is expedient that the other powers in this Act contained should be conferred upon the Executive and that the other provisions in this Act should be enacted:

And whereas plans and sections showing the lines or situations and levels of the works authorised by this Act (other than the substituted portions of the tramroad (Work No. 3) as defined in this Act and hereinafter referred to as “the substituted portions of Work No. 3”) and a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands which may be acquired or used compulsorily under the powers of this Act (other than the lands required for the purposes of the substituted portions of Work No. 3), were in the month of November 1989 deposited in the office of the Clerk of the Parliaments and in the Private Bill Office, House of Commons, with the chief executive of the Council of the City of Manchester and the director of legal services of the Trafford Borough Council and such plans, sections and book of reference are in this Act respectively referred to as the deposited plans, the deposited sections and the deposited book of reference:

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And whereas plans and sections showing the lines or situations and levels of the substituted portions of Work No. 3 and also a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands which may be acquired or used for the purposes of the substituted portions of Work No. 3 were deposited in the month of July 1990 in the office of the Clerk of the Parliaments and in the Private Bill Office, House of Commons, and with the director of legal services of the Trafford Borough Council and such plans, sections and book of reference are respectively referred to in this Act as the substituted plans, sections and book of reference:

And whereas the purposes of this Act cannot be effected without the authority of Parliament:

And whereas the Greater Manchester Passenger Transport Authority have approved the promotion of the Bill for this Act pursuant to section 10 (1) (xxix) of the Transport Act 1968:

May it therefore please Your Majesty that it may be enacted, and be it enacted, by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows:—

PART I

PRELIMINARY

1 Citation

This Act may be cited as the Greater Manchester (Light Rapid Transit System) Act 1992.

2 Interpretation

(1) In this Act, unless the context otherwise requires—

“the authorised works” means the works authorised by this Act;

“the Executive” means the Greater Manchester Passenger Transport Executive;

“the railways board” means the British Railways Board;

“the substituted portions of Work No. 3” means the portions of the tramroad (Work No. 3) which are shown on the substituted plans and sections and are as follows:—

(a) the portion commencing at SJ78706 96428 and terminating at SJ78459 96689; and

(b) the portion commencing at SJ77563 96979 and terminating at SJ76546 96750;

“the tramroads” means Works Nos. 1, 3, 3A, 4 and 5, including the substituted portions of Work No. 3 but excluding the portions of that work for which those substituted portions are substituted;

“the tramway” means Work No. 2;

“the tribunal” means the Lands Tribunal.

(2) Where in this Act any distance or length is stated, or any reference point is referred to, in any description of works or functions, the reference to that distance, length or

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reference point shall be construed as if the words “or thereabouts” were inserted after such distance, length or reference point (as the case may be).

- (3) Unless the context otherwise requires, any reference in this Act to a work identified by the number of the work shall be construed as a reference to the work of that number authorised by this Act.
- (4) References in this Act to reference points shall be construed as references to National Grid reference points.

3 Application of Part I of Compulsory Purchase Act 1965

- (1) Part I of the Compulsory Purchase Act 1965 (except section 4 thereof and paragraph 3 (3) of Schedule 3 thereto), in so far as it is applicable for the purposes of this Act and is not inconsistent with the provisions thereof, shall apply to the compulsory acquisition of land under this Act as it applies to a compulsory purchase to which Part II of the Acquisition of Land Act 1981 applies and as if this Act were a compulsory purchase order under the said Act of 1981.
- (2) In subsection (1) of section 11 of the said Act of 1965, as so applied, for the words “fourteen days” there shall be substituted the words “three months”.
- (3) The Lands Clauses Consolidation Act 1845 shall not apply to the acquisition of land under this Act.

PART II

FURTHER EXTENSION OF LIGHT RAPID TRANSIT SYSTEM

4 Power to make works

- (1) Subject to the provisions of this Act, the Executive may make and maintain the works referred to in this section (together with all necessary works and conveniences connected therewith) in the lines or situations and according to the levels following (that is to say):—
 - (a) as regards the substituted portions of Work No.3, the lines or situations delineated on the substituted plans and the levels shown on the substituted sections; and
 - (b) as regards the remainder of the works hereafter in this section described (except the portions of Work No. 3 for which the substituted portions of that work respectively are substituted), the lines or situations delineated on the deposited plans and the levels shown on the deposited sections.

- (2) The works referred to in subsection (1) above are as follows:—

In the borough of Trafford:

Work No. 1 A tramroad 2,511 yards (2,296 metres) in length (double line) commencing at a junction with Work No. 4 at reference point SJ81595 96510 passing thence in a south-westerly direction along the north side of the Bridgewater Canal, along the south side of the Manchester Ship Canal, along the north side of Trafford Park Road, along the north side of Ashburton Road East, along the west side of Third Avenue and terminating on the north side of Eleventh Street at reference point SJ79509 96675;

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Work No. 2 A tramway 295 yards (270 metres) in length (double line) commencing at the termination of Work No. 1 passing thence in a southerly direction along Third Avenue and terminating on the west side of Third Avenue at reference point SJ79500 96406;

Work No. 3 A tramroad 4,117 yards (3,765 metres) in length (double line), incorporating a bridge over the Bridgewater Canal with a fixed span, commencing at the termination of Work No. 2 passing thence in a north-westerly direction along Westinghouse Road, along the north side of the Bridgewater Canal, thence along the south side of the Bridgewater Canal, along the west side of West Road, along the south side of Barton Dock Road and terminating on the south-east side of Redclyffe Road at reference point SJ76545 96750;

The substituted portions of Work No. 3;

Work No. 3A A tramroad 1,247 yards (1,140 metres) in length (double line) commencing at the termination of Work No. 3 passing thence in a south-easterly direction, and then in a north-easterly direction and terminating on the south-western side of Barton Dock Road at reference point SJ77333 96594;

Work No. 4 A tramroad 935 yards (855 metres) in length (double line), incorporating a bridge over the Bridgewater Canal with a fixed span, commencing by a junction with Work No. 1 authorised by the Greater Manchester (Light Rapid Transit System) (No. 2) Act 1988 at reference point SJ82278 96985 passing thence in a south-westerly direction along the north-west side of the Bridgewater Canal and terminating at reference point SJ81594 96510;

In the city of Manchester:

Work No. 5 A tramroad 104 yards (95 metres) in length (double line) commencing by a junction with Work No. 8 authorised by the Greater Manchester (Light Rapid Transit System) Act 1988 at reference point SJ84630 97971 and passing in a southerly direction on the west side of London Road and terminating in a junction with Work No. 9 authorised by the Greater Manchester (Light Rapid Transit System) Act 1988 at reference point SJ84685 97896.

5 Further works and powers

- (1) Subject to the provisions of this Act, the Executive may make and maintain the further works described in this section, with all necessary works and conveniences connected therewith, and may exercise the powers hereinafter mentioned:—
 - (a) they may stop up and discontinue the whole or any part of so much of the street in the borough of Trafford known as Third Avenue as lies between the points marked “P” and “Q” on the deposited plans;
 - (b) they may stop up and discontinue the whole or any part of so much of the street in the city of Manchester known as Shepley Street as lies between the points marked “R” and “S” on the deposited plans;
 - (c) they may stop up and discontinue the whole or any part of so much of the street in the city of Manchester known as Blaydon Street as lies between the points marked “T” and “U” on the deposited plans.
- (2) After the stopping up of any part of a street under subsection (1) above, all rights of way over or along the part of the street so stopped up shall be extinguished.

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- (3) In the exercise of the powers of subsection (1) above, the Executive may place such bollards or other obstructions for preventing the passage of pedestrians or vehicles as they consider appropriate and as may be agreed by the highway authority.

6 Gauge of tramroads and tramway

The tramroads and tramway shall be constructed on a gauge of 4 feet 8 1/2 inches (1·435 metres).

7 Power to deviate

Subject to the provisions of this Act, the Executive in constructing the authorised works may deviate from the lines thereof shown on the deposited plans or, as the case may be, the substituted plans to any extent within the limits of deviation shown on those plans and may deviate vertically from the levels shown on the deposited sections or, as the case may be, the substituted sections to any extent not exceeding 10 metres upwards in the case of Works Nos. 3 and 3A and 3 metres upwards in the case of the other authorised works and to such extent downwards as may be found necessary or convenient and in constructing the tramroads and the tramway they may alter the radius of any curve described on the deposited plans and increase or diminish any inclination or gradient shown thereon.

8 Plans to be approved by Secretary of State before works commenced

- (1) Before constructing any of the tramroads or the tramway the Executive shall submit to the Secretary of State for his approval plans, sections and particulars of their proposals in respect of that work concerning—
- (a) permanent way or track and stations;
 - (b) lifts, escalators and stairways;
 - (c) signalling; and
 - (d) lighting.
- (2) Any such work shall be constructed and maintained in accordance with plans, sections and particulars approved by the Secretary of State.

9 Approval of Secretary of State

The tramroads and the tramway shall not be opened for public traffic until they have been inspected and certified to be fit for such traffic by the Secretary of State.

10 Certain works to be deemed tramways, etc

For the purposes of Parts II and III of the Tramways Act 1870, the Regulation of Railways Act 1871 and Schedule 2 to the Telecommunications Act 1984 the tramroads shall be deemed to be tramways.

11 Extension of powers, etc

- (1) The provisions of Part II of the Greater Manchester (Light Rapid Transit System) Act 1988 (except section 5 (1) and (2) and sections 6, 7, 8, 11, 13, 21 and 22) and of section 4 (Application of Public Utilities Street Works Act 1950), section 43 (For