

SEMMMS- Airport Options / Metrolink			
Minutes of Meeting held 05.02.10 (JM Office - Hygarth House)			
Attendees:	Jim McMahon (SMBC)		
	Martin Rigby (SMBC)		
	Nick Whelan (SMBC)		
	Naz Huda (SMBC)		
	Tim Baker (Scott Wilson)		
	Steven Payne (Scott Wilson)		
	David Bland (MCC)		
	Mark Hulme (GMPTE)		
Apologies:	David Taylor (SMBC)		
Distribution:	As above plus Graham Martin (SW), Joseph Roberts (SW)		
		Noted by	Action
1 Purpose of meeting			
1.1	To discuss the highway alignment options at Manchester Airport especially with respect to the proposed Metrolink line expansion.		
2 Metrolink Details			
2.1	There is a proposed route for the Metrolink line which would require a junction with the relief road. This would require a bridge. There is currently no budget allocation for a bridge in neither the SEMMMS nor Metrolink budgets.	MH	
2.2	The Metrolink line is planned to be commence construction before the relief road commences. There will be buildability / programming issues to be resolved.	MH	
2.3	Orders have been received for the base Metrolink scheme.	MH	
2.4	The is no option to stop up Shadowmoss at it's junction with Ringway Rd. Within the Metrolink scheme there is a requirement for traffic to be able to reach the airport from Shadowmoss Road. The relief road will potentially provide a means of doing this via one of the Styal Rd options.	DB	
2.5	There is no requirement for a junction directly on the relief road from Shadowmoss Rd. Traffic can head south on Shadowmoss Road, turn east toward Styal Road and then return westward toward the airport using the relief road.	DB	
2.6	As part of the Metrolink scheme there are proposals to build a new bridge on Outwood Lane (south west of the Hilton Hotel).	MH	
2.7	There is one new platform proposed and potentially one further shared platform with the rail line spur into the airport.	MH	
2.8	When considering changes to the Metrolink alignment due to it's interaction/conflict with the relief road MH outlined two methods to continue:	MH	
	1. apply for a change of works		
	2. submit change of design within Transport & Works order.		
2.9	Plan tabled indicating alignment of Metrolink line and extents of land required. No purchase order required for land on the adopted highway. There is a red line boundary on parts of the scheme which indicates a finite limit to construct the line. Where the red line is not shown the alignment and extent of land required can be altered.	MH	
2.10	It is proposed that a tram will run every 6 minutes. This (amongst other reasons) negates at-grade crossing proposal with the relief road.	MH	
2.11	A junction with Aviator Way and the relief road is not imperative.	DB	
2.12	There is now currently one firm wishing to develop land at the airport. Their respective wishes are currently for high specification offices such as for national / international company headquarters.	DB	
3 SMBC Airport Options			
3.1	SMBC tabled the various options currently drawn up in draft form for MCC and GMPTE comments to be raised.		
3.2	DF4A design is to be re-considered as a viable option. The MCC option is to be further developed by SMBC.		NW
3.3	Option 1 is MCC option which has been further developed by SMBC. This is to be retained as an option.		
3.4	Option 2 is to be discarded at present. Large roundabouts at Aviator Way and T1/3 take up too much developable land.	DB	
3.5	Option 3 is to be retained as an option. Issues to be resolved are interaction with the proposed Metrolink line and future development		
3.6	Option 4 is to be retained as an option.		

3.7	Option 4A is to be discarded at present. Similar to option 4, only one required to take develop at present.	DB	
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