



Department for Transport

Mr Stuart Freer
Executive, Stations & Depots and
Network Code
Office of Rail Regulation
1 Kemble Street
London
WC2B 4AN

Charlie Sunderland
LTFGD Division
Zone 2/15
Great Minster House
33 Horseferry Road
London
SW1P 4DR

Direct Line: 020 7944 8810
GTN No: 7 3533 8810
charlie.sunderland@dft.gsi.gov.uk

Web Site: www.dft.gov.uk

16 April 2013

Dear Stuart

RATIFICATION REQUEST FOR CLOSURE OF WOODLANDS ROAD STATION, MANCHESTER METROLINK NETWORK

Following the consultation in respect of the proposal to close Woodlands Road station on the Manchester Metrolink Network, Norman Baker, Parliamentary Under Secretary of State for Transport, has agreed that the Office of Rail Regulation be requested to formally ratify the closure.

Documents making up the closure submission are:

1. SDG Assessment – Woodlands Road Metrolink Station Closure Assessment – Report for GMPTE
2. DfT Consultation Document - *note document as published did not contain the dates of the consultation.*
3. Consultation Notice on the DfT Website
4. Notice of extension of Consultation period
5. DfT Value for Money Assessment
6. DfT Summary of Responses to the Consultation - *can also be found on the Department's website at:*
https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/142143/consultation-responses.pdf

7. Copies of responses to the Consultation (*in zip file*)
8. Copies of the proof versions of the Statutory Notices to be published in two local newspapers - *photocopies have not been provided by our publication firm despite repeated requests but we were assured at the time that they were published.*
9. Copies of the proof versions of the notices advertising the extension of the consultation period.
10. List of those sent specific letters under the consultation – *copies of the final letters were not kept on file.*

If you require any further information, please do not hesitate to contact me.

Yours sincerely,

C R Sunderland

Charlie Sunderland

Woodlands Road Metrolink Stop

Closure Appraisal

Report

May 2010

Prepared for:

GMPT
2 Piccadilly Place
Manchester
M60 1BG

Prepared by:

Steer Davies Gleave
West Riding House
67 Albion Street
Leeds LS1 5AA

+44 (0)113 389 6400

www.steerdaviesgleave.com

CONTENTS

1	EXECUTIVE SUMMARY	5
	Introduction	5
	Closure Process	5
	Option Summary and Costs	6
	Appraisal Approach	6
	Passenger Impacts	7
	Closure Appraisal.....	8
	Appraisal Conclusions	9
2	INTRODUCTION	10
	North Manchester Stop Package	10
	Closure Process	11
3	OPTION SUMMARY AND COSTS.....	13
	Strategic Objectives	13
	Metrolink Stop Package Opportunity	15
	Closure Appraisal Options	17
4	PASSENGER IMPACTS	19
	Calculation of Appraisal Benefits	19
	Winners and Losers	22
	Conclusion	24
5	CLOSURE APPRAISAL.....	25
	Introduction	25
	‘Tackle Climate Change’	25
	‘Support Economic Growth’	25
	‘Promote Equality of Opportunity’	26
	‘Improve Quality of Life and Promote a Healthy, Natural Environment’	27
	‘Better Safety, Security and Health’	28
	Economic Appraisal	29
6	CONCLUSIONS	34

FIGURES

Figure 2.1	Location of Stops and Housing Development.....	11
Figure 5.1	TEE Table.....	31
Figure 5.2	PA Table	32
Figure 6.1	DaSTS Appraisal Summary Table	35

TABLES

Table 1.1	Summary of Passenger Benefits	8
Table 1.2	AMCB Table.....	8
Table 4.1	Forecast Demand.....	19
Table 4.2	Base Case Existing Demand Split	20
Table 4.3	Retention Case Existing Demand Split.....	21
Table 4.4	Retention Case Demand Impact	22
Table 4.5	Woodlands Road User Time Impact	23
Table 4.6	Distribtution of Disbenefit.....	23
Table 5.1	AMCB Table.....	33

1 Executive Summary

Introduction

- 1.1 The opportunity to deliver a package of revised Metrolink stops in north Manchester is driven by the wider objectives of increasing and improving housing in the area. A proposed new stop at Queens Road is located adjacent to the priority Growth Point redevelopment site at Collyhurst. Together with the Lower Irk Valley and central Harpurhey these sites will deliver a net increase of 4,300 additional houses, which will help north Manchester contribute to the overall Growth Point targets. Replacing the current Woodlands Road stop at Abraham Moss will better serve the population of north Manchester through improved stop spacing as well as better serving a number of important destinations in the vicinity, including the Abraham Moss Centre.
- 1.2 This will require the closure of Woodlands Road and the Railways Act 2005 requires that a clear case be made for the closure of any stop. This appraisal therefore sets out the justification for closing Woodlands Road, as part of a package that includes the opening of Queens Road and Abraham Moss.

Closure Process

- 1.3 The Railways Act 2005 sets out the process for proposals to close parts of the passenger railway. Part of this process includes a duty on the Secretary of State to publish closures guidance¹, which all closure proposals should follow. This business case follows that guidance.
- 1.4 Under the 2005 Act closure can be proposed by, amongst others, a rail funding authority. In the case of Metrolink the funding authority is GMPTE.
- 1.5 The Closures Guidance sets out the minimum appraisal of any closure that must be undertaken for closure to be permitted. The appraisal uses the same benefit to cost ratio methodology used for all transport investment appraisals. The guidance indicates that where the benefit to cost ratio of retaining a stop exceeds 1.5:1 the closure should not proceed.

Consultation

- 1.6 As part of the closure process the proposals must be published for consultation. The consultation should include a document, suitable for a wide ranging audience, that provides:

- A clear summary of the results of the appraisal considering retention of the stop;
- A summary of alternative options considered and why these were not pursued;

¹ <http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/rail/legislation/sgd/railwaysclosuresguidancea/railwaysclosuresguidance.pdf>

Closure Appraisal

- A description of the likely impacts on passengers currently using Woodlands Road; and
 - A description of alternative public transport provision.
- 1.7 This Closure Business Case report forms a detailed assessment of the closure option and addresses the points noted above.

Option Summary and Costs

Queens Road Stop

- 1.8 The proposed Queens Road stop is adjacent to the current Queens Road depot, bounded by Queens Road and Collyhurst Road just north of the existing heavy rail line to Oldham and Rochdale, which will be converted to Metrolink under Phase 3a of the Metrolink network development.
- 1.9 The objective of this stop is to better serve existing residential areas, for example the high density housing just north of Queens Road, and also to provide high quality public transport accessibility to the major housing renewal neighbourhood at Collyhurst.
- 1.10 The current staff halt at Queens Road will be replaced by the new stop. The working timetable for the Bury Line makes provision for a call at the staff halt and the majority of services do call here. Therefore a passenger stop can be introduced without adversely affecting through passengers.

Abraham Moss stop

- 1.11 The existing Woodlands Road stop is the least used Metrolink stop on the Bury line. It suffers from very poor local access, making it unattractive to prospective users.
- 1.12 The Abraham Moss stop is proposed on the existing Metrolink line between Crescent Road and Woodlands Road. The new stop will replace the existing Woodlands Road stop to provide improved accessibility to the local catchment area. Replacing Woodlands Road with Abraham Moss will improve the spacing of stops in north Manchester and therefore serve a larger local catchment population. Further, the improved design and access to the Abraham Moss stop compared to Woodlands Road will improve the perception of Metrolink, making it more attractive.
- 1.13 The new stop will provide improved access to a range of key destinations, including the Abraham Moss Centre and secondary school, public library, leisure centre, further education college and local theatre. Abraham Moss is a significant destination in its own right and the new stop will provide high quality public transport access to these facilities for residents along the Bury Line and across the Metrolink network.

Appraisal Approach

- 1.14 DfT Closures Guidance sets out the basis on which the appraisal of stop closures should be undertaken, including the definition of the base case and option scenarios. This requires a comparison of a scenario involving retention of the Woodlands Road stop against a scenario in which the stop closes. To be consistent with other scheme appraisals the guidance requires that the base case includes the

closure scenario while the option, or ‘retention case’, includes the retention of Woodlands Road as if it were an opening proposal.

- 1.15 This approach does not represent an assumption that the stop at Woodlands Road should be retained. It is presented as such for technical appraisal purposes, in particular for comparable assessment of the benefit cost ratio.

Base Case - With Metrolink Stop Package

- 1.16 It is planned to close Woodlands Road stop only as part of the package including Queens Road and Abraham Moss stops opening. Therefore the base case is a position that includes Queens Road and replacing Woodlands Road with Abraham Moss.

Retention Case - With Woodlands Road

- 1.17 The retention case includes Queens Road and Abraham Moss, but also includes the Woodlands Road stop.

- 1.18 The costs considered in the appraisal are the incremental capital and operating costs associated with retaining the Woodlands Road stop in a package which includes Queens Road and Abraham Moss. These are summarised as follows (2008 prices and values):

- Capital Cost - £40,000 for additional ticket vending machines (the capital cost for Abraham Moss assumes that the machines at Woodlands Road would be relocated);
- Capital Cost Avoided - £300,000 cost of decommissioning and securing the Woodlands Road stop;
- Renewals Cost - £100,000 for renewals costs that would be avoided should Woodlands Road be closed; and
- Stop Operating Costs - £20,000 per annum, which is the annual maintenance cost per Metrolink stop assumed in previous appraisal work.

Passenger Impacts

- 1.19 Two key passenger impacts have been quantified to establish the case for closing Woodlands Road. These are as follows:

- In the retention case there is an additional stop, which is assumed to add 30 seconds to the journey time for all passengers passing through Woodlands Road; and
- Current users of Woodlands Road will have improved access as a result of the stop being retained (compared to the base case).

- 1.20 The following table summarises the time impact on the above users. The demand data used is drawn from GMPTE’s Mass Transit Model and is for the forecast future year of 2016.

Closure Appraisal

TABLE 1.1 SUMMARY OF PASSENGER BENEFITS

	Through Passengers	Woodlands Road Passengers
Annual in scope demand (2016 forecast)	9,002,648	707,952
Average time impact (minutes) (negative = time saving)	0.5	-1.9
Total existing user time impact (minutes)	4,501,324	-1,349,226

- 1.21 The table shows that the disbenefit to through users clearly outweighs the benefits that will be generated by retaining the Woodlands Road stop.

Closure Appraisal

- 1.22 The following figure summarises the Analysis of Monetised Costs and Benefits (AMCB) table for the retention of Woodlands Road. This presents all costs and benefits as 2002 present values over a sixty year appraisal period. In line with current appraisal guidance all capital costs include optimism bias at 8% and all financial impacts include indirect tax correction.

TABLE 1.2 AMCB TABLE

	£m, 2002 PV
<i>Consumer Users</i>	-£10.9
<i>Business Users and Providers</i>	£0.1
Present Value of Benefits (see notes) (PVB)	-£10.8
Present Value of Costs (see notes) (PVC)	£3.4
Net Present Value (NPV)	-£14.2
Benefit to Cost Ratio (BCR)	-3.2 : 1

- 1.23 The AMCB returns a negative benefit cost ratio for retaining a stop at Woodlands Road. This is because the disbenefit to through users is greater than the benefits to users at Woodlands Road, resulting in a net disbenefit. There are also incremental capital, renewal and operating costs in retaining the Woodlands Road stop. Because the investment generates negative benefits the AMCB table returns a negative benefit cost ratio and therefore the numeric value of the ratio is not relevant. The negative sign of the benefit to cost ratio means that it does not meet the DfT Closures Guidance threshold of 1.5:1. The appraisal of the investment to retain the stop results in disbenefit and therefore closure of the stop is defensible.

Appraisal Conclusions

- 1.24 Retaining Woodlands Road does not generate sufficient benefits to offset the disbenefit to through users. Therefore, considered as part of the package to deliver Queens Road and Abraham Moss, there is no case for the stop at Woodlands Road to remain open.

2 Introduction

2.1 This document sets out the business case for closing Woodlands Road Metrolink stop. The stop will be closed and replaced by a new stop at Abraham Moss. Also as part of the package a new stop will be opened at Queens Road. This section summarises the stop proposals and the required closure process. This document is structured as follows:

- **Chapter 3** - Option Summary and Costs;
- **Chapter 4** - Passenger Benefits;
- **Chapter 5** - DaSTS Appraisal; and
- **Chapter 6** - Conclusions

North Manchester Stop Package

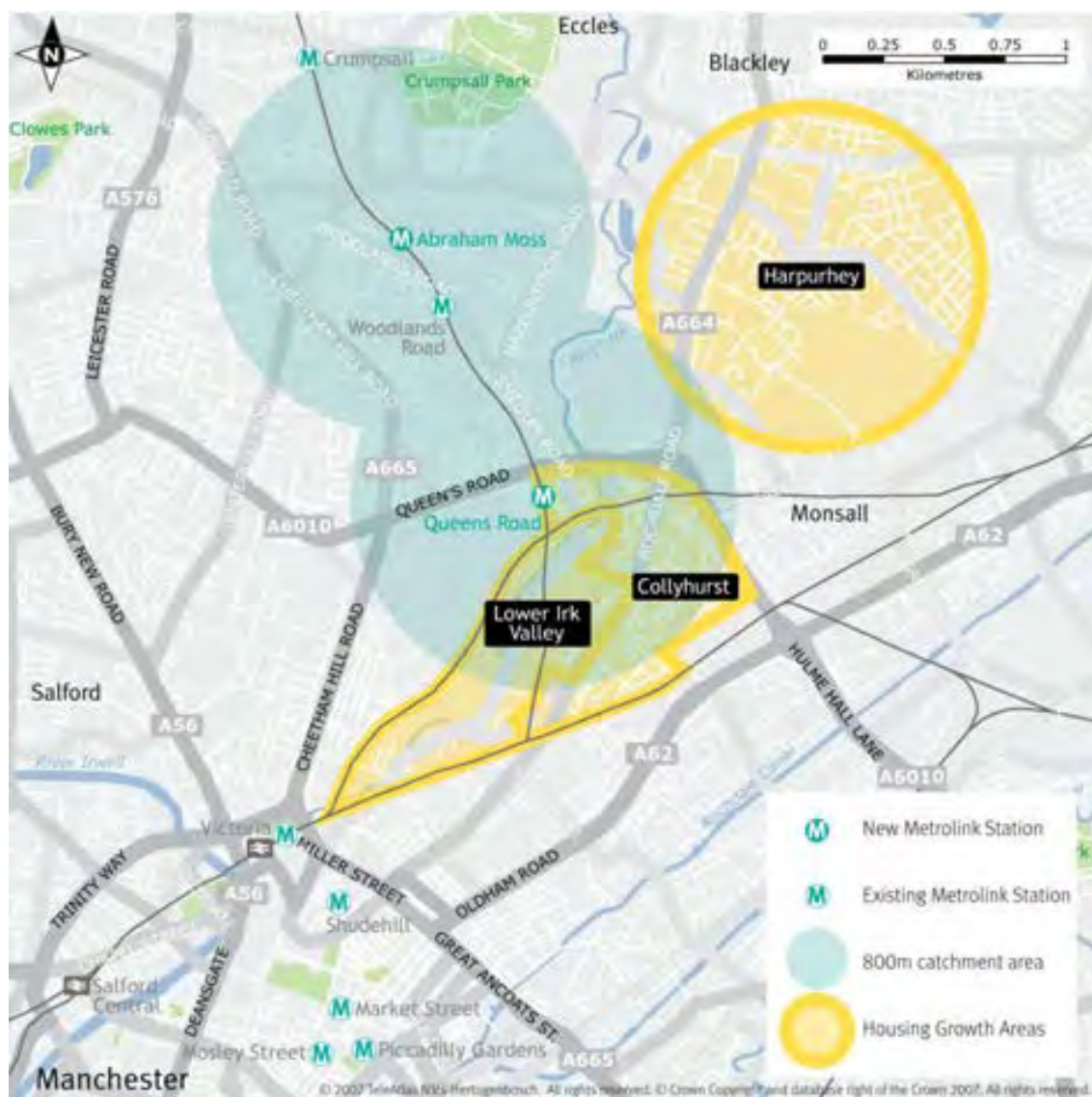
2.2 The opportunity to deliver a package of revised Metrolink stops in north Manchester is driven by the wider objectives of increasing and improving housing in the area. A proposed new stop at Queens Road is located adjacent to the priority Growth Point redevelopment site at Collyhurst. Together with the Lower Irk Valley and central Harpurhey these sites will deliver a net increase of 4,300 additional houses, which will help north Manchester contribute to the overall Growth Point targets. Replacing the current Woodlands Road stop at Abraham Moss will better serve the population of north Manchester through improved stop spacing as well as better serving a number of important destinations in the vicinity, including the Abraham Moss Centre.

2.3 The key rationale for the new stops package is summarised as follows:

- Queens Road directly serves the Collyhurst Housing Regeneration Area;
- The Queens Road stop replaces the existing staff halt, which means services can be delivered without time disbenefit to through users;
- An Abraham Moss stop will provide improved access to local residents and better serves a number of major destinations, including the Abraham Moss Centre;
- Replacing Woodlands Road with Abraham Moss provides a better spacing of stops south of Crumpsall, resulting in a 34% increase in population within a 400m catchment (excluding the Housing Growth Point); and
- Delivering Abraham Moss while retaining Woodlands Road will result in an additional tram stop and time disbenefits to through users.

2.4 The following map illustrates where the stops considered are located, in relation to the housing developments.

FIGURE 2.1 LOCATION OF STOPS AND HOUSING DEVELOPMENT



Closure Process

- 2.5 The Railways Act 2005 sets out the process for proposals to close parts of the passenger railway. Part of this process includes a duty on the Secretary of State to publish closures guidance², against which all closure proposals should adhere. This business case follows that guidance.
- 2.6 Under the 2005 Act closure can be proposed by, amongst others, a rail funding authority. In the case of Metrolink the funding authority is GMPTF, and it is GMPTF that is proposing the closure of the Woodlands Road stop as part of a package including new stops at Abraham Moss and Queens Road.

² <http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/rail/legislation/sgd/railwaysclosuresguidancea/railwaysclosuresguidance.pdf>

Closure Appraisal

- 2.7 The Closures Guidance sets out the minimal appraisal of any closure that must be undertaken for closure to be permitted. The appraisal uses the same benefit to cost ratio methodology as is used for all transport investment appraisals. The guidance sets out that closure cannot be permitted if the benefit to cost for retaining the stop is greater than 1.5:1.
- 2.8 The guidance requires an appraisal that follows the New Approach to Transport Appraisal (NATA) methodology. This is in the process of being replaced by Delivering a Sustainable Transport Strategy (DaSTS) appraisal criteria. The DaSTS criteria includes all that covered by NATA. Therefore the more recent DaSTS guidance has been adopted in this business case.
- 2.9 The Office of Rail Regulation will review all appraisals and issue a ratification or non ratification notice. The Closures Guidance details the tests that will need to be satisfactorily undertaken to support a ratification notice. Namely the following criteria:
- The appraisal is consistent with Closures Guidance; and
 - Retention of the Woodlands Road stop does not represent good value for money compared to closure.

Consultation

- 2.10 As part of the closure process the proposals must be published for consultation. The consultation should include a document, suitable for a wide ranging audience, that provides:
- A clear summary of the results of the appraisal considering retention of the stop;
 - A summary of alternative options considered and why these were not pursued;
 - A description of the likely impacts on passengers currently using Woodlands Road; and
 - A description of alternative public transport provision.
- 2.11 This Closure Business Case report forms a detailed assessment of the closure option and addresses the points noted above.

3 Option Summary and Costs

3.1 This chapter sets out how proposals for the Metrolink stops package in north Manchester, including the closure of the Woodlands Road stop, have been identified. It outlines the strategic objectives underpinning the north Manchester Metrolink stop package and summarises how the proposed new stops at Abraham Moss and Queens Road contribute towards meeting these objectives. Finally, the chapter section provides detail of how the options have been considered in the closure appraisal and summarises the costs associated with building Abraham Moss and Queens Road as well as decommissioning Woodlands Road.

Strategic Objectives

Housing Objectives

- 3.2 The package of new stops has been developed in the context of the Greater Manchester New Growth Point Programme, which plans to deliver 11,268 new homes over and above the Regional Spatial Strategy requirements by 2017. Of these, 6,300 units will be delivered in the Manchester District (56% of the Greater Manchester total).
- 3.3 The aim of the North Manchester Regeneration Framework³ is to treble the population of the inner north Manchester area by 2015, and Collyhurst and central Harpurhey have been identified as two of the four priority sites for 2009-2011, while Lower Irk Valley is expected to follow as the market is re-established.
- 3.4 The Collyhurst Estate is a large post-war social housing estate that is recognised as being the third most deprived super output area within the UK. The major Private Finance Initiative (PFI) planned for this area would result in a net increase of some 1,250 homes.
- 3.5 The key housing objectives for Collyhurst are:
- The transformation of the physical environment into high-quality sustainable neighbourhoods; and
 - The restructure of the housing market to create sustainable mixed tenure neighbourhoods offering good quality, affordable accommodation where people choose to live.
- 3.6 While Collyhurst has been identified as a priority site for redevelopment, there are two priority locations at less advanced stages, which the Metrolink stop package is expected to accelerate the private sector development of. These are summarised below and are also shown in Figure 2.1:
- Lower Irk Valley, with potential for 2,000 new homes over the next 10 years; and

³ http://www.manchester.gov.uk/downloads/file/280/north_manchester_regeneration_strategic_framework_document

Closure Appraisal

- Central Harpurhey, with potential for 1,050 new homes over the next five years, although this lies just outside the 800m catchment of the Bury line stops).

3.7 With a limited history of new housing development, there has been virtually no private housing development in the Harpurhey / Collyhurst area since 1914, the unique stimulant of well located tram stops (near communities and housing development/sites) will make a major contribution to transforming the housing market in inner north Manchester. The recently announced extensions to the Metrolink system will mean that north Manchester will be well connected to key employment sites in the City Centre, East Manchester, Salford Quays and Manchester Airport.

Metrolink Support for Housing Development

3.8 The regeneration of Collyhurst and central Harpurhey will be strongly supported by the new Metrolink stops, and the development of these stops could encourage it to take place faster, in a more sustainable manner, and will promote the wider objectives in terms of achieving the overall volume and mix of residents envisaged by the Regeneration plans. A number of sites have been excluded from the PFI and are being made available to private developers in Collyhurst. The provision of a local tram stop will accelerate the new build provision on these sites.

3.9 The key opportunities and linkages between north Manchester Metrolink stops and the delivery of additional or accelerated housing are:

- Improved high quality public transport that will make the area more attractive to new buyers, and hence help achieve both the target volume and 'mix' of new residents;
- The enhanced commercial attractiveness of the area could encourage an accelerated rate of housing development, and bring new homes forward faster than would otherwise be the case;
- The provision of high quality public transport supports new housing to be delivered in a sustainable manner, and permits a higher density of development to be achieved; and
- The availability of better transport links will accelerate private sector housing development in/near central Harpurhey and the Lower Irk Valley, the latter one of the most significant development opportunities in the City.

Transport Objectives

3.10 Although the opportunity for improvements to the Metrolink stops in north Manchester is largely driven by the housing needs summarised above, there are also transport objectives that the package will address. The area between Manchester City Centre and Crumpsall through which Metrolink passes is characterised by very low levels of car ownership, and therefore many people are reliant on public transport accessibility to access to employment opportunities. Ensuring high quality public transport therefore represents an important factor in maintaining accessibility to the area. Maintaining low car ownership through the provision of high quality public transport can also bring environmental benefits.

Public transport improvements will also help to attract new residents to these areas whilst improving the quality of life and opportunities for existing residents.

3.11 Reflecting these opportunities the key transport objectives can be summarised as follows:

- To provide improved public transport accessibility to an area of high deprivation;
- To support improved access to key job and leisure opportunities; and
- To support the sustainable regeneration of north Manchester by promoting modal shift and sustainable travel.

Metrolink Support for Transport Benefits

3.12 The proposed stop package for north Manchester, including Queens Road and replacing the Woodlands Road stop with Abraham Moss would address these objectives in the following manner:

- Enhanced public transport accessibility serving local catchments. Queens Road is a new stop offering improved access to the local catchment, while replacing Woodlands Road with Abraham Moss provides greater access to Metrolink overall (with a 34% increase in population within 400m of stops) and provides direct access to a key destination in its own right.
- Much improved journey times into Manchester city centre, compared to existing bus services. For example from Abraham Moss to Victoria Metrolink would take 5 minutes compared to 13 minutes by bus. From Queens Road to Piccadilly Metrolink would take 7 minutes compared to 11 by bus.
- Connecting to the Metrolink network will provide residents with much improved access to a range of destinations, particularly for cross-city movements such as to Salford Quays and South Manchester and to Bury. This range of opportunities will be extended following the recent announcement of funding for further Metrolink extensions.
- Achieving modal shift (13% of Metrolink users are car transfers) and hence reducing congestion levels, and improving air quality in a designated AQMA.

3.13 Importantly, as a result of closing Woodlands Road, these benefits to north Manchester will be achieved with no negative impact on journey times for other passengers.

Metrolink Stop Package Opportunity

Queens Road Stop

3.14 The proposed Queens Road stop is adjacent to the current Queens Road depot, bounded by Queens Road and Collyhurst Road just north of the existing heavy rail line to Oldham and Rochdale, which will be converted to Metrolink under Phase 3a.

3.15 The objective of this stop is to better serve existing residential areas, for example the high density housing just north of Queens Road, and also providing high quality

Closure Appraisal

public transport accessibility to the major new housing renewal neighbourhood at Collyhurst.

3.16 The provision of the Queen's Road stop would, in addition to serving the Collyhurst estate, also support the wider community by improving access to local facilities such as:

- Manchester Fort Retail Park;
- the proposed new Academy High School;
- the proposed redeveloped the Irish World Heritage Centre, including related hotel development; and
- the Museum of Transport on Boyle Street off Queens Road.

3.17 The staff halt at Queens Road NMC (Network Management Centre) situated adjacent to the Metrolink depot will be replaced by the Queens Road Metrolink stop.

3.18 The working timetable for the Bury Line makes provision for a call at the staff halt and it has been observed that the majority of services do call here. Therefore a passenger stop can be introduced without adversely affecting the through passengers.

Abraham Moss stop

3.19 The Abraham Moss stop is proposed on the existing Metrolink line between Crescent Road and Woodlands Road. The new stop will provide improved accessibility to the local catchment area, through serving a larger local catchment population and offering improved stop access.

3.20 The new stop will also provide improved access to a range of key destinations, including the Abraham Moss Centre and secondary school, public library, leisure centre, Further Education College and local theatre. Abraham Moss is a significant destination in its own right and the new stop will provide high quality public transport access to these facilities for residents along the Bury Line in particular, but also across the Metrolink Network.

3.21 The stop design at Abraham Moss would provide a modern ambience, which would be more attractive for new passengers. Stop security would be provided through CCTV and a passenger emergency call point while level access between platforms improving access for those with reduced mobility.

Woodlands Road

3.22 The existing Woodlands Road stop on the Bury line is the least used Metrolink stop on the system, earning just over £200k per annum (around 1% of the total) in revenue. Despite recent investment there would be avoidable costs of £100k for further repairs and access works, if it were to be replaced. As part of the proposals, the stop will be shut. The provision of service will be maintained by a new stop 250m north at Abraham Moss.

3.23 Woodlands Road stop suffers from very poor local access, making it unattractive to prospective users. The Woodlands Road stop is accessible from Woodlands Road and Wigmore Road; the former passing beneath the tracks less than 10m north of

the edge of the platforms. The Manchester-bound platform is accessible only from Woodlands Road (stairs and step-free access); whilst the Bury-bound platform is easily accessible from Wigmore Road, although its access point is about 80m from Woodlands Road (step-free access only). No parking areas is available at the stop.

Closure Appraisal Options

3.24 DfT's Closures Guidance sets out the basis on which the appraisal of Woodlands Road stop closure should be undertaken, including the definition of the base case and option scenarios. This requires a comparison of a scenario involving retention of the Woodlands Road stop against a scenario in which the stop closes. To be consistent with other scheme appraisal the guidance requires that the base case includes the closure scenario while the option, or 'retention case' includes the retention of Woodlands Road.

3.25 This approach does not represent an assumption that the stop at Woodlands Road should be retained. It is presented as such for technical appraisal purposes, in particular for comparable assessment of the benefit to cost ratio.

Base Case - With Metrolink Stops Package

3.26 It is planned to close Woodlands Road stop only as part of the package including Abraham Moss and Queens Road stops opening. Therefore the base case is a position that includes Queens Road and replacing Woodlands Road with Abraham Moss.

Retention Case - With Woodlands Road

3.27 The retention case includes Queens Road and Abraham Moss, but also includes retaining the Woodlands Road stop.

3.28 Considered in the appraisal are the incremental capital and operating costs associated with retaining the Woodlands Road stop in a package which includes Queens Road and Abraham Moss. These are summarised as follows (2008 prices and values):

- Capital Cost - £40,000 for additional ticket vending machines (the capital cost for Abraham Moss assumes that the machines at Woodlands Road would be relocated);
- Capital Cost Avoided - £300,000 cost of decommissioning and securing the Woodlands Road stop;
- Renewals Cost - £100,000 for renewals costs that would be avoided should Woodlands Road be closed in 2011; and
- Stop Operating Costs - £20,000 per annum, which is the annual maintenance cost per Metrolink stop assumed in previous appraisal work.

Alternative Options

3.29 The DfT Closures Guidance requires that GMPTE, in their role as rail funding authority for the Metrolink network, must be satisfied that all option for reinvigorating service provision at Woodlands Road and maintaining the stop have been considered.

Closure Appraisal

- 3.30 The proposals to replace Woodlands Road with Abraham Moss will in itself reinvigorate the use of Metrolink in the area, by providing improved access for local residents to the network and also by improving access to the local facilities.
- 3.31 Considered against a base position of the north Manchester Metrolink stop package the only two options for Woodlands Road are considered as either closing or retaining the stop. The increment between these options is considered in this appraisal.
- 3.32 Even considering the closure of Woodlands Road the area still has excellent public transport provision. Although no bus routes directly serve Woodlands Road, the Cheatham Hill Road corridor (500m to the south east of the Woodlands Road stop) has around 15 buses per hour to Manchester city centre. Crucially the new stop at Abraham Moss is only 250m away and therefore Metrolink services remain easily accessible. No replacement public transport service is required to compensate for the proposed closure.

4 Passenger Impacts

4.1 This chapter provides an overview of the passenger impacts of retaining the Woodlands Road stop as part of a package that includes new stops at Queens Road and Abraham Moss. The first part of this section presents how passenger benefits have been quantified and feeds into the economic appraisal. The second section presents a summary of the winners and losers associated with the closure of Woodlands Road and the alternative travel opportunities available to them.

Calculation of Appraisal Benefits

4.2 This section outlines the calculation of the appraisal benefits associated with the retention of the Metrolink stop at Woodlands Road. As described in the previous chapter, the analysis assesses the net impact of a retention case including Woodlands Road and the new stops at Queens Road and Abraham Moss over a theoretical base case including the two new stops but excluding Woodlands Road.

Demand Inputs

4.3 For the appraisal Metrolink patronage data has been taken from GMPTE’s Mass Transit Model outputs for the forecast years of 2016 and 2031. Forecasts of boarders, alighters and through passengers at Woodlands Road within the AM peak hour have been accumulated and converted into annual figures using factors consistent with standard GMPTE modelling assumptions. The annualisation factors applied are 11.5 to convert AM peak hour values to full working day values and 300 to convert full working day values to annual values, resulting in an overall factor of 3,450. The following table summarises AM peak demand, the annualisation rate used and the equivalent annual demand.

TABLE 4.1 FORECAST DEMAND

	2016		2031	
	Through Passengers	Woodlands Road	Through Passengers	Woodlands Road
AM peak hour demand	2,609	205	2,796	234
Annualisation factor	3,450		3,450	
Annual demand	9,002,648	707,952	9,645,915	808,772

4.4 A comparison has been undertaken between the model output data presented above and GMPTE Continuous Passenger Sampling (CPS) data available for 2007. The CPS data indicates that the future year model outputs appear to underestimate the number of through passengers but overestimate boarders and alighters at Woodlands Road. The discrepancy in demand figures at Woodlands Road may be as a result of the impacts of crowding not being accounted for in the model outputs. With Woodlands Road being the last stop on the line before Manchester city centre, this is where the highest levels of crowding are expected.

L:\Projects\222\7\09\01\Outputs\Reports\Woodlands Road Closure Busines Case - Final v2.docx

Closure Appraisal

- 4.5 For the purpose of this appraisal overstated demand at Woodlands Road will present a conservative appraisal. This is because the appraisal is seeking to identify whether there is a potential case to retain Woodlands Road, and considering the maximum possible demand at the stop will equate to the largest possible benefits being considered. This represents a conservative approach to this closure appraisal.

Base Case

- 4.6 The model outputs do not include the proposed new Metrolink stops at Abraham Moss and Queens Road. The granularity of the Mass Transit Model in this area means that it is not suitable to robustly forecast the effects of small scale changes to the Metrolink network, for example replacing the Woodlands Road stop with Abraham Moss. Therefore the base position has been established by combining the available model results with a spreadsheet model (developed as part of the work which undertook passenger surveys at Woodlands Road) which assesses the impact of changes to walk access times for boarders and alighters at Woodlands Road. This spreadsheet model has been used to establish the level of abstraction from Woodlands Road to Queens Road and Abraham Moss in the base case.
- 4.7 The model is based on the results of a passenger survey carried out at Woodlands Road and uses generalised times based on walk access times, perceived wait times and in-vehicle journey times to determine the best journey option for each passenger. In relation to the base case, this model demonstrates the proportions of demand that would switch to the two new stops from Woodlands Road and their associated changes in travel time. The table below presents the numbers of passengers at Woodlands Road that switch to the new stops at Abraham Moss and Queens Road in the base case.

TABLE 4.2 BASE CASE EXISTING DEMAND SPLIT

	2016	2031
Switch to Abraham Moss	549,163	626,033
Switch to Queens Road	158,789	182,739
Total	707,952	808,772

Retention Case

- 4.8 The retention case will have two key passenger impacts and these have been quantified to establish the case for retaining Woodlands Road compared to the base case. These impacts are as follows:
- Some current users of Woodlands Road will have improved access as a result of Woodlands road being retained (compared to the base case); and
 - In the retention case there is an additional stop, which is assumed to add 30 seconds to the journey time for all passengers passing through Woodlands Road.
- 4.9 To calculate the impact on current users at Woodlands Wood the generalised time model used to establish the base case was rerun to include the stop at Woodlands

L:\Projects\222\7\09\01\Outputs\Reports\Woodlands Road Closure Busines Case - Final v2.docx

Road as a journey option in addition to the two new stops. In this case the model outputs forecast the proportion of demand that is expected to remain at Woodlands Road. The table below demonstrates the demand split associated with the retention case.

TABLE 4.3 RETENTION CASE EXISTING DEMAND SPLIT

	2016	2031
Remain at Woodlands Road	302,579	339,983
Switch to Abraham Moss	316,730	364,747
Switch to Queens Road	88,643	104,042
Total	707,952	808,772

- 4.10 A comparison of the walk access times between the base case and the retention case allows generalised time savings to be calculated for current demand at Woodlands Road. A simple elasticity approach has been used to determine the additional demand for Metrolink services as a result of shorter journey times. This elasticity approach relates a percentage decrease in journey times into a percentage increase in the level of demand at the existing stop.
- 4.11 A journey time elasticity factor of -0.9 has been used for these calculations, which demonstrates, for example, that a 10% decrease in journey time would result in around a 9% increase in demand. This elasticity has been taken from the Passenger Demand Forecasting Handbook (PDFH) which sets out rail industry guidance on demand forecasting. In the absence of specific tram demand modelling guidance, PDFH has been used for this appraisal.
- 4.12 The retention of the Woodlands Road stop would result in a 30 second in-vehicle journey time increase in each direction for all through passengers due to services making an additional stop. In contrast to the change in walk access times described above, the increase in generalised journey time for through passengers results in a decrease in the level of demand through using a similar elasticity approach.
- 4.13 The following table provides a summary of the demand and time impacts of the retention case compared to the base case:

TABLE 4.4 RETENTION CASE DEMAND IMPACT

Annual Forecasts	2016		2031	
	Through Passengers	Woodlands Road	Through Passengers	Woodlands Road
Annual in scope demand (forecast)	9,002,648	707,952	9,645,915	808,772
Average generalised journey time (minutes)	9,002,648	707,952	9,645,915	808,772
Average time change (minutes) (-ve = saving)	26.0	21.2	26.0	21.2
Total existing user time impact (minutes)	0.5	-1.9	0.5	-1.9
Change in demand (elasticity approach)	4,501,324	-1,349,226	4,822,958	-1,509,879

- 4.14 The results presented above clearly demonstrate that the case for the retention of Woodlands Road would result in a significant increase in total journey times for passengers on through services calling at Woodlands Road. This increase would outweigh the walk access time savings received by users of the stop.
- 4.15 Resulting from the significant net increase in overall journey times, an elasticity based approach indicates that the retention of Woodlands Road would result in a significant net reduction in demand for Metrolink services. The number of through passengers lost is forecast to be more than four times larger than the number of passengers gained at Woodlands Road.

Winners and Losers

- 4.16 This section provides a summary of the winners and losers associated with the Woodlands Road closure proposals. In contrast to the scheme appraisal which looks at the case for the retention of the stop, this section looks at the tangible impacts on individuals that would result from the closure of the existing stop. Therefore this section is presented from the viewpoint that the Woodlands Road stop is open but would be closed (as opposed to the appraisal position which effectively considers the opening of Woodlands Road.)

Winners

- 4.17 Through passengers on Metrolink services calling at Woodlands Road are the main beneficiaries of the closure proposals. Each passenger on the affected services will benefit from a 30 second reduction in journey times in both directions. However, although forecasts have shown that a reduction in journey times will be received by a large number of passengers, the impact of the stop closure on an individual basis is not considered to be significant in terms of overall end-to-end journey times.

Losers

4.18 Passengers forecast to board and alight at Woodlands Road will disbenefit most from the closure proposals. These passengers will subsequently have to walk further to access either of the new stops at Abraham Moss and Queens Road, or will have to use another mode to make their journey. The table below shows the impacts on end-to-end generalised journey times for existing users of Woodlands Road in the case of stop closure:

TABLE 4.5 WOODLANDS ROAD USER TIME IMPACT

Average Generalised Journey Times (minutes)	With Woodlands Road	Without Woodlands Road	Change in GJT
Northbound Boarder	83.8	84.4	+0.7
Northbound Alighter	43.7	45.9	+2.3
Southbound Boarder	44.9	47.5	+2.5
Southbound Alighter	49.3	50.0	+0.7

4.19 The table shows that for existing demand at Woodlands Road, boarders and alighters in both directions would experience increased journey times on average as a result of having to switch to either Abraham Moss or Queens Road. The following table illustrates how the average GJT change illustrated above effects individual travellers. This shows that the majority of users receive less than a 1 minute time disbenefit as a result of Woodlands Road closing. Less than a quarter of users have their journey time increased by more than 4 minutes

TABLE 4.6 DISTRIBUTION OF DISBENEFIT

Time Disbenefit (Generalised Journey Time)	Proportion of Demand	Cumulative Proportion
0 - 1 minutes	54%	54%
1 - 2 minutes	9%	63%
2 - 3 minutes	10%	73%
3 - 4 minutes	5%	78%
4 - 5 minutes	7%	85%
5 - 6 minutes	6%	91%
6 - 7 minutes	9%	100%

4.20 A comparison of journey times offered by different modes serving the Woodlands Road catchment clearly shows that despite the journey time increases highlighted in the table above, Metrolink would remain the quickest option. In particular,

L:\Projects\222\7\09\01\Outputs\Reports\Woodlands Road Closure Busines Case - Final v2.docx

Closure Appraisal

Metrolink journey times to and from the centre of Manchester would remain quicker than the equivalent for both bus (25 minutes including walk access) and car (7 minutes uncongested) alternatives, despite increased access times of approximately two and a half minutes in each direction.

- 4.21 Despite the disbenefit summarised above the number of users at Woodlands Road that are affected is relatively low. The introduction of the new stops in the base position reduces the number of users further as some are abstracted to Queens Road and Abraham Moss. Subsequently, the number of passengers set to disbenefit as a result of the stop closure is relatively low, thereby minimising the negative impact of the proposed closure.
- 4.22 Further the magnitude of the impact of closure on passenger journey times is reduced due to the close proximity of the new stop at Abraham Moss to the existing stop at Woodlands Road. Additionally the new stop at Queens Road intercepts some the main flow from Woodlands Road in the southbound to Manchester city centre.

Conclusion

- 4.23 The analysis undertaken identifies that there are benefits to local users from retaining the Woodlands Road stop. These benefits however are relatively small given the close proximity of the new stop at Abraham Moss. Crucially the benefits to users at Woodlands Road are outweighed by the disbenefits to through users from longer journey times as a result of an additional stop.

5 Closure Appraisal

Introduction

- 5.1 This section presents a qualitative appraisal of the impact of the retention case on the Delivering a Sustainable Transport System (DaSTS) objectives. The appraisal is presented for the increment between the base case (with Queens Road and Abraham Moss replacing Woodlands Road) and the retention case (with the two new stops and Woodlands Road), as set out in Chapter 3.
- 5.2 DfT's Closures Guidance suggests that the appraisal should be proportional to the size of the scheme being considered. The case to retain Woodlands Road alongside the new stops at Queens Road and Abraham Moss does not fundamentally change transport provision in the area. Therefore this section provides a high level qualitative assessment of the impact.

'Tackle Climate Change'

Reduce Greenhouse Gases

- 5.3 CO₂ is considered to be the most important of the greenhouse gases and is used in WebTAG as the key indicator of the impacts of transport on climate change. As many of those travelling on Metrolink would otherwise travel by car, changes in the attractiveness of Metrolink will impact on car use and therefore greenhouse gas emissions.
- 5.4 The retention of the stop at Woodlands Road compared to the base case would result in a 30 second increase in journey times for through passengers. This journey time increase is forecast to result in the loss of passengers to other modes, with a proportion switching to car. This offsets the demand retained by keeping the Woodlands Road stop and will result in a net increase in gas emissions, albeit on a small scale. The overall assessment of greenhouse gases is **slight adverse**.

'Support Economic Growth'

Improve Reliability

- 5.5 The scheme will not directly impact on the performance of the Metrolink system.

Improve Connectivity

- 5.6 There will be improved connectivity for those in the vicinity of the Woodlands Road stop as a result of retention. However this will be offset by the increased journey time for through passengers which will reduce perceived connectivity for those travelling from the north of Crumpsall to Manchester. The overall assessment is **slight adverse**.

Support the Delivery of Housing

- 5.7 The proposed new stops at Abraham Moss and Queens Road considered in the base case support the delivery of housing within north Manchester. The retention of the additional stop at Woodlands Road brings no additional benefit.

Closure Appraisal

Enhance Resilience

- 5.8 The retention case will have no impact on the resilience of the Metrolink network.

Wider (Economic) Impacts

- 5.9 This target considers improvements to economic indicators as a result of bringing areas closer together through reductions in journey times. The retention of the existing stop at Woodlands Road would result in a net increase in journey times, therefore the assessment of wider impacts is **slight adverse**.

‘Promote Equality of Opportunity’

Improve Accessibility

Access to the Transport System

- 5.10 The retention of the existing Metrolink stop at Woodlands Road would have the impact of improving the accessibility of areas adjacent to the stop. The table below presents the catchment population within 600m of the Metrolink stops (Queens Road, Woodlands Road or Abraham Moss) for both the base case and the retention case:

Scenario	Population within 600m
Base Case	8,229
Retention Case	9,049
Change	+820 (+10%)

- 5.11 This clearly shows that although the retention of the existing stop at Woodlands Road results in an increased population within a 600m catchment, the increase only represents an additional 820 people, which is equivalent to just 10% of the catchment population within the base case.

Access to Transport - Target Users

- 5.12 The retention of the Woodlands Road stop will result in a marginal increase in population with improved access to the Metrolink network. Of these a small proportion will be users for whom accessible public transport is the key determinant on their quality of life. However because of the small change in population affected the overall impact on access to public transport is deemed to be **slight beneficial**.

Option Values

- 5.13 Option values reflect benefits to people who will not use the new Metrolink stops regularly (whose benefits are reflected by the demand modelling) but who benefit from the option to use it at some particular time.
- 5.14 An increase in option values will result from the retention of the existing stop at Woodlands Road. However, as stated for the access to public transport assessment above, the marginal increase in catchment population that occurs in the retention case means that the increase in option values will be experienced by only a limited

number of people. No attempt has been made to assess the willingness to pay of local residents for the 'option' of using this stop.

- 5.15 The overall impact on option values is assessed to be **slight beneficial**.

Improve Affordability

- 5.16 The affordability sub-objective considers the impact that a scheme will have on groups of people that are vulnerable to the effects of changes in the cost of travel. The retention of the Metrolink stop at Woodlands Road will have no impact in terms of affordability.

Reduce Severance

- 5.17 This sub-objective is concerned with the impact of a scheme in terms of severance experienced by users of non-motorised modes. This scheme will have no impact upon severance.

Enhance Regeneration

- 5.18 The proposed new stops at Abraham Moss and Queens Road considered in the base case are expected to contribute to the regeneration of the local economy. The retention of the Woodlands Road stop would bring no additional benefit compared to the base case.

Reduce Regional Economic Imbalance

- 5.19 This objective relates to the Government objective of reducing the gap in economic growth rates between regions. The retention of the existing stop at Woodlands Road is expected to have no significant impacts in relation to addressing this imbalance.

'Improve Quality of Life and Promote a Healthy, Natural Environment'

Reduce Exposure to Noise

- 5.20 The proposal does not include an increase in service frequencies or change in alignment and therefore no additional operational noise from the tram. A slight increase in traffic noise would be expected as a result of modal shift; however the impact would be insignificant considering existing background noise levels.

- 5.21 The overall assessment for noise impacts for all of the corridors is **slight adverse**.

Minimise Impact on Biodiversity

- 5.22 This sub-objective considers the impact of transport proposals upon biodiversity and earth heritage interests. The retention of Woodlands Road would have no impact in relation to these factors.

Minimise Impact on the Water Environment

- 5.23 The proposed scheme will result in no impact on notable water environments.

Minimise Impact on Heritage

- 5.24 The retention of the existing stop at Woodlands Road would have no impact upon the heritage of historic resources.

Closure Appraisal

Minimise Impact on Landscape

- 5.25 The Woodlands Road stop is in an urban environment and so there will be no impact on landscape.

Improve Experience of Travel

- 5.26 The retention of Woodlands Road will have no impact on the in vehicle quality of Metrolink travel.

Improve the Urban Environment

- 5.27 The Urban Environment sub-objective considers the impacts upon the physical and social characteristics of the urban environment and the way in which these characteristics are perceived. The area surround Woodlands Road is not of any specific urban environmental interest and so retention will have no impact.

Improve Access to Leisure

- 5.28 The retention of the Woodlands Road stop will not add to the improvements in access to leisure facilities offered by Queens Road and Abraham Moss in the base case. The net increase in journey time, as a result of the additional stop at Woodlands Road for through users will marginally reduce perceived access to the leisure facilities in Manchester City Centre. The overall impact is deemed to be **slight adverse**.

‘Better Safety, Security and Health’

Reduce the Risk of Death or Injury

- 5.29 As a result of increased Metrolink journey times, the retention of the stop at Woodlands Road will result in a number of Metrolink trips transferring to car relative to the base case. As car travel is an inherently less safe mode than light rail this will result in an increase in road-based accidents. The assessment of accidents is **slight adverse**.

Improve Health through Physical Activity

- 5.30 The 30 second journey time increase for passengers on Metrolink through services as a result of the additional stop would result in the loss of passengers to other modes, with a proportion switching to making additional car journeys. The journey time increase experienced by through passengers outweighs the journey time savings experienced by Woodlands Road passengers, resulting in a net increase in car trips.
- 5.31 An increase in the number of car journeys in place of Metrolink journeys is likely to reduce the overall distance travelled by passengers on foot; consequently the overall assessment of physical fitness is **slight adverse**.

Reduce Air Quality Health Costs

- 5.32 The principal effects arise from:
- Construction and demolition (dust emissions);
 - Operational Impacts; and
 - Effects on traffic management and traffic movements.

- 5.33 As this assessment considers the retention of an existing stop there will be potential to reduce dust emissions during demolition. However this is likely to be of minimal impact over a very short time period. There are no operational air quality impacts as there are no additional tram movements.
- 5.34 The scheme would result in an increase in car traffic through transfer from Metrolink services as a result of increased journey times caused by the additional stop. This transfer would result in an increase in emissions of pollutants.
- 5.35 The overall assessment of local air quality is **slight adverse**, due to the reduction in air quality brought about by increases in road traffic.

Reduce Vulnerability to Terrorism

- 5.36 The scheme has no specific measures to reduce the vulnerability of of the Metrolink network to terrorism.

Reduce Crime

- 5.37 This sub-objective relates to the impact that transport schemes have on the vulnerability of transport users to crime. There is evidence of the Woodlands Road stop attracting those committing anti social behaviour, including inconsiderate and rowdy behaviour, and crime including assault. Closure of the Woodlands Road stop will reduce crime in the vicinity, where as the retention of the stop will have no specific impact on reducing crime. The retention of the existing Metrolink stop at Woodlands Road, compared to the base case, is therefore expected to be **slightly adverse**.

Economic Appraisal

- 5.38 An economic appraisal has been undertaken of the scheme costs, revenue and quantified time benefits of the scheme. The appraisal is consistent with WebTAG and HM Treasury appraisal guidance. The following points summarise the assumptions underpinning the appraisal.

- The scheme is appraised over a 60 year period;
- All prices and values are discounted to 2002 assuming a discount rate of 3.5% for the first 30 years and 3.0% thereafter;
- All financial values are adjusted to included indirect tax;
- Capital costs have optimism bias added at 8%;
- Capital costs are assumed to grow at 2.5% above inflation and operating costs at 1.0% above inflation;
- Demand growth is interpolated from the 2016 and 2030 model input years. No demand growth is assumed beyond 2030;
- Fares are assumed to remain constant in real terms;
- Revenue abstracted from bus is assumed to be 30% of the change in Metrolink revenue;
- Car transfer and resulting non user benefits have not been quantified. Given the net impact on demand non user disbenefits would further reduce the case

L:\Projects\222\7\09\01\Outputs\Reports\Woodlands Road Closure Busines Case - Final v2.docx

Closure Appraisal

for retention and will therefore not change the conclusions of the appraisal;
and

- Value of time and value of time growth are taken from WebTAG.

5.39 The appraisal assumes the new stops at Queens Road and Abraham Moss are assumed to open in 2011 with Woodlands Road closing in the same year. It is acknowledged that Queens Road is likely to open at a later date. However delaying the opening of Queens Road will not have a significant impact on the conclusion of the appraisal, which is driven by the disbenefit to through users. The Queens Road stop does not impact on through users as services are already timed to stop at the staff halt and the costs are included in both the base case and retention case.

Appraisal Results

5.40 The following figures present the Transport Economic Efficiency (TEE) table, Public Accounts (PA) table and Analysis of Monetised Costs and Benefits (AMCB) table in line with WebTAG guidance.

FIGURE 5.1 TEE TABLE

Consumers	ALL MODES TOTAL £M	Road Private Cars and LGVs	Rail Passengers	Metrolink Passengers	Bus Passengers
User Benefits					
Travel time	-£10.95			-£10.95	
Vehicle operating costs	£0.00				
User charges	£0.00				
During Construction & maintenance	£0.00				
NET CONSUMER BENEFITS	-£10.95 (1)	£0.00	£0.00	-£10.95	£0.00
Business		Goods Vehicles & Business Cars	Rail Passengers	Metrolink Passengers	Bus Passengers
User Benefits					
Travel time	-£0.94			-£0.94	
Vehicle operating costs	£0.00				
User charges	£0.00				
During Construction & maintenance	£0.00				
Subtotal	-£0.94 (2)	£0.00	£0.00	-£0.94	£0.00
Private Sector Provider Impacts					
Revenue	-£2.44			-£3.48	£1.04
Operating costs	-£0.56			-£0.56	
Investment costs	£0.23			£0.23	
Grant/subsidy	£3.82		£0.00	£3.82	
Subtotal	£1.0 (3)	£0.00	£0.00	£0.00	£1.04
Other Business Impacts					
Developer Contributions	£0.0 (4)	£0.00	£0.00	£0.00	£0.00
NET BUSINESS IMPACTS	£0.1 (5) = (2) + (3) + (4)				
TOTAL					
Present Value of Transport Economic Efficiency Benefits	-£10.8 (6) = (1) + (5)				

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2002 prices and values.

Closure Appraisal

FIGURE 5.2 PA TABLE

	ALL MODES TOTAL £M	Road Infrastructure	Rail	Metrolink	Bus
Local Government Funding					
Revenue	£0.00				
Operating Costs	£0.00				
Investment Costs	£0.00				
Developer and Other Contributions	£0.00				
Grant/Subsidy Payments	£3.82			£3.82	
NET IMPACT	£3.82 (7)	£0.00	£0.00	£3.82	£0.00
Central Government Funding					
Revenue	£0.00				
Operating Costs	£0.00				
Investment Costs	£0.00				
Developer and Other Contributions	£0.00				
Grant/Subsidy Payments	£0.00				
Indirect tax revenues	-£0.41			-£0.59	£0.18
NET IMPACTS	-£0.41 (8)	£0.00	£0.00	-£0.59	£0.18
TOTAL Present Value of Costs (PVC)	£3.40 (9) = (7) + (8)				

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.
All entries are discounted present values, in 2002 prices and values.

TABLE 5.1 AMCB TABLE

	£m, 2002 PV
<i>Consumer Users</i>	-£10.9
<i>Business Users and Providers</i>	£0.1
Present Value of Benefits (see notes) (PVB)	-£10.8
Present Value of Costs (see notes) (PVC)	£3.4
Net Present Value (NPV)	-£14.2
Benefit to Cost Ratio (BCR)	-3.2 : 1

- 5.41 The AMCB returns a negative benefit cost ratio for retaining a stop at Woodlands Road. This is because the disbenefit to through users is greater than the benefits to users at Woodlands Road, resulting in a net disbenefit. There are also incremental capital, renewal and operating costs in retaining the Woodlands Road stop. Because the investment generates negative benefits the AMCB table returns a negative benefit cost ratio and therefore the numeric value of the ratio is not relevant. The negative sign of the benefit to cost ratio means that it does not meet the DfT Closures Guidance threshold of 1.5:1. The appraisal of the investment to retain the stop results in disbenefit and therefore closure of the stop is defensible.

6 Conclusions

- 6.1 Figure 6.1 overleaf provides the Appraisal Summary Table for the case to retain Woodlands Road as part of a package including opening Queens Road and Abraham Moss. The summary table draws together the DaSTS appraisal into a single page to allow an overview of the proposal.
- 6.2 The demand analysis indicates that retaining Woodlands Road will have two key impacts:
- There will be benefits to a small number of users in the vicinity of the Woodlands Road stop who will benefit from the retention of Woodlands Road as the access time to the stop is quicker than the alternatives at Queens Road and Abraham Moss.
 - However the retention of the Woodlands Road stop results in additional stop and therefore a 30 second increase in journey time for through passengers.
- 6.3 The volume of through passengers is much greater than the number of users who benefit at Woodlands Road and as a result the disbenefit to through users outweighs the benefits received by Woodlands Road passengers.
- 6.4 This impact results in a net time disbenefit for the proposal to retain Woodlands Road. The time disbenefit would result in shift in demand away from Metrolink to other modes, primarily bus and car. This will reduce the revenue generated by the Metrolink network and result in disbenefit to other non Metrolink users in times of increased pollution, highway congestion and accidents.
- 6.5 Retaining Woodlands Road does not generate sufficient benefits to offset the disbenefit to through users. The benefit to cost ratio does not meet the 1.5:1 threshold stipulated by the DfT's Closure Guidance and therefore, considered as part of the package to deliver Queens Road and Abraham Moss, closure of Woodlands Road is defensible.

FIGURE 6.1 DASTS APPRAISAL SUMMARY TABLE

Appraisal Summary Table				
Description		Problems	Option	
The appraisal considers the impact of retaining a stop at Woodlands Road compared to a base case which includes the north Manchester stop improvement package with a new stop at Queens Road and replacing Woodlands Road with Abraham Moss.		The proposed improvement to stops in north Manchester will deliver improved accessibility and support regeneration and housing development in the area. However delivering the stop package without closing Woodlands Road will disbenefit through users as a result of journey time increases due to the additional stop between Crumpsall and Manchester city centre.	Retention of Woodlands Road Present Value of Costs to Public Accounts £3.4m	
Objective	Sub-Objective	Qualitative impacts	Quantitative assessment	Assessment
Tackle Climate Change	reduce greenhouse gases	A net reduction in Metrolink patronage will result in increased car mileage and the associated increase in greenhouse gas emissions		Slight adverse
	Support economic growth	improve reliability improve connectivity support the delivery of housing enhance resilience wider impacts	The retention on Woodlands Road has no impact on the reliability of the Metrolink system The slight increase in journey time for through passengers will reduce perceived connectivity Retention of Woodlands Road will provide no additional support for new housing beyond the base case The retention of Woodlands Road has no impact on resilience The slight increase in journey time for through passengers will have a negative impact on wider economic impacts	No impact Slight adverse No impact No impact Slight adverse
Promote equality of opportunity	improve accessibility	The retained stop at Woodlands Road will have a slight improvement in access for those in the vicinity of the stop		Slight benefit
	improve affordability	The proposal has no impact on the cost of travel		No impact
	reduce severance	The retention of Woodlands Road has no impact on severance		No impact
	enhance regeneration	Retention of Woodlands Road will provide no additional support for regeneration beyond the base case		No impact
	reduce regional economic imbalance	Retention of Woodlands Road will not have an impact in terms of reducing the regional economic imbalance		No impact
Improve quality of life & promote a healthy, natural environment	reduce exposure to noise	As a result of the additional journey time for through users there will be a modal shift from Metrolink to car journeys. This will increase noise from car movements, however given the existing noise from highway movements the impact will be negligible.		Neutral
	minimise impact on biodiversity	Retaining Woodlands Road is not anticipated to have an impact on biodiversity		No impact
	minimise impact on the water environment	There are no notable local water environments in the Woodlands Road area		No impact
	minimise impact on heritage	There are no known sites of historical importance in the vicinity of the Woodlands Road stop		No impact
	minimise impact on landscape	As Woodlands Road is located in an urban area there will be no impact on landscape		No impact
	improve experience of travel	The scheme does not impact on in vehicle quality and so there is no impact		No impact
	improve the urban environment	The are no examples of important urban environment in the vicinity of Woodlands Road and so the retention has no impact		No impact
	improve access to leisure	The increase in journey time for through users will result in a worsening of access to leisure facilities in central		Slight adverse
Better safety, security & health	reduce the risk of death or injury	As a result of the additional journey time for through users there will be a modal shift from Metrolink to car journeys. Car journeys are inherently less safe than light rail resulting in a increase in road based accidents		Slight adverse
	improve health through physical activity	Those travelling by car tend to walk less than public transport users. An increase in those travelling by car will result in a reduction in physical activity		Slight adverse
	reduce air quality health costs	The avoidance of demolition will have a minimal short term improvement on air quality. However the additional Metrolink journey time for through users and resulting modal shift will result in increased car emissions.		Slight adverse
	reduce vulnerability to terrorism	The retention of Woodlands Road has no impact on the vulnerability to terrorism		No impact
	reduce crime	The Woodlands Road stop currently attracts those committing crime and anti social behaviour. In the base case closure of the stop will reduce crime in the vicinity, where as the retention of the stop will have no specific impact. Therefore the retention case represents an increase in crime in the vicinity.		Slight adverse

CONTROL SHEET

Project/Proposal Name Woodlands Road Metrolink Stop
Document Title Closure Appraisal
Client Contract/Project No.
SDG Project/Proposal No. 22270901

ISSUE HISTORY

Issue No.	Date	Details
V7	12/05/2010	Draft version issued to client
Final	19/05/2010	Final version following client comments
Final v2	20/05/2010	Minor revision to final version following client comment

REVIEW

Originator Alastair Hutchinson
Other Contributors Jack Rodgers
Review by: Print Steve Hunter
Sign

DISTRIBUTION

Client: GMPTE
Steer Davies Gleave:



Woodlands Road Metrolink Stop - Excluding Queens Road

Closure Appraisal - Sensitivity Test

Report

June 2011

Prepared for:

Transport for Greater Manchester
2 Piccadilly Place
Manchester
M60 1BG

Prepared by:

Steer Davies Gleave
West Riding House
67 Albion Street
Leeds LS1 5AA

+44 (0)113 389 6400

www.steerdaviesgleave.com

CONTENTS

1	INTRODUCTION	1
	Overview.....	1
	Conclusion.....	1
2	PASSENGER IMPACTS	2
	Overview.....	2
	Base Case.....	2
	Retention Case	2
	Conclusions.....	3
3	CLOSURE APPRAISAL	4

FIGURES

Figure 3.1	Transport Economic Efficiency Table	5
Figure 3.2	PA Table	6
Figure 3.3	DaSTS Appraisal Summary Table.....	7

TABLES

Table 2.1	Base Case Demand	2
Table 2.2	Retention Case Existing Demand Split.....	2
Table 2.3	Retention Case Demand Impact	3
Table 3.1	AMCB Table	4

1 Introduction

Overview

- 1.1 The closure appraisal in respect of the Woodlands Road stop was completed in May 2010. The appraisal considered a base and retention case which included new Metrolink stops at both Abraham Moss and Queens Road. In the appraisal the new stops were assumed to open in 2011 although it was acknowledged that Queens Road would open at a later date. This addendum sets out the closure appraisal excluding Queens Road from the base and retention case to identify any sensitivity in the published closure appraisal case. The updated appraisal is consistent with the methodology set out in the Closure Appraisal Report and this Addendum should be read in conjunction with that report.

Conclusion

- 1.2 The analysis indicates that the case for closing Woodlands Road remains robust considering a scenario that excludes Queens Road. Retaining Woodlands Road, where Queens Road is excluded, will continue to have two key impacts:
- There will be benefits to a small number of users in the vicinity of the stop who will benefit from the retention of Woodlands Road as the access time is quicker than the alternatives at Abraham Moss.
 - The retention of the Woodlands Road stop results in additional journey time and therefore a 30 second increase in travel time for through passengers. The assumed journey time increase has been estimated without a detailed run time model. It could be greater than 30 seconds as the close proximity of the stops mean trams cannot reach maximum speed in between.
- 1.3 The volume of through passengers remains much greater than the number of users who benefit at Woodlands Road. As a result the disbenefit to through users significantly outweighs the benefits received by Woodlands Road passengers.
- 1.4 Retaining Woodlands Road does not generate sufficient benefits to offset the disbenefit to through users. The benefit to cost ratio does not meet the 1.5:1 threshold stipulated by the DfT's Closure Guidance and therefore, considered in conjunction with the opening of Abraham Moss, closure of Woodlands Road is justified both with and without a stop at Queens Road.

2 Passenger Impacts

Overview

- 2.1 DfT’s stipulated closure appraisal process requires a comparison of a scenario in which Woodlands Road closes (the base case) with a scenario in which Woodlands Road is retained (the retention case). The rationale for this approach is set out in more detail in Section 3 of the main report.

Base Case

- 2.2 The updated base case for the appraisal includes only Abraham Moss, with Woodlands Road passengers transferring to this new stop. The previous closure case included demand generated at Queens Road travelling through Woodlands Road towards Bury. For completeness this demand has not been included and the updated base case demand is therefore as follows:

TABLE 2.1 BASE CASE DEMAND

Annual Single Trips	2016	2031
Abraham Moss	707,952	808,772
Through Trips	8,954,035	9,586,657

Retention Case

- 2.3 The retention case includes the new stop at Abraham Moss and the existing stop at Woodlands Road.
- 2.4 The generalised time model is used to establish the proportion of the demand that would choose Woodlands Road in the retention case, detailed in the table below.

TABLE 2.2 RETENTION CASE EXISTING DEMAND SPLIT

Annual Single Trips	2016	2031
Use Woodlands Road	391,221	444,025
Use Abraham Moss	316,730	364,747
Total	707,952	808,772

- 2.5 The following table provides a summary of the demand and time impacts of the retention case compared to the base case:

TABLE 2.3 RETENTION CASE DEMAND IMPACT

Annual Forecasts	2016		2031	
	Through Passengers	Woodlands Road	Through Passengers	Woodlands Road
Base case demand (forecast)	8,954,035	707,952	9,586,657	808,772
Average base case generalised journey time (minutes)	26.0	21.2	26.0	21.2
Average time change (minutes) (-ve = saving)	0.5	-3.2	0.5	-3.2
Total existing user time impact (minutes)	4,477,018	-2,254,882	4,793,329	-2,559,812
Change in demand (elasticity approach)	-152,194	114,508	-162,947	129,793
Retention case demand	8,801,841	822,460	9,423,710	938,564

Conclusions

- 2.6 The case for retaining Woodlands Road excluding the Queens Road stop has two impacts on the demand and benefit estimates when compared to the case including Queens Road.
- 2.7 Queens Road is forecast to generate additional demand, and therefore through passengers at Woodlands Road. Excluding Queens Road marginally reduces through passengers in the base case, therefore reducing the impact of the time penalty on through users. However this change is not material given the large number of through passengers at Woodlands Road.
- 2.8 A proportion of current Woodlands Road users would use Queens Road if it were delivered. In the base case excluding Queens Road these users are assumed to use Abraham Moss and will pass Woodlands Road on route to Abraham Moss. Therefore the retention of Woodlands Road leads to a greater benefit in the case excluding Queens Road, compared to that including Queens Road.
- 2.9 The closure of Woodlands Road, excluding Queens Road, still results in a significant increase in total journey times for passengers on through services. This continues to significantly outweigh the walk access time savings received by users of Woodlands Road.

3 Closure Appraisal

- 3.1 A version of the closure appraisal has been prepared reflecting the changes in scheme benefit where Queens Road is excluded. There are no changes in the incremental closure costs as a result of excluding Queens Road. Figures 3.1 and 3.2 present the Transport Economic Efficiency (TEE) and Public Accounts (PA) tables respectively. Table 3.1 shows the Analysis of Monetised Costs and Benefits (AMCB) table in line with WebTAG guidance.

TABLE 3.1 AMCB TABLE

£m, 2002 PV	Excluding Queens Road	Including Queens Road
Consumer Users	-£10.6	-£10.9
Business Users and Providers	-£0.5	£0.1
Present Value of Benefits (PVB)	-£11.1	-£10.8
Present Value of Costs (PVC)	£1.5	£3.4
Net Present Value (NPV)	-£12.6	-£14.2
Benefit to Cost Ratio (BCR) ¹	-7.3:1	-3.2:1

1 The increase in scale of the BCR is not material when negative, rather the change in NPV is considered (see paragraph 3.5)

- 3.2 The AMCB table above shows the case for closing Woodlands Road when Queens Road is included and excluded (the values for the case including Queens Road are drawn from the main report).
- 3.3 In the case excluding Queens Road there is more benefit from retaining Woodlands Road. However the disbenefit to through users remains materially greater than the benefits to users at Woodlands Road, resulting in a net disbenefit.
- 3.4 The business user benefits decrease because in the absence of Queens Road Woodlands Road is forecast to abstract more revenue from private bus operators. The 'Business User and Provider' benefits include other impacts and the reduction in bus revenue is sufficient to result in a negative impact. Similarly the present value of costs reduces in the without Queens Road case because the additional tram revenue generated in the retention case is a public sector impact.
- 3.5 Even in the case excluding Queens Road the investment generates net disbenefit. The AMCB table returns a negative benefit to cost ratio and therefore the numeric value of the ratio is not relevant. The negative sign of the benefit to cost ratio means that it does not meet the DfT Closures Guidance threshold of 1.5:1. DfT BCR guidance recommends using the change in NPV to compare options where the BCR is negative - the exclusion of Queens Road from the test can therefore be considered not to be significant and certainly does not change the conclusions.
- 3.6 The previous appraisal was presented using the draft DaSTS AST and this has been retained for comparability. A revised DaSTS Appraisal Summary Table considering the case without Woodlands Road is shown overleaf. The exclusion of Queens Road does not impact the qualitative appraisal against any of the DaSTS goals.

FIGURE 3.1 TRANSPORT ECONOMIC EFFICIENCY TABLE

Consumers	ALL MODES	Road	Rail	Metrolink	Bus
User Benefits	TOTAL £M	Private Cars and LGVs	Passengers	Passengers	Passengers
Travel time	-£10.58			-£10.58	
Vehicle operating costs	£0.00				
User charges	£0.00				
During Construction & maintenance	£0.00				
NET CONSUMER BENEFITS	-£10.58 (1)	£0.00	£0.00	-£10.58	£0.00
Business		Goods Vehicles & Business Cars	Rail Passengers	Metrolink Passengers	Bus Passengers
User Benefits					
Travel time	-£0.91			-£0.91	
Vehicle operating costs	£0.00				
User charges	£0.00				
During Construction & maintenance	£0.00				
Subtotal	-£0.91 (2)	£0.00	£0.00	-£0.91	£0.00
Private Sector Provider Impacts					
Revenue	-£0.94			-£1.35	£0.40
Operating costs	-£0.56			-£0.56	
Investment costs	£0.23			£0.23	
Grant/subsidy	£1.68		£0.00	£1.68	
Subtotal	£0.4 (3)	£0.00	£0.00	£0.00	£0.40
Other Business Impacts					
Developer Contributions	£0.0	£0.00	£0.00	£0.00	£0.00
NET BUSINESS IMPACTS	-£0.5 (5) = (2) + (3) + (4)				
TOTAL					
Present Value of Transport Economic Efficiency Benefits	-£11.1 (6) = (1) + (5)				

Notes: Benefits appear as positive numbers, while costs appear as negative numbers.
All entries are discounted present values, in 2002 prices and values.

FIGURE 3.2 PA TABLE

	ALL MODES TOTAL £M	Road Infrastructure	Rail	Metrolink	Bus
Local Government Funding					
Revenue	£0.00				
Operating Costs	£0.00				
Investment Costs	£0.00				
Developer and Other Contributions	£0.00				
Grant/Subsidy Payments	£1.68			£1.68	
NET IMPACT	£1.68 (7)	£0.00	£0.00	£1.68	£0.00
Central Government Funding					
Revenue	£0.00				
Operating Costs	£0.00				
Investment Costs	£0.00				
Developer and Other Contributions	£0.00				
Grant/Subsidy Payments	£0.00				
Indirect tax revenues	-£0.16			-£0.23	£0.07
NET IMPACTS	-£0.16 (8)	£0.00	£0.00	-£0.23	£0.07
TOTAL Present Value of Costs (PVC)	£1.52 (9) = (7) + (8)				

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.
All entries are discounted present values, in 2002 prices and values.

FIGURE 3.3 DASTS APPRAISAL SUMMARY TABLE

Appraisal Summary Table				
Description		Problems		Option
The appraisal considers the impact of retaining a stop at Woodlands Road compared to a base case which includes partial delivery of the north Manchester stop improvement package which includes Woodlands Road replacing Abraham Moss, but excludes a new stop at Queens Road.		The new stop at Abraham Moss delivers improved accessibility and will support regeneration and housing development in the area. However delivering the new stop without closing Woodlands Road disbenefits through users as a result of journey time increases due to the additional stop between Crumpsall and Manchester city centre.		Retention of Woodlands Road Present Value of Costs to Public Accounts £1.5m
Objective	Sub-Objective	Qualitative impacts	Quantitative assessment	Assessment
Tackle Climate Change	reduce greenhouse gases	A net reduction in Metrolink patronage will result in increased car mileage and the associated increase in greenhouse gas emissions		Slight adverse
	improve reliability	The retention of Woodlands Road has no impact on the reliability of the Metrolink system		No impact
Support economic growth	improve connectivity	The slight increase in journey time for through passengers will reduce perceived connectivity		Slight adverse
	support the delivery of housing	Retention of Woodlands Road will provide no additional support for new housing beyond the base case		No impact
	enhance resilience	The retention of Woodlands Road has no impact on resilience		No impact
	wider impacts	The slight increase in journey time for through passengers will have a negative impact on wider economic impacts		Slight adverse
	improve accessibility	The retained stop at Woodlands Road will have a slight improvement in access for those in the vicinity of the stop		Slight benefit
Promote equality of opportunity	improve affordability	The proposal has no impact on the cost of travel		No impact
	reduce severance	The retention of Woodlands Road has no impact on severance		No impact
	enhance regeneration	Retention of Woodlands Road will provide no additional support for regeneration beyond the base case		No impact
	reduce regional economic imbalance	Retention of Woodlands Road will not have an impact in terms of reducing the regional economic imbalance		No impact
	Improve quality of life & promote a healthy, natural environment	reduce exposure to noise	As a result of the additional journey time for through users there will be a modal shift from Metrolink to car journeys. This will increase noise from car movements, however given the existing noise from highway movements the impact will be negligible.	
minimise impact on biodiversity		Retaining Woodlands Road is not anticipated to have an impact on biodiversity		No impact
minimise impact on the water environment		There are no notable local water environments in the Woodlands Road area		No impact
minimise impact on heritage		There are no known sites of historical importance in the vicinity of the Woodlands Road stop		No impact
minimise impact on landscape		As Woodlands Road is located in an urban area there will be no impact on landscape		No impact
improve experience of travel		The scheme does not impact on in vehicle quality and so there is no impact		No impact
improve the urban environment		The are no examples of important urban environment in the vicinity of Woodlands Road and so the retention has no impact		No impact
improve access to leisure		The increase in journey time for through users will result in a worsening of access to leisure facilities in central		Slight adverse
Better safety, security & health		reduce the risk of death or injury	As a result of the additional journey time for through users there will be a modal shift from Metrolink to car journeys. Car journeys are inherently less safe than light rail resulting in a increase in road based accidents	
	improve health through physical activity	Those travelling by car tend to walk less than public transport users. An increase in those travelling by car will result in a reduction in physical activity		Slight adverse
	reduce air quality health costs	The avoidance of demolition will have a minimal short term improvement on air quality. However the additional Metrolink journey time for through users and resulting modal shift will result in increased car emissions.		Slight adverse
	reduce vulnerability to terrorism	The retention of Woodlands Road has no impact on the vulnerability to terrorism		No impact
	reduce crime	The Woodlands Road stop currently attracts those committing crime and anti social behaviour. In the base case closure of the stop will reduce crime in the vicinity, where as the retention of the stop will have no specific impact. Therefore the retention case represents an increase in crime in the vicinity.		Slight adverse

Consultation on proposed closure of Woodlands Rd Metrolink station in Manchester (DFT-2010-37)

Contents

Executive Summary

How to respond

Consultation questions

The proposals

What will happen next?

The consultation criteria

Executive Summary

The Greater Manchester Passenger Transport Executive wishes to open two new stations and close passenger services at another on the Bury line of the Manchester Metrolink light rail system. The Department has agreed in principle to the closure and in accordance with the law is conducting a public consultation exercise on the proposal.

How to Respond

The consultation period began on 8 December 2010 and will run until 9 February 2011. Please ensure that your response reaches us by that date. If you would like further copies of this consultation document it can be found at www.dft.gov.uk/consultations/open or you can contact David Pope (see below) if you would like alternative formats (Braille, audio CD, etc).

Consultations normally run for twelve weeks. In this case Ministers have agreed that the consultation may last for eight weeks. This is because if GMPTTE is to claim grant from the Community Infrastructure Fund for construction of the new stations, they need to do so by March 2011.

Please send consultation responses to

Name David Pope
Address Department for Transport
Zone 3/29
Great Minster House
76 Marsham St
London
SW1P 4DR
Phone number 020 7944 5854
Email address david.pope@dft.gsi.gov.uk

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation please make it clear who the organisation represents, and where applicable, how the views of members were assembled.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the Freedom of Information Act 2000 (FOIA) or the Environmental Information Regulations 2004.

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Department will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

Consultation Questions

Do you agree with the closure of passenger services at Woodlands Road station?

If you do not agree, please provide reasons for your view. Do you have any other comments on the proposals?

The proposals

Background

The Greater Manchester Passenger Transport Executive (GMPTE) is the owner of the Metrolink light rail network in Manchester. As part of its plans to expand and upgrade the network, GMPTE has obtained funding from the Community Infrastructure Fund to open new stations at Abraham Moss and Queen's Road on the Bury line in the north of the city. They also propose to discontinue

passenger services at nearby Woodlands Road station. GMPTE is obliged to carry out closure procedures under the Railways Act 2005 in respect of Woodlands Road. As part of those procedures the Department must conduct a public consultation.

A plan showing the location of Woodlands Road station and the proposed new stations at Abraham Moss and Queen's Road is at Annex A.

Woodlands Road

GMPTE states that the current station has the lowest patronage levels on the Bury line and one of the lowest on the entire network. They say that between August 2007 and October 2009 there was a significant level of crime, with many incidents of vandalism and assaults on staff and a passenger. There are safety concerns about children playing unsupervised close to the tracks and drug dealing has taken place. GMPTE adds that there have been complaints from residents, local agencies and emergency services.

New stations

GMPTE has obtained funding from the Community Infrastructure Fund (CIF) to open two new stations on the Bury line, at Queen's Road and Abraham Moss. CIF is a UK government initiative to fund transport schemes that would promote new housing and community growth.

Queen's Road is an existing stop for staff and most trams call there already. The new stop will be adjacent to the Housing Growth Point redevelopment site at Collyhurst. This and the nearby Lower Irk Valley and central Harpurhey sites will deliver a net increase of 4,300 houses, which will help north Manchester contribute to the overall Greater Manchester New Growth Point Programme targets.

Abraham Moss will better serve a number of major destinations including the educational facilities at the Abraham Moss Centre, such as a school, a leisure centre and a district library. The CIF funding will provide a new station with a better environment for passengers than at Woodlands Road, including improved lighting, CCTV and a Passenger Emergency Call point. One of the existing

routes for pedestrians across the line at this location is via a narrow, high-walled ill-lit subway. This will be replaced by 'ramping up' pedestrian access to the track level and a lit crossing. There is existing access from the leisure centre on the other side of the track and this will be lit and have CCTV coverage.

The closure proposal

In addition to the factors mentioned above, GMPTE believes that:

replacing Woodlands Road with Abraham Moss will provide a better spacing of stops south of Crumpsall;

retaining Woodlands road while also opening Abraham Moss will result in time disbenefits to through passengers;

there is poor value for money in retaining a stop with low patronage while opening a new one just 250 yards along the track.

The likely effects on existing passengers

Passengers that use Woodlands Road will be inconvenienced by having to travel a little further to access the Metrolink at Abraham Moss or Queen's Road. They will benefit from the improved environment at these stations. There are also alternatives (see below).

Existing public transport in the area

There are existing bus routes from Cheetham Hill Rd and Hazelbottom Rd near Woodlands Road station. These run into Manchester city centre with journey times varying from 10 to 16 minutes.

GMPTE's assessment

GMPTE has prepared an assessment of the effect of ceasing the services at Woodlands Road station.

Anyone wishing to see the initial assessment or a summary of it may inspect either document at GMPTE's offices at 2 Piccadilly Place, Manchester M1 3BG. Alternatively, they may obtain copies by writing to Jim Critchley, Planning, Stakeholder and Approvals

Manager at the same address or by e-mail from
James.Critchley@gmpte.gov.uk

The Department's consideration of the proposal

Our judgement is that retaining passenger services at Woodlands Road is poor value for money, in view of the opening of stations with better facilities nearby. Retaining services here while also opening the new stops at Abraham Moss and Queen's Road would also result in an increase of 30 seconds in journey time for through passengers.

Therefore the Department supports the proposal to close the passenger services at this station but would welcome comments on the proposal before making its final recommendation.

What will happen next

A summary of responses, including the next steps will be published within three months of the closing date on our website. Paper copies will be available on request. The Department will then decide whether the closure of passenger services should be allowed. If it does so, we will seek ratification of the closure from the Office for Rail Regulation.

The Consultation criteria

The consultation is being conducted in line with the Government's Code of Practice on Consultation. The criteria are listed at Annex B. A full version of the Code of Practice on Consultation is available on the Better Regulation Executive web-site at:

<http://www.bis.gov.uk/files/file47158.pdf>

If you consider that this consultation does not comply with the criteria or have comments about the **consultation process** please contact:

Giada Covallero
Consultation Co-Ordinator
Department for Transport
Zone 2/25

Great Minster House
London SW1P 4DR

Email address consultation@dft.gsi.gov.uk

**Proposed closure of passenger services at Woodlands Road
Metrolink station, Manchester**

(DFT-2010 -37)

Contents

Executive Summary

How to respond

The proposals

Consultation questions

What will happen next?

Question and Answer Brief

Impact Assessment

The consultation criteria

Executive Summary

The Greater Manchester Passenger Transport Executive wishes to open two new stations and close passenger services at another on the Bury line of the Manchester Metrolink light rail system. The Department has agreed in principle to the closure and in accordance with the law is conducting a public consultation exercise on the proposal.

How to Respond

The consultation period began on (date) and will run until (date). Please ensure that your response reaches us by that date. If you would like further copies of this consultation document it can be found at (web address) or you can contact (name) if you would like alternative formats (Braille, audio CD, etc).

Please send consultation responses to

Name David Pope
Address Department for Transport
Zone 3/18
Great Minster House
76 Marsham St
London
SW1P 4DR
Phone number 020 7944 5854
Fax number 020 7944
Email address david.pope@dft.gsi.gov.uk

When responding, please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of a larger organisation please make it clear who the organisation represents, and where applicable, how the views of members were assembled.

Freedom of Information

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

In view of this it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances. An automatic confidentiality disclaimer generated by your IT system will not, of itself, be regarded as binding on the Department.

The Department will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

Consultation Questions

Do you agree with the closure of passenger services at Woodlands Road station?

If you do not agree, please provide reasons for your view. Do you have any other comments on the proposals?

The proposals

Background

The Greater Manchester Passenger Transport Executive (GMPTE) is the owner of the Metrolink light rail network in Manchester. As part of its plans to expand and upgrade the network, GMPTE wishes to open new stations at Abraham Moss and Queen's Road

and discontinue passenger services at Woodlands Road station in the north of the city. GMPTE is obliged to carry out closure procedures under the Railways Act 2005 in respect of Woodlands Road. As part of those procedures the Department must conduct a public consultation.

Woodlands Road

GMPTE states that the current station has the lowest patronage levels on the Bury line and one of the lowest on the entire network. They say that between August 2007 and October 2009 there was a significant level of crime, with many incidents of vandalism and assaults on staff and a passenger. There are safety concerns about children playing unsupervised close to the tracks and drug dealing has taken place. GMPTE adds that there have been complaints from residents, local agencies and emergency services.

New stations

GMPTE has obtained funding from the Community Infrastructure Fund (CIF) to open two new stations on the Bury line, at Queen's Road and Abraham Moss. CIF is a UK government initiative to fund transport schemes that would promote new housing and community growth.

Queen's Road is an existing stop for staff and most trams call there already. The new stop will be adjacent to the Housing Growth Point redevelopment site at Collyhurst. This and the nearby Lower Irk Valley and central Harpurhey sites will deliver a net increase of 4,300 houses, which will help north Manchester contribute to the overall Greater Manchester New Growth Point Programme targets.

Abraham Moss will better serve a number of major destinations including the educational facilities at the Abraham Moss Centre, such as a school, a leisure centre and a district library. The CIF funding will provide a better environment for passengers than those at Woodlands Road, including improved lighting, CCTV and a Passenger Emergency Call point. One of the existing routes for pedestrians across the line at this location is via a narrow, high-walled ill-lit subway. This will be replaced by 'ramping up' pedestrian access to the track level and a lit crossing. There is

existing access from the leisure centre on the other side of the track and this will be lit and have CCTV coverage.

The closure proposal

In addition to the factors mentioned above, GMPTE believes that:

replacing Woodlands Road with Abraham Moss will provide a better spacing of stops south of Crumpsall;

retaining Woodlands road while also opening Abraham Moss will result in time disbenefits to through passengers;

there is poor value for money in retaining a stop with low patronage while opening a new one just 250 yards along the track.

The likely effects on existing passengers

Passengers that use Woodlands Road will be inconvenienced by having to travel a little further to access the Metrolink at Abraham Moss or Queen's Road. They will benefit from the improved environment at these stations. There are also alternatives (see below).

Existing public transport in the area

There are existing bus routes from Cheetham Hill Rd and Hazelbottom Rd near Woodlands Road station. These run into Manchester city centre with journey times varying from 10 to 16 minutes.

The Department's consideration of the proposal

Our judgement is that retaining passenger services at Woodlands Road is poor value for money, in view of the opening of stations with better facilities nearby. Retaining services here while also opening the new stops at Abraham Moss and Queen's Road would also result in an increase of 30 seconds in journey time for through passengers.

Therefore the Department supports the proposal to close the passenger services at this station but would welcome comments on the proposal before making its final recommendation.

What will happen next

A summary of responses, including the next steps will be published by (date) on (web address). Paper copies will be available on request. The Department will then decide whether the closure of passenger services should be allowed. If it does so, we will seek ratification of the closure from the Office for Rail Regulation.

The Consultation criteria

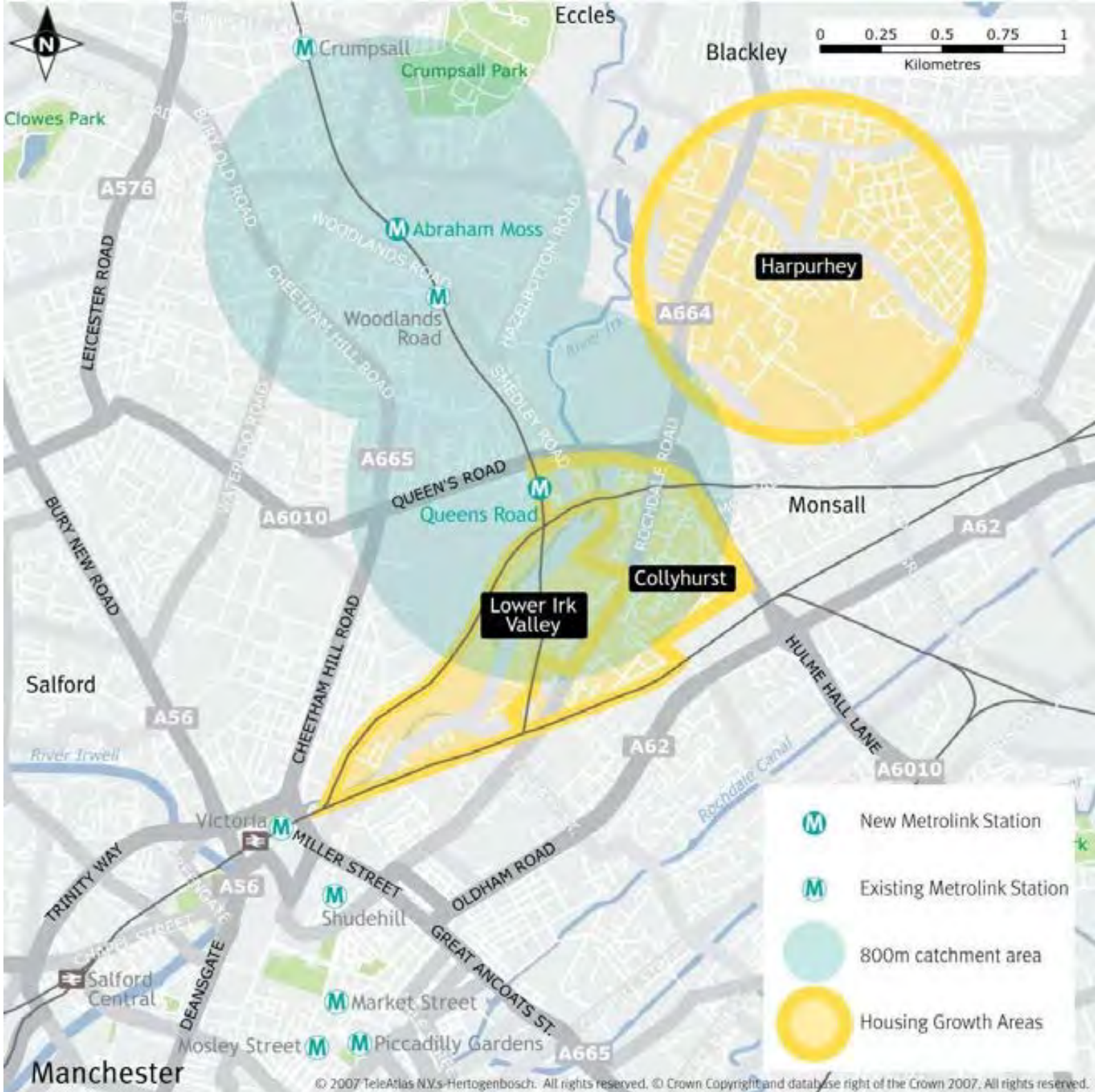
The consultation is being conducted in line with the Government's Code of Practice on Consultation. The criteria are listed at Annex B, a full version of the Code of Practice on Consultation is available on the Better Regulation Executive web-site at:

<http://www.berr.gov.uk/files/file47158.pdf>

If you consider that this consultation does not comply with the criteria or have comments about the **consultation process** please contact:

Giada Covallero
Consultation Co-Ordinator
Department for Transport
Zone 2/25
Great Minster House
London SW1P 4DR

Email address consultation@dft.gsi.gov.uk



Code of Practice on Consultation

The Government has adopted a Code of Practice on consultations. The Code sets out the approach Government will take to running a formal, written public consultation exercise. While most UK Departments and Agencies have adopted the Code, it does not have legal force, and cannot prevail over statutory or other mandatory external requirements (e.g. under European Community Law).

The Code contains seven criteria. They should be reproduced in all consultation documents. Deviation from the code will at times be unavoidable, but the Government aims to explain the reasons for deviations and what measures will be used to make the exercise as effective as possible in the circumstances.

The Seven Consultation Criteria

1. **When to consult:** Formal consultation should take place at a stage when there is scope to influence the policy outcome.
2. **Duration of consultation exercises:** Consultations should normally last for at least 12 weeks with consideration given to longer timescales where feasible and sensible.
3. **Clarity of scope and impact:** Consultation documents should be clear about the consultation process, what is being proposed, the scope to influence and the expected costs and benefits of the proposals.
4. **Accessibility of consultation exercises:** Consultation exercises should be designed to be accessible to, and clearly targeted at, those people the exercise is intended to reach.
5. **The burden of consultation:** Keeping the burden of consultation to a minimum is essential if consultations are to be effective and if consultees' buy-in to the process is to be obtained.
6. **Responsiveness of consultation exercises:** Consultation responses should be analysed carefully and clear feedback should be provided to participants following the consultation.
7. **Capacity to consult:** Officials running consultations should seek guidance in how to run an effective consultation exercise and share what they have learned from the experience.

A full version of the code of practice is available on the Better Regulation Executive web-site at: <http://www.bis.gov.uk/files/file47158.pdf>

If you consider that this consultation does not comply with the criteria or have comments about the **consultation process** please contact:

Giada Covallero
Consultation Co-ordinator

Department for Transport
Zone 2/25 Great Minster House
76 Marsham Street
London, SW1P 4DR
email: consultation@dft.gsi.gov.uk

Enter search term

Search

[About us](#) [Policy, guidance and research](#) [Consultations](#) [Press office](#) [FAQs](#) [Ministers](#)

[DfT home](#) > [Consultations](#) > [Open consultations](#)

Proposed Closure of Passenger Services at Woodlands Road Metrolink station, Manchester

Date published: 09 December 2010

Closing date: 09 February 2011

Summary

The Greater Manchester Passenger Transport Executive wishes to close passenger services at Woodlands Road station on the Manchester metrolink light rail network. In accordance with the Railways Act 2005, the Department is conducting a public consultation on the proposed closure.

Download documents

 [Proposed closure of passenger services at Woodlands Road Metrolink station, Manchester \(32 kb\)](#)

Published: 09 December 2010

 [Annex A Woodlands Road map \(180 kb\)](#)

Published: 09 December 2010

 [Annex B Code of Practice on Consultation \(16 kb\)](#)

Published: 09 December 2010

Job Number:300170001

Proof No: 1

Time Stamp: 02/Dec/10 10:51

Operator: Deepa Kashap

Client Contact: T1526 / Ray Oldfield

Media: Daily Mail

Insertion date: 08/Dec/10 and 15/Dec/10

Class/Section: Public Notices /

Size (DxW): 100 x 65.0mm (10 X 2)

Purchase order or ref:

SCC rate: £103.50

Media cost: £2,070.00 (per advert)

Total: £4,140.00

The addition and consideration of on-line media as a cost effective option has been offered by us to enhance and make best use of your recruitment budget.

Your confirmation via e-mail is required as final sign off of this proof and all its contents.

For Penna Communications use:

QUALITY CONTROL CHECKLIST

Template Branding

Age Neutral

APPLICATION DETAILS

Closing Date –
Day matches date.

Public Notice

STATUTORY NOTICE

This notice is made in compliance with the statutory requirements in Schedule 7 to the Railways Act 2005.

The Greater Manchester Passenger Transport Executive (GMPTE) has notified the Department for Transport that it proposes to cease passenger services at Woodlands Road station on the Manchester Metrolink light rail system with effect from 28 February 2011. GMPTE has obtained funding for the construction of two new stations at Queen's Road and Abraham Moss.

As required by Section 25 of the Railways Act 2005 (proposal to discontinue excluded services) and in accordance with the Department's Railways Closures Guidance 2006 [this may be viewed by following the link at www.dft.gov.uk/pgr/rail/legislation/] the GMPTE has prepared an initial assessment of the effect of ceasing the services at this station.

Anyone wishing to see the initial assessment or a summary of it may inspect either document at GMPTE's offices at 2 Piccadilly Place, Manchester M1 3BG between 8am and 6pm Monday to Friday. Alternatively, they may obtain copies by writing to Jim Critchley, Planning, Stakeholder and Approvals Manager at the same address or by e-mail from James.Critchley@gmpte.gov.uk

Representations about the proposal should be sent to the Department for Transport, RLMP division, Great Minster House, 76 Marsham St London SW1P 4DR no later than 9 February 2011.

The proposals may also be viewed on the Department for Transport's website at www.dft.gov.uk/consultations/open

GOVERNMENT OFFICES FOR THE REGIONS.

Job Number:303650001

Proof No: I

Time Stamp: 07/Feb/11 16:10

Operator: Deepa Kashap

Client Contact: TI526 / David Pope

Media: Daily Mail

Insertion date: 10/Feb/11 & 17/Feb/11

Class/Section: PNO - COI /

Size (DxW): 100.0mm x 65.0mm (10 X 2)

SCC rate: £103.50

Media cost: £2,070.00 (per advert)

Total: £4,140.00

The addition and consideration of on-line media as a cost effective option has been offered by us to enhance and make best use of your recruitment budget.

Your confirmation via e-mail is required as final sign off of this proof and all its contents.

For Penna Communications use:

QUALITY CONTROL CHECKLIST

Template Branding

Age Neutral

APPLICATION DETAILS

Closing Date –
Day matches date.

Public Notice

STATUTORY NOTICE

Proposal to cease passenger services at Woodlands Road Station on the Manchester Metrolink Rail System

This notice is made in accordance with the statutory requirements in Schedule 7 to the Railways Act 2005.

The Department for Transport published a notice on 8 and 15 December 2010 announcing that it was inviting representations about a proposal by the Greater Manchester Passenger Transport Executive (GMPTe) to cease passenger services at Woodlands Road station on the Manchester Metrolink light rail system. The notice stated that the closing date for representations was 9 February 2011.

The Department has extended the closing date for representations on this proposal to 23 March 2011. Representations should be sent to the Department for Transport, RLMP division, Great Minster House, 76 Marsham St London SW1P 4DR no later than 23 March 2011.

GMPTe proposes to cease passenger services at Woodlands Road from 27 May 2011.

As required by Section 25 of the Railways Act 2005 (proposal to discontinue excluded services) and in accordance with the Department's Railways Closures Guidance 2006 [this may be viewed by following the link at www.dft.gov.uk/pgp/rail/legislation/] the GMPTe has prepared an initial assessment of the effect of ceasing the services at this station.

Anyone wishing to see the initial assessment or a summary of it may inspect either document at GMPTe's offices at 2 Piccadilly Place, Manchester M1 3BG. Alternatively, they may obtain copies by writing to Jim Critchley, Planning, Stakeholder and Approvals Manager at the same address or by e-mail from James.Critchley@gmpte.gov.uk

The proposals may also be viewed on the Department for Transport's website at www.dft.gov.uk/consultations/open

GOVERNMENT OFFICES FOR THE REGIONS.

Job Number:300170002

Proof No: I

Time Stamp: 02/Dec/10 11:01

Operator: Deepa Kashap

Client Contact: T1526 / Ray Oldfield

Media: Daily Telegraph, The

Insertion date: 08/Dec/10 and 15/Dec/10

Class/Section: Public Notices /

Size (DxW): 100 x 66.0mm (10 X 2)

Purchase order or ref:

SCC rate: £96.00

Media cost: £1,920.00 per advert

Total: £3,840.00

The addition and consideration of on-line media as a cost effective option has been offered by us to enhance and make best use of your recruitment budget.

Your confirmation via e-mail is required as final sign off of this proof and all its contents.

For Penna Communications use:

QUALITY CONTROL CHECKLIST

Template Branding

Age Neutral

APPLICATION DETAILS

Closing Date –
Day matches date.

Public Notice

STATUTORY NOTICE

This notice is made in compliance with the statutory requirements in Schedule 7 to the Railways Act 2005.

The Greater Manchester Passenger Transport Executive (GMPTE) has notified the Department for Transport that it proposes to cease passenger services at Woodlands Road station on the Manchester Metrolink light rail system with effect from 28 February 2011. GMPTE has obtained funding for the construction of two new stations at Queen's Road and Abraham Moss.

As required by Section 25 of the Railways Act 2005 (proposal to discontinue excluded services) and in accordance with the Department's Railways Closures Guidance 2006 [this may be viewed by following the link at www.dft.gov.uk/pggr/rail/legislation/] the GMPTE has prepared an initial assessment of the effect of ceasing the services at this station.

Anyone wishing to see the initial assessment or a summary of it may inspect either document at GMPTE's offices at 2 Piccadilly Place, Manchester M1 3BG between 8am and 6pm Monday to Friday. Alternatively, they may obtain copies by writing to Jim Critchley, Planning, Stakeholder and Approvals Manager at the same address or by e-mail from James.Critchley@gmpte.gov.uk

Representations about the proposal should be sent to the Department for Transport, RLMP division, Great Minster House, 76 Marsham St London SW1P 4DR no later than 9 February 2011.

The proposals may also be viewed on the Department for Transport's website at www.dft.gov.uk/consultations/open

GOVERNMENT OFFICES FOR THE REGIONS.

Job Number:303650003

Proof No: I

Time Stamp: 07/Feb/11 16:18

Operator: Deepa Kashap

Client Contact: T1526 / David Pope

Media: Daily Telegraph, The

Insertion date: 10/Feb/11 & 17/Feb/11

Class/Section: PNO - COI /

Size (DxW): 100.0mm x 66.0mm (10 X 2)

Purchase order or ref:

SCC rate: £96.00

Media cost: £1,920.00 per advert

Total: £3,840.00

The addition and consideration of on-line media as a cost effective option has been offered by us to enhance and make best use of your recruitment budget.

Your confirmation via e-mail is required as final sign off of this proof and all its contents.

For Penna Communications use:

QUALITY CONTROL CHECKLIST

Template Branding

Age Neutral

APPLICATION DETAILS

Closing Date –
Day matches date.

Public Notice

STATUTORY NOTICE

Proposal to cease passenger services at Woodlands Road Station on the Manchester Metrolink Rail System

This notice is made in accordance with the statutory requirements in Schedule 7 to the Railways Act 2005.

The Department for Transport published a notice on 8 and 15 December 2010 announcing that it was inviting representations about a proposal by the Greater Manchester Passenger Transport Executive (GMPTe) to cease passenger services at Woodlands Road station on the Manchester Metrolink light rail system. The notice stated that the closing date for representations was 9 February 2011.

The Department has extended the closing date for representations on this proposal to 23 March 2011. Representations should be sent to the Department for Transport, RLMP division, Great Minster House, 76 Marsham St London SW1P 4DR no later than 23 March 2011.

GMPTe proposes to cease passenger services at Woodlands Road from 27 May 2011.

As required by Section 25 of the Railways Act 2005 (proposal to discontinue excluded services) and in accordance with the Department's Railways Closures Guidance 2006 [this may be viewed by following the link at www.dft.gov.uk/pgr/rail/legislation/] the GMPTe has prepared an initial assessment of the effect of ceasing the services at this station.

Anyone wishing to see the initial assessment or a summary of it may inspect either document at GMPTe's offices at 2 Piccadilly Place, Manchester M1 3BG. Alternatively, they may obtain copies by writing to Jim Critchley, Planning, Stakeholder and Approvals Manager at the same address or by e-mail from James.Critchley@gmpte.gov.uk

The proposals may also be viewed on the Department for Transport's website at www.dft.gov.uk/consultations/open

GOVERNMENT OFFICES FOR THE REGIONS.

Job Number:300170003

Proof No: I

Time Stamp: 02/Dec/10 11:05

Operator: Deepa Kashap

Client Contact: T1526 / Ray Oldfield

Media: Manchester Evening News

Insertion date: 08/Dec/10 and 15/Dec/10

Class/Section: Public Notices /

Size (DxW): 110 x 57.0mm (11 X 2)

Purchase order or ref:

SCC rate: £45.00

Media cost: £990.00 per advert

Total: £1,980.00

The addition and consideration of on-line media as a cost effective option has been offered by us to enhance and make best use of your recruitment budget.

Your confirmation via e-mail is required as final sign off of this proof and all its contents.

For Penna Communications use:

QUALITY CONTROL CHECKLIST

Template Branding

Age Neutral

Size

Logos

APPLICATION DETAILS

Closing Date –
Day matches date.

Check year

Public Notice

STATUTORY NOTICE

This notice is made in compliance with the statutory requirements in Schedule 7 to the Railways Act 2005.

The Greater Manchester Passenger Transport Executive (GMPTE) has notified the Department for Transport that it proposes to cease passenger services at Woodlands Road station on the Manchester Metrolink light rail system with effect from 28 February 2011. GMPTE has obtained funding for the construction of two new stations at Queen's Road and Abraham Moss.

As required by Section 25 of the Railways Act 2005 (proposal to discontinue excluded services) and in accordance with the Department's Railways Closures Guidance 2006 [this may be viewed by following the link at www.dft.gov.uk/pgr/rail/legislation/] the GMPTE has prepared an initial assessment of the effect of ceasing the services at this station.

Anyone wishing to see the initial assessment or a summary of it may inspect either document at GMPTE's offices at 2 Piccadilly Place, Manchester M1 3BG between 8am and 6pm Monday to Friday. Alternatively, they may obtain copies by writing to Jim Critchley, Planning, Stakeholder and Approvals Manager at the same address or by e-mail from James.Critchley@gmpte.gov.uk

Representations about the proposal should be sent to the Department for Transport, RLMP division, Great Minster House, 76 Marsham St London SW1P 4DR no later than 9 February 2011.

The proposals may also be viewed on the Department for Transport's website at www.dft.gov.uk/consultations/open

GOVERNMENT OFFICES FOR THE REGIONS.

Job Number:303650005

Proof No: I

Time Stamp: 07/Feb/11 16:22

Operator: Deepa Kashap

Client Contact: T1526 / David Pope

Media: Manchester Evening News

Insertion date: 10/Feb/11 & 17/Feb/11

Class/Section: PNO - COI /

Size (DxW): 110.0mm x 57.0mm (11 X 2)

Purchase order or ref:

SCC rate: £47.25

Media cost: £1,039.50 per advert

Total: £2,079.00

The addition and consideration of on-line media as a cost effective option has been offered by us to enhance and make best use of your recruitment budget.

Your confirmation via e-mail is required as final sign off of this proof and all its contents.

For Penna Communications use:

QUALITY CONTROL CHECKLIST

Template Branding

Age Neutral

Size

Logos

APPLICATION DETAILS

Closing Date –
Day matches date.

Check year

Public Notice

STATUTORY NOTICE

Proposal to cease passenger services at Woodlands Road Station on the Manchester Metrolink Rail System

This notice is made in accordance with the statutory requirements in Schedule 7 to the Railways Act 2005.

The Department for Transport published a notice on 8 and 15 December 2010 announcing that it was inviting representations about a proposal by the Greater Manchester Passenger Transport Executive (GMPTE) to cease passenger services at Woodlands Road station on the Manchester Metrolink light rail system. The notice stated that the closing date for representations was 9 February 2011.

The Department has extended the closing date for representations on this proposal to 23 March 2011. Representations should be sent to the Department for Transport, RLMP division, Great Minster House, 76 Marsham St London SW1P 4DR no later than 23 March 2011.

GMPTE proposes to cease passenger services at Woodlands Road from 27 May 2011.

As required by Section 25 of the Railways Act 2005 (proposal to discontinue excluded services) and in accordance with the Department's Railways Closures Guidance 2006 [this may be viewed by following the link at www.dft.gov.uk/pgr/rail/legislation/] the GMPTE has prepared an initial assessment of the effect of ceasing the services at this station.

Anyone wishing to see the initial assessment or a summary of it may inspect either document at GMPTE's offices at 2 Piccadilly Place, Manchester M1 3BG. Alternatively, they may obtain copies by writing to Jim Critchley, Planning, Stakeholder and Approvals Manager at the same address or by e-mail from James.Critchley@gmpte.gov.uk

The proposals may also be viewed on the Department for Transport's website at www.dft.gov.uk/consultations/open

GOVERNMENT OFFICES FOR THE REGIONS.

STATUTORY NOTICE

This notice is made in compliance with the statutory requirements in Schedule 7 to the Railways Act 2005.

The Department for Transport announced on 8 December that it was inviting representations about a proposal by the Greater Manchester Passenger Transport Executive (GMPTe) to cease passenger services at Woodlands Road station on the Manchester Metrolink light rail system. The closing date for representations was given as 9 February 2011.

The Department has decided to extend the closing date for representations to 16 March. Representations should be sent to the Department for Transport, RLMP division, Great Minster House, 76 Marsham St London SW1P 4DR.

GMPTe proposes to cease passenger services at Woodlands Road from 27 May 2011.

As required by Section 25 of the Railways Act 2005 (proposal to discontinue excluded services) and in accordance with the Department's Railways Closures Guidance 2006 [this may be viewed by following the link at www.dft.gov.uk/pgr/rail/legislation/] the GMPTe has prepared an initial assessment of the effect of ceasing the services at this station.

Anyone wishing to see the initial assessment or a summary of it may inspect either document at GMPTe's offices at 2 Piccadilly Place, Manchester M1 3BG. Alternatively, they may obtain copies by writing to Jim Critchley, Planning, Stakeholder and Approvals Manager at the same address or by e-mail from James.Critchley@gmpte.gov.uk

The proposals may also be viewed on the Department for Transport's website at www.dft.gov.uk/consultations/open

VfM Assessment – Woodlands Road Closure

TfGM are proposing the closure of Woodlands Road Metrolink station as part of a package that includes new stations at Abrahams Moss and Queens Road. The appraisal has been carried out in line with Railways Closures Guidance. Under this guidance, a station can not be closed if the BCR of retaining it is greater than 1.5.

Due to the strategic nature of the model used, the original CIF bid did not explicitly model the impact of moving the location of stations. A spreadsheet model (based on passenger surveys at Woodlands Road) was used to determine the impact of changes to station locations on walk times. The level of abstraction from Woodlands Road to Queens Road and Abrahams Moss and the impact on demand for Metrolink services of closing Woodlands Road were determined from this model. In the absence of specific tram demand modelling guidance, the demand impact was estimated with a Rail Passenger Demand Forecasting Handbook generalised journey time (GJT) elasticity of -0.9. The retention of Woodlands Road was forecast to reduce net demand for Metrolink services. The modelling followed WebTAG guidance.

Retaining Woodlands Road would increase journey times for 9m through passengers per year by 30 seconds per trip. This is a conservative estimate as it does not reflect the speed of trams over the distances between stations and does not include dwell time at Woodlands Road. It is estimated that 300,000 trips per year would use Woodlands Road if the station were retained. This would decrease (compared to the closure scenario, which is the base case under the Railway Closures Guidance) walk times by 1 minute on average (equivalent to 2 minutes of GJT) with a maximum decrease of 3.5 minutes (7 minutes of GJT) for 30,000 trips per year.

Retaining the station would have net dis-benefits of £10.8m, largely from longer journey times for through passengers, and would increase costs to the public accounts by £3.4m. Therefore, retention has a negative BCR and an NPV of -£14.2m. This does not meet the Railways Closures Guidance threshold for retaining the station.

The original appraisal assumed that Abrahams Moss and Queens Road (an existing staff halt) would open in 2011. However, work at Queen Road has not yet begun so further analysis was requested to understand the impact of closing Woodlands Road without opening Queens Road. The number of trips using Woodlands Road in the retention case increased to around 400,000 per year and the average access time benefit for those passengers increased to 90 seconds (3 minutes GJT). The absence of Queens Road increases the NPV of retaining Woodlands Road to -£12.6m but does not change the conclusion that the station should not be retained.

As it would lead to net journey time benefits and savings to the public accounts, it is our best judgement that closing Woodlands Road station would be **very high value for money**.

It is worth noting that the majority of benefits come from small time savings (30 seconds per trip for 9m trips per year) while some users will have larger access time increases (3.5 minutes per trip for 30,000 trips per year, assuming Queens Road is opened).

The non-monetised impacts of closure have also been considered:

Beneficial: greenhouse gases, wider impacts, accidents, air quality.

Adverse: connectivity, accessibility

The beneficial impacts arise from reduced car use resulting from increased demand for Metrolink services due to shorter journey times. All of the non-monetised impacts are considered to be slight. The net impact of these is considered to be slightly beneficial and this will not affect this scheme's VfM classification.

Summary of responses to consultation on proposed closure of Woodlands Road Metrolink station in Manchester and Government reply

Introduction

On 9 December 2010 the Department for Transport (DfT) issued a public consultation on a proposal by the Greater Manchester Passenger Transport Executive (GMPT), now Transport for Greater Manchester, to cease passenger services at Woodlands Road station on the Bury line of the Manchester Metrolink light rail system and open two new stations. Under the provisions of the Railways Act 2005, proposals to close stations and cease passenger services on light rail networks must be referred to DfT. The replies received and DfT's response are summarised below.

Next steps

Following consideration of the replies, and having received confirmation from Transport for Greater Manchester that planning consent for the new station at Queens Road was granted on 27 February 2013 and that there is a timetable for its opening, Ministers are minded to allow the proposed closure to proceed. The closure is first subject to ratification by the Office for Rail Regulation, which is not automatic.

Replies and response

1. Fifty one replies to the consultation were received from forty six individual members of the public. Forty two people were opposed to the closure, two people were in favour of the closure and two responses were non-committal.
2. Nineteen responses believe that there is a lack of alternative public transport on Woodlands Road.

Response

The Government understands that there are existing bus routes from Cheetham Hill Rd and Hazelbottom Rd near Woodlands Road station. These run into Manchester city centre with journey times varying from 10 to 16 minutes.

3. Thirteen responses believe that any alternative station is further away

Response

The new station at Abraham Moss will be only 250 meters away from the existing station at Woodlands Road. Whilst some users will face a slightly longer walk, more people will benefit from the new stations being closer to where they live.

4. Eighteen responses believe that elderly and disabled passengers would be unable to walk as far as Abraham Moss station and a further fourteen

responses believed that people are scared to walk along the alley way to Abraham Moss.

Response

The Government believes that whilst some passengers who currently use Woodlands Road will be inconvenienced by having to travel a little further to access the Metrolink at Abraham Moss or Queens Road, more people will benefit from the new stations being closer to where they live. All passengers will benefit from the improved environment at these stations noting that the new stations are fully accessible, are well lit and have full CCTV coverage. In the case of the alley way to Abraham Moss, an additional passenger emergency call point and CCTV cameras are provided next to the stop entrance as recommended by the Crime Impact Statement submitted with TfGM's planning application. It will be for Manchester City Council to make sure that the routes to and from the new station are safe.

5. Thirteen responses believe that the ungated level crossing at Abraham Moss will be dangerous as it will have to be used by children going to the adjacent school.

Response

The Government believes that this is a matter for TfGM as operator of the Metrolink system who will need to ensure that the level crossing operates in a safe manner.

6. Six responses believe that the closure will cause difficulties for the people of Cheetham Hill.

Response

The Government believes that whilst some passengers living in the Cheetham Hill area who currently use Woodlands Road will be inconvenienced by having to travel a little further to access the Metrolink at Abraham Moss, others will benefit from the new stations being closer to where they live, particularly once Queens Road Station is opened.

7. Nine responses were concerned about the value for money of Woodlands Road station being relocated to Abraham Moss.

Response

The Government believes that retaining passenger services at Woodlands Road is poor value for money, given the low level of patronage, in view of the opening of the new station with better facilities just 250 metres away. Retaining services at Woodlands Road while also opening the new stops at Abraham Moss and Queens Road would result in an increase of 30 seconds in journey time for through passengers. Queens Road Station is to be built on the site of

an existing staff stop at which most services currently stop so this will not significantly affect the value for money of the proposal.

8. Seven responses believe closing Woodlands Road Station will only give a minimal time saving.

Response

The Government believes that retaining passenger services at Woodlands Road is poor value for money. In addition replacing Woodlands Road with Abraham Moss and Queens Road will provide a better spacing of stops south of Crumpsall.

9. Seven responses believe there was a lack of publicity and community engagement. Also one response believed the usage of Woodlands Road was understated in reports, one response believed that GMPTE case for closing the station contained distortions and one response believed that Department's value for money statement based was on flawed information.

Response

The Government believes that the consultation and the information on which it was based were reliable.

10. Five responses argued that they had been led to believe the proposed closure would not happen until Abraham Moss and Queens Road stations had opened and a further six responses mentioned both stations.

Response

The Government believes that whilst the consultation was based on a package that includes the opening of Queens Road and Abraham Moss, the direct replacement of Woodlands Road Station is Abraham Moss Station, with the closure of the former station being the subject of the formal closure procedures being consulted upon. It is acknowledged, as set out in TfGM's Appraisal document which was available for inspection at TfGM's offices, was available on TfGM's website or could be requested from them by e-mail, that Queens Road was likely to open at a later date. This did not have a significant impact on the conclusion of the appraisal; however, the Government has waited for TfGM to gain planning consent for the Queens Road station, which TfGM are now scheduled to open in September 2013, before allowing the closure application to be submitted to the ORR for ratification.

Accepted responses received before the official consultation.

1. A further ten responses were received before the consultation from eight individual members of the public. Seven people were opposed to the closure and one respondent was non-committal. The Government's response to these is set out in the replies above.

2. Three responses believe that there is a lack of alternative public transport on Woodlands Road.
3. Four responses believe that any alternative station is further away
4. Five responses believe that elderly and disabled passengers would be unable to walk as far as Abraham Moss station and a further three responses believed that people are scared to walk along the alley way to Abraham Moss.
5. Five responses were concerned about the value for money of Woodlands Road station being relocated to Abraham Moss.
6. One response believed there was a lack of publicity and community engagement. Also one response believed that Department's value for money statement based was on flawed information.
7. One response argued that they had been led to believe the proposed closure would not happen until Abraham Moss and Queen's Road stations had opened and a further response mentioned both stations.

Title	First Name	Surname	Position	Organisation	Address 1	Address 2	Address 3	Address 4
Mr	Lee	Searles	Programme Manager: Planning and Transport	Local Government Association	Local Government House	Smith Square	London	SW1P 3HZ
Mr	Anthony	Smith	Chief Executive	Passenger Focus	Whittles House	14 Pentonville Road	London	N1 9HF
Mr	Mike	Hewitson	Policy Manager	Passenger Focus	Whittles House	14 Pentonville Road	London	N1 9HF
Mr	Jonathan	Bray	Director	PTGE Support Unit	Wellington House	40-50 Wellington Street	Leeds	LS1 2DE
Mr	Neil	Betteridge	Chair of the	Disabled Persons Transport Advisory Committee (DPTAC)	Zone 2/23 Great Minster House	76 Marsham Street	London	SW1P 4DR
	Chief Executive			Bolton Council	Victoria Sq	Bolton	BL1 1RU	
	Chief Executive			Bury MBC	Town Hall	Knowsley St	Bury	Lancashire BL9 0SW
	Chief Executive			Manchester City Council	Town Hall	Albert Sq	Manchester	M60 2LA
	Chief Executive			Oldham Council	Civic Centre	West St	Oldham	OL1 1UG
	Chief			Rochdale	Municipal	Smith St	Rochdale	OL16 1XG

	Executive			MBC	Buildings			
	Chief Executive		Salford City Council	Civic Centre	Chorley Rd	Swinton	Manchester	M27 5FJ
	Chief Executive			Stockport MBC	Town Hall	Edward St	Stockport	SK1 3XE
	Chief Executive			Tameside MBC	Council Offices	Wellington Rd	Aston Under Lyne	OL6 6DL
	Chief Executive			Trafford Council	Talbot Rd	Stretford	Manchester	M32 0 TH
	Chief Executive			Wigan MBC	Orrell Rd	Orrell	Wigan	WN5 8LZ
			Association of Greater Manchester Authorities	Policy & Research Unit	Wigan Investment Centre	Waterside Drive	Wigan	WN3 5BA
	Chief Executive	North West Regional Development Agency	PO Box 37	Renaissance House	Centre Park	Warrington	Cheshire	WA1 1XB
Mr	Roger Jones	Campaign Director	North West Rail Campaign	7 th Floor	Tower Block	Manchester Airport	Manchester	M90 1QH
				National Council on Inland Transport				
				Travel Watch North West				
				Piccadilly	Carver's	77 Dale St	Manchester	M1 2HG

				Partnership	Warehouse			
				City Co	The Manchester Club	81 King St	Manchester	M2 4ST
				Transport Pool	Bridge 5 Mill	22a Beswick St	Manchester	M4 7HR