



PROPOSED TRAMWAY EXTENSION FROM NORTH PIER TO NORTH STATION - JEREMY WALKER

Recent Tramway Upgrade

- Completed in April 2012
- Complete overhaul and renewal of system
- Replace track, new depot, new vehicles, new electrical infrastructure, new signalling
- Design allowed for future extension of system and increase in services
- Significant increase in passenger numbers
 - 2m in 2008/09
 - 5m in 2015



Opportunity for Expansion

- European funding to undertake study
- Considered various options for system expansion
- Ranked options in terms of benefit, feasibility, affordability, deliverability and value for money
- Tested options against local Transport Policy Objectives –
 - Regeneration of Town Centre, resort core and major points of arrival
 - Enhance accessibility between areas including Town Centre
 - Improve transport network, increase sustainable transport
 - Encourage use of public transport
 - Promote growth in Town Centre

Preferred Option

- Extension of tramway to North Station
- Lost tramway service in 1936
- Benefits of preferred option:
 - 1.8m rail passengers per year – onward travel difficult
 - 80% going to FY1, FY2 and FY4 postcodes
 - Rail travel expected to increase
 - Direct connection to North Station
 - Better connections to Talbot Gateway & Town Centre
 - Improvements to Talbot Road
 - High value for money



Scheme Outline



Proposed Services

- Preserve current frequency and capacity
- Avoid dis-benefit to previous scheme
- Maintain peak services – 10 minutes
- Service to station every 10 minutes in peak
- North and south link from North Station to Bispham, Pleasure Beach – increase in core services
- Additional trams required
- Flexibility of service dictated by demand



Key Issues

- New tramway schemes require Powers
- Transport and Works Act to build and operate on highway
- Decision by Secretary of State – can be lengthy process
- Possible Public Inquiry if objections received
- Key is consultation and public support at all levels
- Anticipate some disruption during construction – minimise as far as possible
- No planned tramway closures



Timescales



- Dependent on TWAO – subject to final scheme approval
- Submit Order – mid 2016
- Public Inquiry – early 2017
- Decision from Secretary of State mid 2017
- Complete procurement – Autumn 2017
- Scheme final approval – end 2017
- Utility diversions – early 2018
- Construction commences – mid 2018
- Completion – by April 2019

QUESTIONS

