



Greater Manchester (Light Rapid Transit System) Act 1990

CHAPTER xv

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ELIZABETH II



1990 CHAPTER xv

An Act to empower the Greater Manchester Passenger Transport Executive to construct additional works and to acquire lands; to confer further powers on the Executive; and for other purposes. [26th April 1990]

WHEREAS the area of the Greater Manchester Passenger Transport Executive (hereinafter referred to as "the Executive") is the metropolitan county of Greater Manchester;

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

1968 c. 73.

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

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

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

And whereas plans and sections showing the lines or situations and levels of the works authorised by this Act (other than the substituted portion of the tramroad (Work No. 1) as defined in this Act and hereinafter referred to as “the substituted portion of Work No. 1”) and a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands which may be acquired or used compulsorily under the powers of this Act (other than the lands required for the purposes of the substituted portion of Work No. 1), were in the month of November 1987 deposited in the office of the Clerk of the Parliaments and in the Private Bill Office, House of Commons, with the chief executive of the Council of the City of Salford and the chief executive of the Trafford Borough Council and such plans, sections and book of reference are in this Act respectively referred to as the deposited plans, the deposited sections and the deposited book of reference:

And whereas a plan and section showing the line or situation of the substituted portion of Work No. 1 and also a book of reference to that plan containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the lands which may be acquired or used for the purposes of the substituted portion of Work No. 1 were deposited in the month of May 1989 in the office of the Clerk of the Parliaments and in the Private Bill Office, House of Commons, with the chief executive of the Council of the City of Salford and with the chief executive of the Trafford Borough Council and such plan, section and book of reference are respectively referred to in this Act as the substituted plan, section and book of reference:

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

1968 c. 73. And whereas the Greater Manchester Passenger Transport Authority have approved the promotion of the Bill for this Act pursuant to section 10 (1) (xxix) of the Transport Act 1968:

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

PART I

PRELIMINARY

- Citation. 1. This Act may be cited as the Greater Manchester (Light Rapid Transit System) Act 1990.
- Interpretation. 2.—(1) In this Act, unless the context otherwise requires—
- “the authorised works” means the works authorised by this Act;
 - “the city” means the city of Salford;
 - “the Executive” means the Greater Manchester Passenger Transport Executive;
 - “the railways board” means the British Railways Board;
 - “the substituted portion of Work No. 1” means the portion of the tramroad which is shown on the substituted plan and section commencing at a point on the line of Work No. 1 (as shown on

the deposited plans) 300 metres south-west of the commencement of that work and terminating at a point on the line of Work No. 1 1,150 metres south-west of the said point of commencement;

PART I
—cont.

“the tramroad” means Work No. 1, including the substituted portion of Work No. 1 but excluding the portion of that work for which that substituted portion is substituted;

“the tribunal” means the Lands Tribunal.

(2) Where in this Act any distance or length is stated, or any reference point is referred to, in any description of works or functions, the reference to that distance, length or reference point shall be construed as if the words “or thereabouts” were inserted after such distance, length or reference point (as the case may be).

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

(4) References in this Act to reference points shall be construed as references to National Grid reference points.

3.—(1) Part I of the Compulsory Purchase Act 1965 (except sections 4 and 27 thereof and paragraph 3 (3) of Schedule 3 thereto), in so far as it is applicable for the purposes of this Act and is not inconsistent with the provisions thereof, shall apply to the compulsory acquisition of land under this Act as it applies to a compulsory purchase to which Part II of the Acquisition of Land Act 1981 applies and as if this Act were a compulsory purchase order under the said Act of 1981.

Application of
Part I of
Compulsory
Purchase Act
1965.
1965 c. 56.
1981 c. 67.

(2) In subsection (1) of section 11 of the said Act of 1965, as so applied, for the words “fourteen days” there shall be substituted the words “three months”.

(3) The Lands Clauses Consolidation Act 1845 shall not apply to the acquisition of land under this Act.

1845 c. 18.

PART II

FURTHER EXTENSION OF LIGHT RAPID TRANSIT SYSTEM

4.—(1) Subject to the provisions of this Act, the Executive may make and maintain the works referred to in this section (together with all necessary works and conveniences connected therewith) in the lines or situations and according to the levels following (that is to say):—

Power to make
works.

(a) as regards the substituted portion of Work No. 1, the line or situation delineated on the substituted plan and the level shown on the substituted section; and

(b) as regards the remainder of the work hereafter in this section described (except the portion of Work No. 1 for which the substituted portion of that work is substituted), the lines or situations delineated on the deposited plans and the levels shown on the deposited sections.

PART II
—cont.

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

In the city and the borough of Trafford—

1988 c. ii.

Work No. 1 A tramroad 3,216 yards (2,941 metres) in length (double line) (incorporating a bridge over the Bridgewater Canal with a fixed span, a bridge over Throstle Nest Lane with a fixed span and a bridge over the Manchester Ship Canal with an opening span) commencing by a junction with the Work No.1 authorised by the Greater Manchester (Light Rapid Transit System) (No. 2) Act 1988 at reference point SJ 82278 96985 passing thence in a north-westerly direction and terminating alongside the street known as Broadway in the city at reference point SJ 80542 97700;

The substituted portion of Work No. 1.

Further works
and powers.

5. Subject to the provisions of this Act, the Executive may make and maintain the further works described in this section, with all necessary works and conveniences connected therewith, and may exercise the powers hereinafter mentioned:—

- (a) they may stop up and discontinue so much of St. James Street in the city as lies between the points marked “P” and “Q” on the deposited plans;
- (b) they may stop up and discontinue so much of Markendale Street in the city as lies between the points marked “R” and “S” on the deposited plans;
- (c) they may stop up and divert so much of the street known as “The Quays” in the city as lies between the points marked “T” and “U” on the deposited plans.

Gauge of
tramroad.

6. The tramroad shall be constructed on a gauge of 4 feet 8½ inches (1.435 metres).

Power to deviate.

7.—(1) Subject to the provisions of this Act, the Executive in constructing the authorised works may deviate from the lines thereof shown on the deposited plans or, as the case may be, the substituted plan to any extent within the limits of deviation shown on those plans and may deviate vertically from the levels shown on the deposited sections or, as the case may be, the substituted section to any extent upwards or downwards and in constructing the tramroad they may alter the radius of any curve described on the deposited plans and increase or diminish any inclination or gradient shown thereon.

(2) In the exercise of the powers of this section the Executive shall provide—

- (a) a headroom of not less than 4.15 metres above the prescribed level where the tramroad crosses the Bridgewater Canal; and
- (b) a headroom of not less than 6.25 metres above the prescribed level where the tramroad crosses the Manchester Ship Canal, the opening span of the bridge incorporated in that work being in the lowered position.

(3) In this section “the prescribed level” means in the case of the Bridgewater Canal 25.26 metres above ordnance datum (Newlyn) and in the case of the Manchester Ship Canal 21.82 metres above ordnance datum (Newlyn).

8. The tramroad shall not be opened for public traffic until it has been inspected and certified to be fit for such traffic by the Secretary of State.

PART II
—cont.
Approval of
Secretary of
State.

9. For the purposes of Parts II and III of the Tramways Act 1870, the Regulation of Railways Act 1871, Schedule 2 to the Telecommunications Act 1984 and this Part of this Act the tramroad shall be deemed to be a tramway.

Certain works to
be deemed
tramways, etc.
1870 c. 78.
1871 c. 78.
1984 c. 12.

10.—(1) The provisions of Part II of the Greater Manchester (Light Rapid Transit System) Act 1988 (except section 5 (1), (2) and (3) and sections 6, 7, 8, 11, 13, 15, 17, 19, 21, 22 and 29) and of section 43 (For protection of electricity, gas and water undertakers), section 44 (For protection of North West Water Authority) and section 46 (Carriages deemed to be public service vehicles) of that Act shall apply for the purposes of this Act.

Extension of
powers, etc.
1988 c. i.

(2) The provisions of the said Act of 1988 so applied shall have effect as if—

- (a) any reference to the light rapid transit system included a reference to the authorised works;
- (b) any reference to the tramroads included a reference to the tramroad within the meaning of this Act;
- (c) any reference to the said Act of 1988 (except a reference to a particular section of that Act) included a reference to this Act;
- (d) paragraph (a) of subsection (1) of section 9 (Subsidiary works for light rapid transit system) included a reference to a temporary bridge over the Bridgewater Canal:

Provided that in the exercise of the powers of that section in relation to the Bridgewater Canal the Executive shall provide a headroom of not less than 4.15 metres above the prescribed level as defined in subsection (3) of section 7 (Power to deviate) of this Act;

- (e) section 10 (Power to cross streets on the level) included a reference to the following streets in the city:—

Broadway;
Garfield Street;
Michigan Avenue;
Ohio Avenue;
Ordsall Lane;
The Quays;
Taylerson Street South;
Trafford Road;

- (f) the references to section 23 of the said Act of 1988 in paragraph (2) of the said section 43 and to sections 15, 16 and 44 of the said Act of 1988 in paragraph (5) of the said section 43 included references to those sections as applied by this Act;
- (g) the reference to the deposited plans in paragraph (3) of the said section 43 included a reference to the plans deposited in connection with the Bill for this Act.

(3) Paragraph (5) of the said section 44 shall have effect as if for the word “whether” where it first appears there were substituted the word “where”.

PART II
—cont.
1988 c. ii.

(4) Subsection (3) of section 9 (Agreements with railways board, etc.) of the Greater Manchester (Light Rapid Transit System) (No. 2) Act 1988 shall apply to the authorised works and the references therein to the light rapid transit system shall include references to those works.

PART III

LANDS

Power to acquire
lands.

11. Subject to the provisions of this Act, the Executive may enter upon, take and use such of the lands respectively delineated on the deposited plans and the substituted plan and described respectively in the deposited book of reference and the substituted book of reference as they may require for the purposes of the authorised works or for any purpose connected with, or ancillary to, their undertaking.

Correction of
errors in
deposited plans
and book of
reference.

12.—(1) If the deposited plans or the deposited book of reference or the substituted plan or the substituted book of reference are inaccurate in their description of any land, or in their statement or description of the ownership or occupation of any land, the Executive after giving not less than 10 days' notice to the owner, lessee and occupier of the land in question may apply to two justices having jurisdiction in the place where the land is situated for the correction thereof.

(2) If on any such application it appears to the justices that the misstatement or wrong description arose from mistake, the justices shall certify the fact accordingly, and shall in their certificate state in what respect any matter is misstated or wrongly described.

(3) The certificate shall be deposited in the office of the Clerk of the Parliaments, and a copy thereof in the Private Bill Office, House of Commons, with the chief executive of the Council of the City of Salford and the chief executive of the Trafford Borough Council and thereupon the deposited plans and the deposited book of reference or, as the case may be, the substituted plan and the substituted book of reference shall be deemed to be corrected according to the certificate, and it shall be lawful for the Executive to take the land and execute the works in accordance with the certificate.

(4) A person with whom a copy of the certificate is deposited under this section shall keep it with the other documents to which it relates.

Disregard of
recent
improvements
and interests.

13. In determining a question with respect to compensation claimed in consequence of the compulsory acquisition of land under this Act, the tribunal shall not take into account any interest in land, or any enhancement of the value of any interest in land, by reason of any building erected, works executed or improvement or alteration made, whether on the land acquired or on any other land with which the claimant is, or was at the time of erection, executing or making of the building, works, improvement or alteration, directly or indirectly concerned, if the tribunal are satisfied that the creation of the interest, the erection of the building, the execution of the works or the making of the improvement or alteration, as the case may be, was not reasonably necessary and was undertaken with a view to obtaining compensation or increased compensation.

Extinction of
private rights of
way.

1965 c. 56.

14.—(1) All private rights of way over any land that may be acquired compulsorily under this Act shall be extinguished on the acquisition of the land, whether compulsorily or by agreement or on the entry on the land in pursuance of section 11(1) of the Compulsory Purchase Act 1965, as applied by this Act, whichever is the sooner.

(2) Any person who suffers loss by the extinguishment of any right under this section shall be entitled to be paid by the Executive compensation to be determined in case of dispute by the tribunal.

PART III
—cont.

15.—(1) The powers of the Executive for the compulsory acquisition of the lands which they are authorised to acquire by this Part of this Act shall not be exercised after 31st December 1993.

Period for compulsory purchase of lands.

(2) The powers of the Executive for the compulsory acquisition of the said lands shall for the purposes of this section be deemed to have been exercised if before 31st December 1993, notice to treat has been served in respect of those lands.

PART IV

PROTECTIVE PROVISIONS

16. For the protection of the railways board the following provisions shall, unless otherwise agreed in writing between the Executive and the railways board, have effect:—

For protection of British Railways Board.

(1) In this section—

“construction” includes execution, placing, alteration and reconstruction and “construct” and “constructed” have corresponding meanings;

“the engineer” means an engineer to be appointed by the railways board;

“plans” includes sections, drawings, specifications, soil reports, calculations and descriptions (including descriptions of methods of construction);

“railway property” means any railway of the railways board and any works connected therewith for the maintenance or operation of which the railways board are responsible and includes any land held or used by the railways board for the purposes of such railway or works;

“specified works” means so much of the authorised works as may be situated upon, across, under or over or within 15 metres of, or may in any way affect, railway property and includes the construction, maintenance, alteration and renewal of the specified works:

(2) The Executive shall not under the powers of this Act acquire compulsorily any railway property but they may, with the consent of the railways board, which consent shall not be unreasonably withheld, acquire such easements or other rights in any railway property delineated on the deposited plans or, as the case may be, the substituted plan as they may reasonably require for the purposes of the specified works and the Executive shall fence off the specified works from railway property to the reasonable satisfaction of the engineer where so required by him:

(3) (a) Notwithstanding anything shown on the deposited plans or the deposited sections, the Executive shall so construct the tramroad and so much of the Work No. 1 authorised by the Greater Manchester (Light Rapid Transit System) (No. 2) Act 1988 as lies between the points marked “A” and “B” on the deposited plans as to ensure that the distance measured horizontally between the rail comprised in the said works which is nearest to the lines of

1988 c. ii.

PART IV
—cont.

rail or other fixed works, as the case may be, forming part of the Liverpool and Manchester railway is not less than the distance specified in sub-paragraph (b) below;

- (b) The distance mentioned in sub-paragraph (a) above is—
- (i) 6.1 metres between the outer edge of the nearest rail of those works and the outer edge of the nearest rail of that railway; or
 - (ii) where other fixed works or any part thereof forming part of that railway are situated between the lines of rail comprised in those works and that railway, 4.5 metres between the outer edge of the nearest rail of that railway and the nearest point of those fixed works:
- (4) The Executive shall before commencing the specified works (other than works of maintenance or repair) furnish to the railways board proper and sufficient plans thereof for the reasonable approval of the engineer and shall not commence the specified works until plans thereof have been approved in writing by the engineer or settled by arbitration:
- Provided that if within 56 days after such plans have been furnished to the railways board the engineer shall not have intimated his disapproval thereof and the grounds of his disapproval he shall be deemed to have approved the same:
- (5) If within 56 days after such plans have been furnished to the railways board, the railways board shall give notice to the Executive that the railways board desire themselves to construct any part of the specified works which in the opinion of the engineer will or may affect the stability of railway property or the safe operation of traffic on the railways of the railways board then, if the Executive desire such part of the specified works to be constructed, the railways board shall construct the same with all reasonable dispatch on behalf of and to the reasonable satisfaction of the Executive in accordance with the plans approved or deemed to be approved or settled as aforesaid:
- (6) Upon signifying his approval or disapproval of the plans the engineer may specify any protective works (whether temporary or permanent) which in his opinion should be carried out before the commencement of the specified works to ensure the safety or stability of railway property and such protective works as may be reasonably necessary for those purposes shall be constructed by the railways board or by the Executive, if the railways board so desire, with all reasonable dispatch and the Executive shall not commence the construction of the specified works until the engineer shall have notified the Executive that the protective works have been completed to his reasonable satisfaction:
- (7) (a) The Executive shall give to the railways board notice in writing of their intention to commence the construction of any of the specified works in accordance with sub-paragraph (b) below and, except in emergency (when they shall give such notice as may be reasonably practicable), also of their intention to carry out any works for the maintenance or renewal of the specified works;
- (b) The period of notice required to be given by the Executive to the railways board by virtue of sub-paragraph (a) above shall be—
- (i) 6 months in any case where the engineer, upon signifying his approval or disapproval of plans furnished to the railways board under paragraph (4) above, has reasonably given it as his

opinion that the construction, maintenance or renewal of the specified works will require the Executive to have temporary occupation of the permanent way of the railway (including land lying within a distance of 2 metres from any outer rail of the railway) or will necessitate the imposition of speed restrictions, or the substitution, diversion or suspension of train services; and

(ii) 28 days in all other cases:

(8) The specified works shall, when commenced, be carried out —

(a) with all reasonable dispatch in accordance with the plans approved or deemed to have been approved or settled as aforesaid;

(b) under the supervision (if given) and to the reasonable satisfaction of the engineer;

(c) in such manner as to cause as little damage to railway property as may be; and

(d) so far as is reasonably practicable, so as not to interfere with or obstruct the free, uninterrupted and safe user of any railway of the railways board or the traffic thereon and the use by passengers of railway property;

and, if any damage to railway property or any such interference or obstruction shall be caused or take place, the Executive shall, notwithstanding any such approval as aforesaid, make good such damage and shall on demand pay to the railways board all reasonable expenses to which they may be put and compensation for any loss which they may sustain by reason of any such damage, interference or obstruction:

(9) The Executive shall —

(a) at all times afford reasonable facilities to the engineer for access to the specified works during their construction;

(b) ensure access for the engineer at all reasonable times to all working sites, depots and premises at which materials to be employed in the construction of the specified works are being made, constructed or assembled;

(c) supply the engineer with all such information as he may reasonably require with regard to the specified works or the method of construction thereof:

(10) The railways board shall at all times afford reasonable facilities to the Executive and their agents for access to any works carried out by the railways board under this section during their construction and shall supply the Executive with such information as they may reasonably require with regard to such works or the method of construction thereof:

(11) If any alterations or additions, either permanent or temporary to railway property shall be reasonably necessary in consequence of the construction of the specified works, such alterations and additions may be effected by the railways board after not less than 28 days' notice has been given to the Executive and the Executive shall pay to the railways board on demand the cost thereof as certified by the engineer including, in respect of permanent alterations and additions, a capitalised sum representing the increased or additional cost of maintaining, working and, when necessary, renewing any such alterations or additions:

PART IV
—cont.

(12) The Executive shall repay to the railways board all costs, charges and expenses reasonably incurred by the railways board—

(a) in constructing any part of the specified works on behalf of the Executive as provided by paragraph (5) above or in constructing any protective works under the provisions of paragraph (6) above including, in respect of any permanent protective works, a capitalised sum representing the cost of maintaining and renewing those works;

(b) in respect of the employment of any inspectors, signalmen, watchmen and other persons whom it shall be reasonably necessary to appoint for inspecting, watching, lighting and signalling railway property and for preventing as far as may be all interference, obstruction, danger or accident arising from the construction, maintenance, renewal, repair or failure of the specified works;

(c) in respect of any special traffic working resulting from any speed restrictions which are necessary as a result of the construction, maintenance, renewal, repair or failure of the specified works and which may in the opinion of the engineer be required to be imposed or from the substitution, suspension or diversion of services which may be necessary for the same reason;

(d) in respect of any additional temporary lighting of railway property in the vicinity of the specified works being lighting made reasonably necessary as a result of the specified works or the failure thereof;

(e) in respect of the approval by the engineer of plans submitted by the Executive and the supervision by him of the specified works:

(13) If at any time after the completion of the specified works, not being works vested in the railways board, the railways board shall give notice to the Executive informing them that the state of repair of the specified works appears to be such as prejudicially to affect railway property, the Executive shall, on receipt of such notice, take such steps as may be reasonably necessary to put the specified works in such state of repair as not prejudicially to affect railway property and, if and whenever the Executive fail to do so, the railways board may make and do in and upon the land of the railways board or of the Executive all such works and things as shall be requisite to put the specified works in such state of repair as aforesaid and the cost and expenses reasonably incurred by the railways board in so doing shall be repaid to them by the Executive:

(14) All temporary structures, erections, works, apparatus and appliances erected or placed by the Executive under the powers of this Act upon, over or under any railway of the railways board shall, as soon as reasonably practicable, be removed by the Executive at times to be agreed with, and to the reasonable satisfaction of, the engineer and in such a way as to cause as little damage to railway property and as little interference with, or delay or interruption to, the traffic on the railways of the railways board as may be; and if any damage to railway property or such interference, delay or interruption shall be caused by any such failure to remove any such temporary structures, erections, works, apparatus or appliances, the Executive shall forthwith make good such damage and pay to the railways board the reasonable costs

and expenses to which they may be put and reasonable compensation for any loss which they may sustain by reason of such damage, interference, delay or interruption:

PART IV
—cont.

- (15) If it shall be necessary for the protection and safety of railway property for the railways board to purchase any minerals for the support of such property or to pay compensation for any minerals to be left unworked for the support thereof and the specified works also derive support from such minerals, the Executive shall repay to the railways board a reasonable proportion of the amount paid by the railways board for or in respect of such minerals and the costs and expenses incurred by the railways board in relation to any such purchase or payment of compensation:
- (16) Before providing any illumination or illuminated traffic sign on or in connection with the specified works or in the vicinity of any railway of the railways board, the Executive shall consult with the railways board and comply with their reasonable requirements in regard thereto with a view to ensuring that such illumination or illuminated sign could not be confused with any railway signal or other light used for controlling, directing or securing the safety of traffic on the railway:
- (17) Any additional expense which the railways board may reasonably incur after giving 56 days' notice to the Executive in widening, altering, reconstructing or maintaining railway property under any powers existing at the passing of this Act by reason of the existence of the specified works shall be repaid by the Executive to the railways board.
- (18) The Executive shall be responsible for and make good to the railways board all costs, charges, damages and expenses not otherwise provided for in this section which may be occasioned to or reasonably incurred by the railways board —
- (a) by reason of the specified works or the failure thereof; or
 - (b) by reason of any act or omission of the Executive or of any persons in their employ or of their contractors or others whilst engaged upon the specified works;

and the Executive shall effectively indemnify and hold harmless the railways board from and against all claims and demands arising out of or in connection with the specified works or any such failure, act or omission as aforesaid and the fact that any act or thing may have been done by the railways board on behalf of the Executive or in accordance with plans approved by the engineer or in accordance with any requirement of the engineer or under his supervision shall not (if it was done without negligence on the part of the railways board or of any person in their employ or of their contractors or agents) excuse the Executive from any liability under the provisions of this section:

Provided that the railways board shall give to the Executive reasonable notice of any claim or demand as aforesaid and no settlement or compromise thereof shall be made without the prior consent of the Executive:

- (19) Section 42 (For further protection of British Railways Board) of the Greater Manchester (Light Rapid Transit System) Act 1988 shall have effect as if the references therein to the light rapid transit system included references to the tramroad:

1988 c. i.

PART IV
—cont.

1988 c. i.

For protection of
Manchester Ship
Canal Company.

- (20) Any difference arising between the Executive and the railways board under this section (other than a difference as to the meaning or construction of this section) shall be referred to and settled by arbitration in the manner provided by section 47 of the Greater Manchester (Light Rapid Transit System) Act 1988.

17. For the protection of the Manchester Ship Canal Company the following provisions shall, unless otherwise agreed in writing between the Executive and the Canal Company, have effect: —

- (1) In this section —

“the Canal Company” means the Manchester Ship Canal Company and subsidiary companies;

“the signed plans” means the plans prepared in quadruplicate and signed by the Right Honourable Lord Aberdare the Chairman of the Committee of the House of Lords to which the Bill for this Act was referred, one copy of which has been deposited in the office of the Clerk of the Parliaments, one in the Private Bill Office in the House of Commons, one with the Executive and one with the Canal Company;

“construction” includes execution, placing, alteration and reconstruction and “construct” and “constructed” have corresponding meanings;

“the engineer” means an engineer to be appointed by the Canal Company;

“plans” includes sections, drawings, specifications, soil reports, calculations and descriptions (including descriptions of methods of construction);

“canal property” means any canal of the Canal Company and any works connected therewith for the maintenance or operation of which the Canal Company are responsible and includes any land held or used by the Canal Company for the purposes of such canal or works;

“specified works” means so much of the authorised works as may be situated upon, across, under or over or within 15 metres of, or may in any way affect, canal property and includes the construction, maintenance, alteration and renewal of the specified works;

- (2) Notwithstanding anything in section 11 (Power to acquire lands) of this Act, the Executive shall not acquire compulsorily any of the lands shown coloured pink on the signed plans:
- (3) Notwithstanding anything in section 7 (Power to deviate) of this Act, the Executive in constructing the tramroad shall not deviate from the centre line shown on the signed plans:
- (4) The Executive shall before commencing the specified works (other than works of maintenance or repair) furnish to the Canal Company proper and sufficient plans thereof for the reasonable approval of the engineer and shall not commence the specified works until plans thereof have been approved in writing by the engineer or settled by arbitration:

Provided that if within 56 days after such plans have been furnished to the Canal Company the engineer shall not have intimated his disapproval thereof and the grounds of his disapproval he shall be deemed to have approved the same:

- (5) If within 56 days after such plans have been furnished to the Canal Company, the Canal Company shall give notice to the Executive that the Canal Company desire themselves to construct any part of the specified works which in the opinion of the engineer will or may affect the stability of canal property or the safe operation of traffic on the canal of the Canal Company then, if the Executive desire such part of the specified works to be constructed the Canal Company shall construct the same with all reasonable dispatch on behalf of and to the reasonable satisfaction of the Executive in accordance with the plans approved or deemed to be approved or settled as aforesaid:
- (6) Upon signifying his approval or disapproval of the plans the engineer may specify any protective works (whether temporary or permanent) which in his opinion should be carried out before the commencement of the specified works to ensure the safety or stability of canal property and such protective works as may be reasonably necessary for those purposes shall be constructed by the Canal Company or by the Executive, if the Canal Company so desire, with all reasonable dispatch and the Executive shall not commence the construction of the specified works until the engineer shall have notified the Executive that the protective works have been completed to his reasonable satisfaction:
- (7) (a) The Executive shall give to the Canal Company notice in writing of their intention to commence the construction of any of the specified works in accordance with sub-paragraph (b) below and, except in emergency (when they shall give such notice as may be reasonably practicable), also of their intention to carry out any works for the maintenance or renewal of the specified works;
- (b) The period of notice required to be given by the Executive to the Canal Company by virtue of sub-paragraph (a) above shall be —
- (i) 6 months in any case where the engineer, upon signifying his approval or disapproval of plans furnished to the Canal Company under paragraph (4) above, has reasonably given it as his opinion that the construction, maintenance or renewal of the specified works will require the Executive to have temporary occupation of the canal (including land lying within a distance of 5 metres from any bank of the canals) or will necessitate the imposition of restrictions on the navigation of the canals; and
- (ii) 28 days in all other cases:
- (8) The specified works shall, when commenced, be carried out —
- (a) with all reasonable dispatch in accordance with the plans approved or deemed to have been approved or settled as aforesaid;
- (b) under the supervision (if given) and to the reasonable satisfaction of the engineer;
- (c) in such manner as to cause as little damage to canal property as may be; and
- (d) so far as is reasonably practicable, so as not to interfere with or obstruct the free, uninterrupted and safe user of any canal of the Canal Company or the traffic thereon;
- and, if any damage to canal property or any such interference or obstruction shall be caused or take place, the Executive shall, notwithstanding any such approval as aforesaid, make good such

PART IV
—cont.

damage and shall on demand pay to the Canal Company all reasonable expenses to which they may be put and compensation for any loss which they may sustain by reason of any such damage, interference or obstruction:

- (9) The Executive shall—
- (a) at all times afford reasonable facilities to the engineer for access to the specified works during their construction;
 - (b) ensure access for the engineer at all reasonable times to all working sites, depots and premises at which materials to be employed in the construction of the specified works are being made, constructed or assembled;
 - (c) supply the engineer with all such information as he may reasonably require with regard to the specified works or the method of construction thereof.
- (10) The Canal Company shall at all times afford reasonable facilities to the Executive and their agents for access to any works carried out by the Canal Company under this section during their construction and shall supply the Executive with such information as they may reasonably require with regard to such works or the method of construction thereof:
- (11) If any alterations or additions, either permanent or temporary to canal property shall be reasonably necessary in consequence of the construction of the specified works, such alterations and additions may be effected by the Canal Company after not less than 28 days' notice has been given to the Executive and the Executive shall pay to the Canal Company on demand the cost thereof as certified by the engineer including, in respect of permanent alterations and additions, a capitalised sum representing the increased or additional cost of maintaining, working and, when necessary, renewing any such alterations or additions:
- (12) The Executive shall repay to the Canal Company all costs, charges and expenses reasonably incurred by the Canal Company—
- (a) in constructing any part of the specified works on behalf of the Executive as provided by paragraph (5) above or in constructing any protective works under the provisions of paragraph (6) above including, in respect of any permanent protective works, a capitalised sum representing the cost of maintaining and renewing those works;
 - (b) in respect of the employment of any inspectors, watchmen and other persons whom it shall be reasonably necessary to appoint for inspecting, watching and lighting canal property and for preventing as far as may be all interference, obstruction, danger or accident arising from the construction, maintenance, renewal, repair or failure of the specified works;
 - (c) in respect of any special navigation procedures resulting from any restrictions which are necessary as a result of the construction, maintenance, renewal, repair or failure of the specified works and which may in the opinion of the engineer be required to be imposed or from the suspension of navigation which may be necessary for the same reason;
 - (d) in respect of any additional temporary lighting of canal property in the vicinity of the specified works being lighting made reasonably necessary as a result of the specified works or the failure thereof;

(e) in respect of the approval by the engineer of plans submitted by the Executive and the supervision by him of the specified works:

PART IV
—cont.

- (13) If at any time after the completion of the specified works, not being works vested in the Canal Company, the Canal Company shall give notice to the Executive informing them that the state of repair of the specified works appears to be such as prejudicially to affect canal property, the Executive shall, on receipt of such notice, take such steps as may be reasonably necessary to put the specified works in such state of repair as not prejudicially to affect canal property and, if and whenever the Executive fail to do so, the Canal Company may make and do in and upon the land of the Canal Company or of the Executive all such works and things as shall be requisite to put the specified works in such state of repair as aforesaid and the cost and expenses reasonably incurred by the Canal Company in so doing shall be repaid to them by the Executive:
- (14) All temporary structures, erections, works, apparatus and appliances erected or placed by the Executive under the powers of this Act upon, over or under any canal property of the Canal Company shall, as soon as reasonably practicable, be removed by the Executive at times to be agreed with, and to the reasonable satisfaction of, the engineer and in such a way as to cause as little damage to canal property and as little interference with, or delay or interruption to, the traffic on the canals of the Canal Company as may be; and if any damage to canal property or such interference, delay or interruption shall be caused by any such failure to remove any such temporary structures, erections, works, apparatus or appliances, the Executive shall forthwith make good such damage and pay to the Canal Company the reasonable costs and expenses to which they may be put and reasonable compensation for any loss which they may sustain by reason of such damage, interference, delay or interruption:
- (15) If it shall be necessary for the protection and safety of canal property for the Canal Company to purchase any minerals for the support of such property or to pay compensation for any minerals to be left unworked for the support thereof and the specified works also derive support from such minerals, the Executive shall repay to the Canal Company a reasonable proportion of the amount paid by the Canal Company for or in respect of such minerals and the costs and expenses incurred by the Canal Company in relation to any such purchase or payment of compensation:
- (16) Before providing any illumination or illuminated traffic sign on or in connection with the specified works or in the vicinity of any canal of the Canal Company, the Executive shall consult with the Canal Company and comply with their reasonable requirements in regard thereto with a view to ensuring that such illumination or illuminated sign could not be confused with any other light used for controlling, directing or securing the safety of traffic on the canal:
- (17) Any additional expense which the Canal Company may reasonably incur after giving 56 days' notice to the Executive in widening, altering, reconstructing or maintaining canal property under any powers existing at the passing of this Act by reason of the existence of the specified works shall be repaid by the Executive to the Canal Company:

PART IV
—cont.

(18) The Executive shall be responsible for and make good to the Canal Company all costs, charges, damages and expenses not otherwise provided for in this section which may be occasioned to or reasonably incurred by the Canal Company—

(a) by reason of the specified works or the failure thereof; or

(b) by reason of any act or omission of the Executive or of any persons in their employ or of their contractors or others whilst engaged upon the specified works;

and the Executive shall effectively indemnify and hold harmless the Canal Company from and against all claims and demands arising out of or in connection with the specified works or any such failure, act or omission as aforesaid and the fact that any act or thing may have been done by the Canal Company on behalf of the Executive or in accordance with plans approved by the engineer or in accordance with any requirement of the engineer or under his supervision shall not (if it was done without negligence on the part of the Canal Company or of any person in their employ or of their contractors or agents) excuse the Executive from any liability under the provisions of this section:

Provided that the Canal Company shall give to the Executive reasonable notice of any claim or demand as aforesaid and no settlement or compromise thereof shall be made without the prior consent of the Executive:

(19) Any difference arising between the Executive and the Canal Company under this section (other than a difference as to the meaning or construction of this section) shall be referred to and settled by arbitration in the manner provided by section 47 of the Greater Manchester (Light Rapid Transit System) Act 1988.

1988 c. i.

For protection of
Amec Properties
Limited.

18. For the protection of Amec Properties Limited (in this section referred to as “the company”) the following provisions shall, unless otherwise agreed in writing between the Executive and the company, have effect:—

(1) In this section “the signed plan” means the plan signed in duplicate by Ian Edward Marshall Buttress on behalf of the Executive and by Keith Bolton on behalf of the company one copy of which has been deposited at the offices of the Executive and the other at the offices of the company:

(2) Notwithstanding anything in this Act or shown on the deposited plans the Executive shall not under the powers of this Act acquire any part of the lands edged green on the signed plan.

PART V

MISCELLANEOUS

Saving for Town
and Country
Planning Act
1971.
S.I. 1988/1813.

19. In their application to development authorised by Part II (Further extension of light rapid transit system) of this Act, Article 3 of, and Class A in Part 11 of Schedule 2 to, the Town and Country Planning General Development Order 1988 shall have effect as if the authority to develop given by this Act in respect of the tramroad were limited to such development begun within 10 years after the passing of this Act.

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