
STATUTORY INSTRUMENTS

2020 No. 170

TRANSPORT

The Greater Manchester (Light Rapid Transit System) (Exemptions) (Amendment) Order 2020

<i>Made</i>	- - - -	<i>at 9.00 a.m. on 24th February 2020</i>
<i>Laid before Parliament</i>		<i>at 2.00 p.m. on 24th February 2020</i>
<i>Coming into force</i>	- -	<i>16th March 2020</i>

The Secretary of State, makes the following order in exercise of the powers conferred by sections 7(1), (2) and (9), 16B(1), (2), (3) and (5), 20(1), (2) and (8), 24(1), (2) and (8) of the Railways Act 1993⁽¹⁾ and sections 25(7) and 38(1) of the Railways Act 2005⁽²⁾.

In accordance with sections 7(1), 16B(1) and 20(1) of the Railways Act 1993, the Secretary of State has consulted with the Office of Rail and Road⁽³⁾.

Citation and commencement

1. This Order may be cited as the Greater Manchester (Light Rapid Transit System) (Exemptions) (Amendment) Order 2020 and comes into force on 16th March 2020.

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- (1) 1993 c. 43; section 7(1) was amended by the Transport Act 2000 (c. 38) (“the 2000 Act”), Schedule 17 paragraphs 1 and 2, the Railways and Transport Safety Act 2003 (c. 20) (“the 2003 Act”), Schedule 2 paragraphs 1 and 3, the Railways Act 2005 (c. 14) (“the 2005 Act”), Schedule 1 paragraph 1(1) and Schedule 13 (Part 1) and by S.I. 2015/1682, the Schedule, paragraph 1. Section 7(9) was amended by the 2005 Act, Schedule 1 paragraph 1(2). Sections 16A to 16I were inserted by the 2000 Act, section 223 and section 16B(1) was amended by the 2003 Act, Schedule 2 paragraphs 1 and 3, the 2005 Act, Schedule 1 paragraph 11(4) and by S.I. 2015/1682, the Schedule, (paragraph 1). Section 20(1) was amended by the 2000 Act, Schedule 27 paragraphs 17 and 23(1) and (2), the 2003 Act, Schedule 2 paragraphs 1 and 3 and by S.I. 2015/1682, the Schedule (paragraph 1). Section 20(2) was amended by the 2000 Act, Schedules 27 paragraphs 17 and 23(1) and (3) and 31 (Part IV). Section 24(1) and (2) was amended by the 2005 Act, Schedule 1 paragraph 14(1) and (2). Section 143(3) was amended by the 2005 Act, Schedule 11 paragraphs 1 and 15. The “appropriate facilities authority” is defined, for the purposes of section 16B to G, in section 16A3A (inserted by the 2005 Act, Schedule 1, paragraph 11(3)). A definition of “appropriate designating authority” was inserted into section 23(3) of the Railways Act 1993, for the purposes of Part 1 of that Act, by Schedule 1, paragraph 13(4) of the 2005 Act.
- (2) 2005 c. 14. “the national authority” is defined for the purposes of section 38(1) in section 38(2) of the 2005 Act.
- (3) Sections 7(1), 16B(1) and 20(1) were amended by S.I. 2015/1682 to give effect to the Office of Rail Regulation’s change of name to the Office of Rail and Road

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Amendment of the Greater Manchester (Light Rapid Transit System) (Exemptions) Order 2013

2. In the Schedule to the Greater Manchester (Light Rapid Transit System) (Exemptions) Order 2013(4), for the map substitute the map in the Schedule to this Order.

Signed by authority of the Secretary of State for Transport

At 9.00 a.m. on 24th February 2020

Vere
Parliamentary Under Secretary of State
Department for Transport

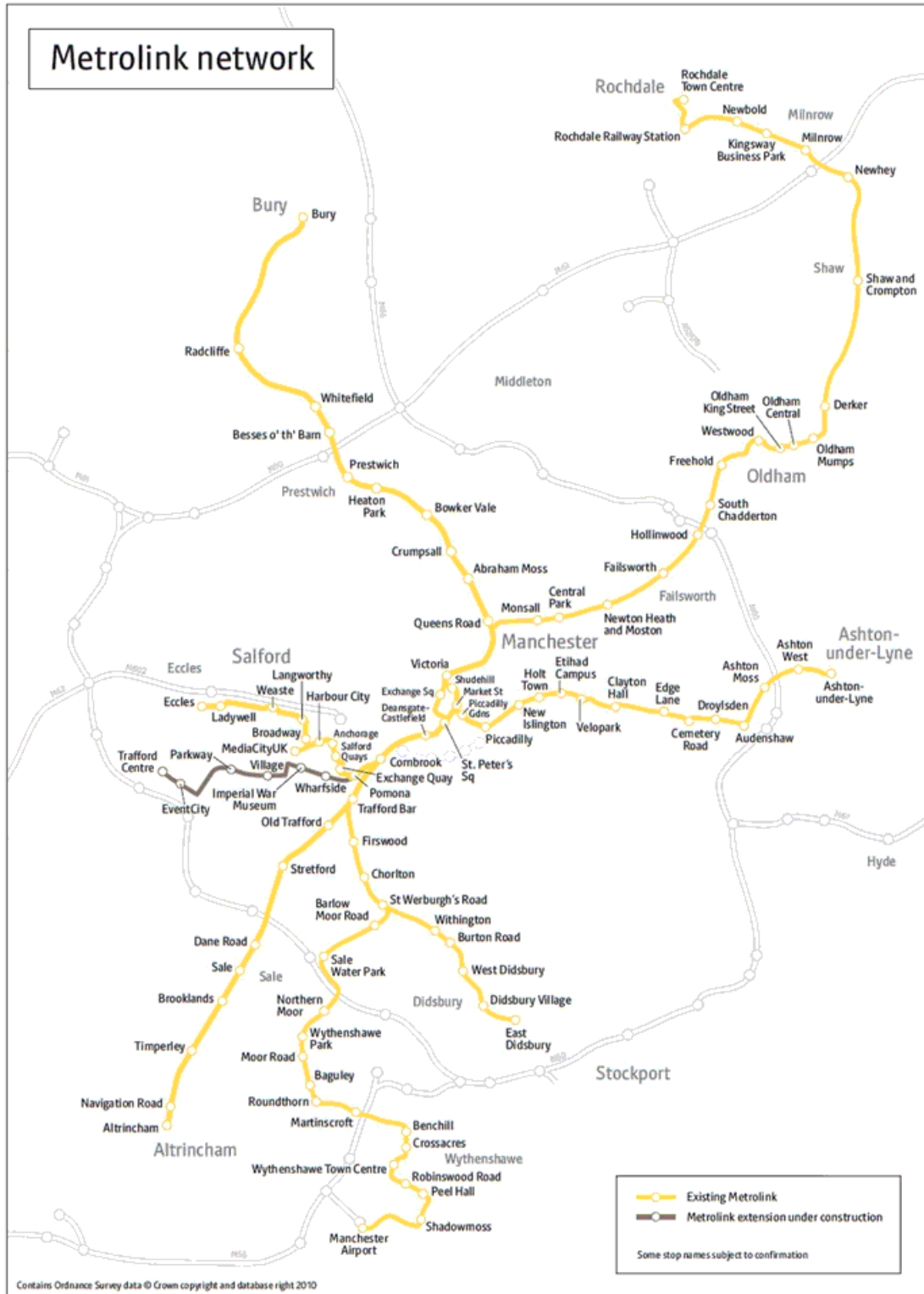
(4) [S.I. 2013/339](#), amended by [S.I. 2015/187](#). The Schedule to the 2013 Order is introduced by article 2 of that Order, which defines “the Metrolink network” as the network constructed or to be constructed on the routes shown on the map in the Schedule.

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SCHEDULE

Article 2

Map of Manchester Metrolink Network



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EXPLANATORY NOTE

(This note is not part of the Order)

This Order relates to the Greater Manchester Light Rapid Transit System, also known as Metrolink (the “Metrolink network”).

The Order amends the Greater Manchester (Light Rapid Transit System) (Exemptions) Order 2013 (“the 2013 Order”) by replacing the map contained in the Schedule to that Order with a revised map of the Metrolink network (article 2). The revised map includes a short section of additional track and six new stations that are being constructed. The effect is to extend the exemptions granted by the 2013 Order to the extension of the Metrolink network, construction of which was authorised by the Transport for Greater Manchester (Light Rapid Transit System) (Trafford Park Extension) Order 2016 (S.I. 2016/1035).

A full explanation of the exemptions granted by the 2013 Order, which are extended by this Order, can be found in the Explanatory Note and the Explanatory Memorandum to the 2013 Order. An impact assessment has not been produced for this instrument as no cost to business or voluntary sectors is foreseen. An Explanatory Memorandum is available alongside the instrument on the website www.legislation.gov.uk.