PURPOSE OF REPORT

To provide an update to Members on recent progress made in respect of the Interchange and Bus Station facilities at Altrincham, Bolton, Wythenshawe and Radcliffe and the future transport facilities being developed for Stockport, Tameside, Wigan, Farnworth and Pendleton. The report provides an overview of the progress made since the last update and the work scheduled to be undertaken over the coming months.

RECOMMENDATIONS

Members are asked to:

• Note the contents of this report and the achievements made in progressing these schemes since the last Interchanges Update to this Committee; and

• Further note the work scheduled to be undertaken to continue to develop the schemes over the coming months, in conjunction with stakeholders.

BACKGROUND DOCUMENTS


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1. Introduction and Background

1.1 This report provides Members with an overview in relation to the current Interchange scheme currently under construction at Bolton; and the Interchange / Bus Station schemes at Altrincham, Wythenshawe and Radcliffe, which have recently been brought into operational use.

1.2 The report also provides an update on the work in relation to future Interchanges at Stockport, Tameside and Wigan and future bus station improvements at Farnworth and Pendleton, which are currently being undertaken in conjunction with Local Authority partners, as part of the wider Growth Deal Programme.

1.3 As part of the ongoing work which is taking place to progress the future Interchange schemes, TfGM is working with the relevant stakeholders to explore the opportunities for incorporating additional residential, commercial and other development infrastructure in conjunction with these schemes.

1.4 A number of photographs and images of the various schemes are included at Appendix 1 to this report.

2. Altrincham Interchange

2.1 The new bus Interchange at Altrincham opened to the public on 7 December 2014.

2.2 The project is currently in the close out stages where any remaining defects are being reviewed and addressed. An outstanding issue remains in relation to the performance in use of the pedestrian footbridge flooring. A contractor has been identified to replace the bridge flooring and is currently preparing the paperwork to obtain the necessary approvals for undertaking the works on railway infrastructure. Works are due to commence in October 2016 and be completed in November 2016.

3. Bolton Interchange

3.1 This project is being developed in partnership with Bolton Council and involves the relocation of the existing bus station from Moor Lane to a new site adjacent to Bolton Rail Station; incorporating a direct, wholly enclosed, pedestrian footbridge linking the two facilities.

3.2 Construction relating to the Interchange bus facility is continuing with the Passenger Concourse and the ancillary Bus Operators buildings now substantially completed (eg glazed curtain walling, roof, masonry and window installation) with construction activity currently focussed upon
internal fit-out of both buildings (eg mechanical, electrical, and joinery works).

3.3 Over the coming months, works will continue in relation to their internal fit-out and external works to the bus apron will also commence. Construction of the Interchange will continue throughout 2016 and into early 2017.

3.4 In parallel with the works to the main Interchange, Network Rail are currently concluding the design of and obtaining the necessary Technical / Rail Industry Approvals for the Skylink Bridge. An advanced works package, relating to construction of the piled foundations and impact protection to the central bridge support (to protect from potential train derailment) has been awarded, and is due to commence on site imminently. Subject to securing the necessary statutory and rail industry approvals, construction of the interchange and Skylink Bridge will continue throughout 2016 and into 2017.

3.5 Bolton Council is independently promoting a Commercial Development opportunity, known as ‘Bolton Central’ which is located immediately adjacent to the Interchange site and which commenced construction during November 2015. Once the handback of the ‘Bolton Central’ construction site is completed, now due to be in February 2017, it will take a further 12 – 14 weeks to complete the remaining public realm and highway works adjacent to the Interchange entrance.

3.6 Regular meetings have been held between TfGM, Bolton Council, the Council’s representatives and respective contractors to manage the associated interfaces and to mitigate the potential adverse impacts of simultaneous working between the adjacent developments.

3.7 Subject to successful completion of the ‘Bolton Central’ development and confirmation of timescales associated with delivery of the public realm and highway works, currently being procured on behalf of TfGM by Bolton Council, the Interchange facility is currently scheduled to become operational during late spring 2017.

4. Radcliffe Bus Station

4.1 The new Radcliffe Bus Station became operational on 13 December 2015.

4.2 Feedback from passengers, bus operators and TfGM staff has been positive in terms of the quality of the facilities and the newly created public realm.

5. Wythenshawe Interchange

5.1 Wythenshawe Interchange was successfully brought into operational use on 29 July 2015.
5.2 Feedback from TfGM staff and passengers has been very positive in terms of the design, quality and perceptions of safety of the new facility. Customer surveys carried out in May 2016 have been extremely positive and overall satisfaction with the Interchange is scored at 97% compared with 65% for the old station on Rowlandsway.

5.3 A ceremony involving Mike Kane MP and local stakeholders was held on 29 July 2016 to mark the first anniversary of the opening of the Interchange.

6. Stockport Interchange

6.1 This Local Growth Deal project involves redeveloping the existing bus station site bounded by the railway viaduct to the west and A6 viaduct to the east; Wellington Mill to the south and the River Mersey to the north, to create a modern, high quality transport interchange with a single covered passenger concourse.

6.2 A supporting hub providing secure cycle parking facilities and improved taxi and coach facilities, located in Mersey Square and in close proximity to an enhanced Trans Pennine Trail, will ensure a fully integrated site. The existing poor connectivity to Stockport Railway Station will also be addressed as part of the project.

6.3 Access arrangements for buses will be improved by the provision of a new road bridge across the River Mersey at Astley Street; enabling bus related traffic to be removed from Mersey Square and the public realm to be improved accordingly.

6.4 The project aligns with a series of initiatives being developed and delivered by Stockport Council (Investing in Stockport) to reinforce and promote the growth of the town centre economy; the Redrock development, Stockport Exchange, The Railway Station Masterplan Study and Stockport Town Centre Access Package (TCAP).

6.5 The Stockport Rail Strategy vision for tram/train to pass through the Interchange at some point in the future has been safeguarded within the proposed design and the proposed bridge will be able to carry Metrolink trams.

6.6 A public consultation exercise in relation to the scheme, was undertaken during November and December 2015. The exercise was undertaken in conjunction with the consultation for the second phase of the Stockport Town Centre Access Plan (TCAP) scheme, which also forms part of the GM Local Growth Deal.

6.7 Following completion of the public consultation exercise, design development work has been completed up to RIBA Stage 3 (Developed Design) for the Interchange scheme.
6.8 As previously reported, in conjunction with the current work being undertaken to develop the design for the Interchange, a parallel initiative is being progressed to explore potential development opportunities which might be appropriate for construction in conjunction with the core transport infrastructure.

6.9 In conjunction with the work which is currently taking place to confirm the viability of any such initiative; a parallel exercise is being undertaken to understand the implications which the delivery of supporting development might have on the timescales for the construction of the new Interchange.

6.10 This exercise has included an assessment of what opportunities might exist to bring forward construction activities to help to mitigate some of the schedule impacts associated with the progression of any development.

6.11 Consequently, a decision has been taken to progress the Stockport Interchange bridge and associated highway works as advanced works packages for the main Interchange scheme. In addition to mitigating some of the scheduling impacts referred to above, these early interventions will also support the wider TCAP improvements in the area and act as an additional access point for the main contractor as part of the main Interchange scheme.

6.12 A full planning application was submitted in May 2016 and was subsequently approved at the end of September 2016. It is proposed works will commence on the bridge structure in late summer 2017 subject to the appointment of a construction contractor by Stockport Council.

7. Tameside Interchange (Ashton-under-Lyne)

7.1 This Local Growth Deal project will see a new Interchange constructed primarily on the existing site, but with the footprint shifted slightly to the west to better tie in with the new Metrolink stop in Ashton town centre.

7.2 A key driver of the project is better integration with the tram stop at Ashton. This will allow for multi-modal journeys to take place in a seamless manner and will enable more passengers to make sustainable choices with regard to transport across Greater Manchester. The new Interchange will provide a more pleasant waiting environment along with a range of amenities such as toilets and baby changing facilities.

7.3 The majority of stands will operate from a single concourse building; albeit that there will also be several stands immediately adjacent to the tram stop that will all feature “real time compatible” Electronic Passenger Information Displays and bespoke high quality shelters. Cycle parking provision at the Interchange will be provided by covered Sheffield stands and in addition, the new facility will sit within close proximity to two existing TfGM Cycle Hubs at Ashton Pool and Ashton-under-Lyne Rail Station.
7.4 The new Interchange will incorporate a number of environmentally sustainable initiatives, such as rain water harvesting and solar power generation. It also intended that the scheme will feature a green ‘sedum’ roof, which will bring forward a range of environmental benefits such as absorbing rain water, capturing pollutants and atmospheric deposits and providing a natural habitat for local wildlife. It will also provide an attractive feature when viewed from surrounding tall buildings.

7.5 The project team has been working closely with Tameside Council throughout the design development process. This has allowed for a local perspective to be placed on the design and ensured that the Interchange aligns to the other regeneration initiatives that are currently taking place within Ashton town centre.

7.6 Full planning approval was granted in February 2016. Designs included within the submission incorporated feedback from the public consultation that had previously taken place during August and September 2015.

7.7 A procurement exercise to identify an appropriate design and build contractor to deliver this project is underway, with a view to an appointment being made in early 2017.

7.8 In conjunction with the current work on the main Interchange project, ongoing dialogue with Tameside Council is taking place regarding the future development use for the area of the existing bus station which will be released once the new Interchange has become operational.

7.9 Subject to the securing of all necessary final approvals, construction of the Interchange is currently planned to commence during 2017.

8. Wigan Bus Station

8.1 The new Wigan Bus Station Local Growth Deal scheme utilises the existing bus station site to deliver a safer, higher quality and more efficient facility which provides improved passenger waiting environment along with the associated retail and amenity facilities as required in a modern TfGM facility.

8.2 A single covered concourse building is proposed which includes all passenger waiting and information along with the required retail, travel shop, and amenity provision.

8.3 All stands will operate from a single concourse building through a Drive In Reverse Out (DIRO) arrangement with cycle parking provision provided by covered Sheffield stands. The new bus station will also incorporate a number of environmentally sustainable initiatives, such as solar power generation and LED lighting.

8.4 The scheme allows for improvements to the New Market Street and Hallgate vehicle and pedestrian entrances and exits whilst maintaining
8.5 The bus station proposals are being developed in partnership with Wigan Council, which is promoting a parallel wider town centre regeneration scheme which includes the comprehensive redevelopment of the Galleries Shopping centre. The bus station development will complement this proposed commercial and economic regeneration within the town centre.

8.6 A full planning application was submitted in January 2016 and was subsequently approved in April 2016.

8.7 A procurement exercise to identify an appropriate design and build contractor to deliver this project is underway, with a view to an appointment being made in the first half of 2017.

8.8 Subject to the securing of all necessary approvals, it is anticipated that works will commence on site during 2017.

8.9 Alongside the current work which is being undertaken to develop the design for the scheme, a parallel initiative is being progressed to explore potential development opportunities which might be appropriate for construction adjacent to the core transport infrastructure; potentially in conjunction with formation of the new pedestrian access.

9. Minor Bus Station Improvement Works

9.1 Ongoing work is also taking place with relevant Local Authorities and their developer partners in relation to the enhancement and / or remodelling of the existing smaller scale bus station facilities in Farnworth and Pendleton town centres.

Farnworth

9.2 The Farnworth Town Centre Masterplan Framework was endorsed by Bolton Council as the agreed blueprint for the future redevelopment of Farnworth town centre in February 2014. The Masterplan Framework was developed in partnership with Bolton Council, precinct owners St Modwen Properties and TfGM. Extensive dialogue with TfGM resulted in an area being safeguarded to allow the existing bus station to be maintained and its facilities improved, subject to funding being secured.

9.3 A development agreement was subsequently entered into between Bolton Council and St Modwen, which formalises the conditions for redevelopment of the town centre’s retail core to take place, and St Modwen has now secured full planning permission for the first phase of this redevelopment.

9.4 TfGM has been working with the Council and St Modwen to formulate and evaluate a range of design options for the remodelling of the bus station
which integrate with both the town centre regeneration proposals and the wider proposals for the development of the bus network in this location and accommodate the required number of departures.

9.5 A preferred bus station layout has now been agreed in principle and further detailed design development and site survey work is currently being undertaken. Funding for the remodelling of the bus station is included in the Salford Bolton Network Improvement (SBNI) scheme. This scheme also forms part of the GM Local Growth Deal.

9.6 A full planning application for the bus station proposals is scheduled to be submitted later this year with a pre-planning consultation exercise planned to take place in advance of this submission. Subject to securing the necessary consents, it is anticipated that the works will commence on site during 2017. This will ensure that the works on the bus station are delivered in line with the indicative programme for St Modwen’s development, and help minimise the duration of the construction disturbance in the town centre.

**Pendleton**

9.7 Similarly, TfGM has worked in conjunction with Salford City Council and other key stakeholders to identify and evaluate a series of design options for the improvement of the current bus operations and passenger waiting facilities in Pendleton, adjacent to Salford shopping centre. These short to medium term improvements proposed under the SBNI programme will both support and complement the wider transportation and regeneration initiatives that are taking place in this area of Salford and will also incorporate much improved pedestrian connectivity.

9.8 In addition to the design development work which is currently taking place to enhance the passenger experience at Pendleton, TfGM will continue to work with Salford City Council with a view to identifying potential funding opportunities for a new dedicated bus station in Pendleton over the longer term.

9.9 Further updates in relation to the development work for the above schemes will be brought to this Sub-Committee in due course.

10. **Recommendations**

10.1 A full set of recommendations is set out at the front of this report.

**Peter Boulton**

*Head of Programme Management Services*
Appendix 1 – Bolton Interchange Progress Photographs – September 2016

[Images of the Bolton Interchange in various stages of construction]
Appendix 1 – Wythenshawe Interchange 1st Anniversary Opening Photographs – July 2016
Appendix 1 – Stockport Interchange General Arrangement and Visuals
Appendix 1 – Tameside Interchange Consultation Images
Appendix 1 – Wigan Bus Station General Arrangement and Visual