



## ITEM NO: 4

<b>Report To:</b>	<b>EXECUTIVE CABINET</b>
<b>Date:</b>	21 October 2015
<b>Executive Member/Reporting Officer:</b>	Councillor Peter Robinson, Executive Member: Transport and Land Use  Damien Bourke, Assistant Executive Director: Development, Growth and Investment
<b>Subject:</b>	<b>TAMESIDE INTERCHANGE UPDATE</b>
<b>Report Summary:</b>	The report summarises progress in the redevelopment of the new Tameside Interchange
<b>Recommendations:</b>	That Executive Cabinet note the contents of the report and confirm that it is the Council's position that it is known as the Tameside Interchange to reflect the economic benefit it will bring to the whole Borough.
<b>Links to Community Strategy:</b>	Transport Infrastructure Schemes are linked to promoting: <ul style="list-style-type: none"><li>• A Prosperous Society,</li><li>• A Safe Environment, and</li><li>• An Attractive Borough.</li></ul>
<b>Policy Implications:</b>	Town Centres are critical to the Tameside economic strategy, and fundamental to the GM Strategy. Improvements to Ashton Town Centre and its surrounding environs are linked to developing a more attractive retail and commercial environment which will provide the catalyst for wider investment. An efficient transport system is key to achieving this goal
<b>Financial Implications:</b> <b>(Authorised by the Section 151 Officer)</b>	There are no financial implications arising directly from this report.
<b>Legal Implications:</b> <b>(Authorised by the Borough Solicitor)</b>	It is intended that regular updates on progress are reported at Strategic Capital Panel where any additional governance of the project can also be managed.
<b>Risk Management:</b>	There is a risk register in place for this project to ensure that any requirements that the Council are required to do are delivered on time and on budget.
<b>Access to Information:</b>	The background papers relating to this report can be inspected by contacting the report writer, Nigel Gilmore by:  Telephone: 0161 342 3920  e-mail: <a href="mailto:nigel.gilmore@tameside.gov.uk">nigel.gilmore@tameside.gov.uk</a>

## **1.0 INTRODUCTION AND BACKGROUND**

- 1.1 The current Ashton bus station and adjacent Metrolink terminus are located to the north west of Ashton town centre adjacent to the A6043 Wellington Road and the Arcades Shopping Centre. Both facilities are linked to the nearby Ashton Rail Station 150m to the east across Wellington Road. Both sites are wholly owned by Transport for Greater Manchester.
- 1.2 Plans have been in place for a number of years to modernise the bus station. These were initially dependent on the Arcades Shopping Centre's proposed expansion, although following the global downturn and the loss of a potential high profile retailer the centre's plans were put into abeyance.
- 1.3 In March 2014, the Greater Manchester Local Enterprise Partnership and Greater Manchester Combined Authority submitted a Growth and Reform Plan to Government setting out its aim to become "a financially self-sustaining city region. The plan sought a £400m share of the Local Growth Fund to support the region's transport and infrastructure requirements and within this £32.7m for a new Interchange in Ashton Town Centre. In July 2014 funding was awarded for three new interchanges across the conurbation at Ashton, Stockport and Wigan.

## **2.0 PROGRESS TO DATE**

- 2.1 Following the July 2014 funding award, a comprehensive tendering exercise was undertaken by Transport for Greater Manchester, as the delivery agents for the project. The 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. The appointed design team has progressed the design to RIBA Stage 2 (Concept Design) and will be continuing with the development of RIBA Stage 3 (Developed Design) in the coming weeks.
- 2.2 One of the key drivers of the project is better integration with the tram stop at Ashton allowing for multi modal journeys to take place in a seamless manner and 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. The majority of stands will operate from a single concourse building although there will be several stands located immediately adjacent to the tram stop. These latter stands will all feature Real Time Passenger Information displays and architecturally designed shelters.
- 2.3 The 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.
- 2.4 Tameside has worked closely with the project team 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.
- 2.5 A full pre-planning consultation exercise commenced in mid-August with the intention of raising awareness of the proposals and inviting public feedback in advance of a planning submission later in the year.

- 2.6 A range of media and consultation methods were employed to undertake the consultation. Presentations and meetings have been held with Members to discuss the benefits of the scheme and any possible impact which may result as a consequence of the development.
- 2.7 As part of the process five public events were held at various locations in the area and a range of stakeholder meetings were held. Some 7,600 leaflets were distributed; including 1,000 handed out face to face at public events. A number of responses were received; 95 online forms were completed and 110 hard copies were returned.
- 2.8 Consultation closed on 15 September. In summary a number of comments were made by members of the public in relation to the design proposals, and whilst largely supportive, there were a number of issues raised that will be addressed by the project team prior to the submission of a planning application. These include:
- The need for a complete covered area including links between the main concourse and the stands immediately adjacent the Metrolink station itself
  - Linked bus, Metrolink and rail information screens and
  - Improved security.
- 2.9 Other general comments on the design included:
- “Much needed investment” and “about time.”
  - “Why are you investing when services are being cut”
  - Issues around disruption during construction
  - Use of name “Tameside Interchange”
- 2.10 The consensus was particularly positive around the proposals for a fully covered waiting area and the provision of Real Time Passenger Information.
- 2.11 **Appendix 1** contains a selection of the images used in the consultation material.
- 2.12 The analysed results from the exercise will be fed into the design team and inform the completion of the scheme design prior to the planning submission.
- 2.13 Following the completion of the public consultation exercise, it is intended that submission of a planning application will take place in late 2015 / early 2016 and the commencement of works on site in late 2016 / early 2017.
- 2.14 In conjunction with other investment opportunities through the Vision Tameside initiative, funding for improved pedestrian links with the heavy rail facility at Ashton Rail will be sought.

### **3.0 OTHER MATTERS FOR CONSIDERATION AND COMMENT**

- 3.1 Land assembly for the initiative is being undertaken by Tameside on behalf of Transport for Greater Manchester. Negotiations progress with two third-party land owners to secure areas of land not in Tameside Council or Transport for Greater Manchester ownership. In both instances negotiations are being undertaken by Tameside MBC on behalf of Transport for Greater Manchester. Governance on land acquisition issues was approved through the July 2015 Strategic Planning and Capital Monitoring Panel.
- 3.2 Further to the main planning submission, Transport for Greater Manchester is considering a number of enhancements to the existing Ashton Metrolink stop to

complement the new Interchange. A number of options are being considered and will be subject to a separate planning application.

- 3.3 In conjunction with the current work which is being undertaken to develop the design for the scheme, a parallel initiative is being progressed to explore potential mixed-use and other development opportunities which might be appropriate for construction on the site beside the core transport infrastructure.

#### **4.0 CONCLUSION**

- 4.1 The new Tameside Interchange forms part of a multi-million investment package of measures for the whole of the Ashton town centre area. Together with the new sixth form college, the proposed shared Administration Centre, the St Petersfield development area and investments to the strategic highway network, Tameside continues to see a major reinvention of the borough's main administrative and retail centre within the borough.

#### **5.0 RECOMMENDATIONS**

- 5.1 As set out on the front of the report.

**APPENDIX ONE: CONSULATION MATERIAL USED FOR THE PROPOSED TAMESIDE INTERCHANGE INDICATING**





**View Towards Proposed Interchange From Rear of Assheton House**



**Elevation Looking Towards Main Concourse From Eastern End of Metrolink Platform**



**Internal View of Main Concourse**