

GREATER MANCHESTER INTEGRATED TRANSPORT AUTHORITY
REPORT FOR INFORMATION

COMMITTEE: Capital Projects
DATE: 6th November 2009
SUBJECT: Rochdale Transport Interchange Update
REPORT OF: Interim Chief Operating Officer

PURPOSE OF REPORT

To update Members of the Capital Projects Committee on the progress in respect of this scheme.

RECOMMENDATIONS

Members are requested to:-

- 1 note the contents of this report and the progress which has been made to date; and
- 2 request a further update report be submitted to this Committee on 5th March 2010.

BACKGROUND DOCUMENTS

Reports to GMPTA - 29th April 2004, 30th July 2004 and 23rd June 2006.

CONTACT OFFICERS

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1 Introduction

- 1.1 The existing Rochdale Bus Station was designed and constructed in the mid 1970's as part of a comprehensive development comprising municipal offices, a multi-storey car park and a town centre access via a high level walkway. The bus station now provides probably the least satisfactory passenger waiting experience in Greater Manchester when compared to other facilities of a similar size.
- 1.2 As part of a wider redevelopment of Rochdale Town Centre, it is proposed to construct a new transport interchange on the Riverside site on the opposite side of Smith Street to the current bus station facilities and adjacent to the proposed Metrolink stop. A location plan is included in this report at Appendix A. It is proposed that there will be provision for directional signage and a real time passenger information link between the bus station and the Rochdale town centre Metrolink stop when Metrolink opens subsequent to the bus station being in operation. GMPTE Officers are currently working with Rochdale MBC Highways Department to strengthen the pedestrian crossing link between the bus station and the proposed Metrolink stop.
- 1.3 The underlying objective behind the proposed new transport interchange is to achieve, as part of a wider package of redevelopment in Rochdale town centre, an exceptional improvement in the quality of waiting facilities provided for bus passengers in this location. These include the provision of modern waiting facilities, promotion of inter-modal travel, safe and secure passenger waiting environment, improved pedestrian access, improved passenger information and sustainable design.
- 1.4 The scheme received a favourable prioritisation in the NWRA's Regional Funding Allocation exercise, which was confirmed by Ministers in July 2006. This exercise has resulted in DfT resources, up to a maximum of £10 million, being allocated to this scheme with the confirmation in April 2008 of the approved Programme Entry.

2 Progress to Date

- 2.1 The advanced works (Enabling and Remediation of the proposed site) for the new interchange were completed during 2006/07 and 2007/08 respectively at a cost of £2,265,000. This was funded with £1,527,000 SRB5 funding whilst the remaining £738,000 is a loan from ITA, which will be recovered from the DfT resources of £10 million.
- 2.2 Members will recall that the Authority endorsed, at its meeting on 23rd June 2006, a proposal to allocate the sum of £800,000 in the Authority's outline capital programme for 2007/08 as a means of underwriting the difference between the total estimated cost for the enabling and site remediation work contract and the available SRB5 funding.

2.3 The following table sets out the financial reconciliation of the project:

Proposed expenditure	£ 000
Enabling and Remediation Works (completed)	2,265
Main Transport Interchange Scheme	
Construction Works (budget estimate)	8,135
Design & Project Management Costs	1,127
Estimated Total Cost	11,527
Funding	
SRB5 (claimed)	1,527
DfT	10,000
Total	11,527

- 2.4 Following the completion of the advanced works, a team of consultants were appointed in November 2008 for the design and post contract management work associated with the new Interchange.
- 2.5 The public consultation on the scope for redeveloping Rochdale Bus Station and providing a new Rochdale Transport Interchange at the proposed new Riverside site was undertaken in 2004. In addition to this, meetings and consultation on the proposals for the new Interchange have been undertaken with the bus operators, Rochdale Borough Transport Group, Rochdale Town Centre Committee and Rochdale and District Disability Action Group (RADDAG).
- 2.6 The discussions and feedback from the above consultations and meetings have been used to inform the design for the proposed Transport Interchange.
- 2.7 The design development stage of the project is now complete and we will be progressing the detailed design in parallel with the planning process to meet timescales for delivery. Images of the new bus station are appended to this report at Appendix B.
- 2.8 A key risk associated with this project is that the scheme may not progress if the proposed Rochdale Town Centre redevelopment scheme is abandoned. However, a letter has been received from Rochdale MBC indemnifying design costs up to the DfT Conditional Approval Stage, and regular discussions with Rochdale Development Agency and Rochdale MBC with regard to this matter are undertaken.

- 2.9 There is an ongoing negotiation and active dialogue between Officers of the Executive and Rochdale MBC to conclude the legal and commercial arrangements in relation to land assembly and scheme development. It is hoped to conclude this early in 2010.
- 2.10 A further report updating Members of progress will be submitted to the 5th March 2010 meeting of this Committee.

3 Scheme Schedule

3.1 The following are the outline delivery milestones for the scheme:-

- Detailed Planning Application submitted to Rochdale Council – mid October 2009
- Issue OJEU Notice for Contractors – January 2010
- DfT Conditional Approval submission – Spring 2010
- Issue Tender Document to Contractors – Spring 2010
- Anticipated DfT Conditional Approval – Summer 2010
- Anticipated DfT Full Approval – Autumn 2010
- Construction Site Start – Autumn 2010
- Site Completion – Early 2012
- Handover to Operations – Early 2012

Members will be kept apprised of progress on the scheme at regular intervals and approval sought from the ITA prior to award of the main construction contract.

4 Recommendations

4.1 Refer to the front cover of this report.

Bob Morris
Interim Chief Operating Officer