OLDHAM BUS STATIONS, OLDHAM



LOCATION: OLDHAM,

COMPLETION: 2008

VALUE: £7.5M / £12.0M

SIZE: 10,000M²

SERVICE: ARCHITECTURE, LANDSCAPE

SECTORS: TRANSPORT, URBAN REGENERATION

CLIENT: TRANSPORT FOR GREATER MANCHESTER AND OLDHAM METROPOLITAN BOROUGH COUNCIL

CONTRACTOR: THOMAS BARNES & SONS PLC AND INTERSERVE

STRUCTURES: MARSTON & GRUNDY

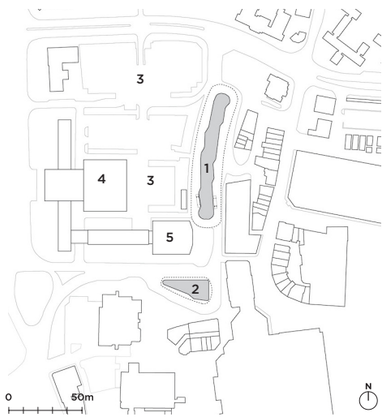
SERVICES: ESE CONSULTING ENGINEERS

COST CONSULTANT: MIDDLETON & LEES

SPECIALIST CONSULTANTS: TRANSPORT: PBA

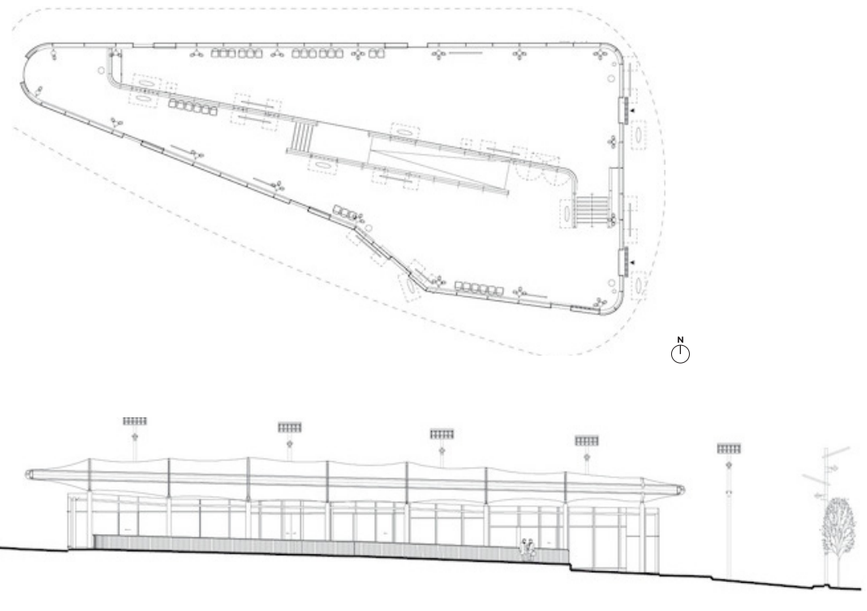
AWARDS:
2002: CIVIC TRUST AWARD
2001: RTPI REGIONAL BEST URBAN REGENERATION AWARD

The centralisation of bus facilities at the Cheapside and West Street sites was a key element of both Oldham Council's town centre regeneration strategy and Transport for Greater Manchester's development strategy. As a rationalisation of services and assets it was desired to re-locate the city's main bus station from a peripheral site to the centre and to agglomerate a disparate collection of bus shelters into a single, protected, waiting facility with proximity to the central business district. The buildings share a common architectural language of transparency and light but respond strategically to different site conditions. The Cheapside station occupies a flat slender site previously used for short stay car parking whilst the West Street site is smaller but includes a significant change of level from one side to the other.



Site plan
1. Oldham Central
2. Oldham West Street
3. Car park
4. Queen Elizabeth Hall
5. Civic Tower





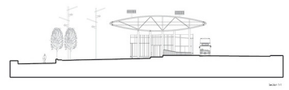
Section B-B



The station facilities act as a gateway to the city. They are surrounded by both public buildings, including the Magistrates Courts, the protected Manchester Chambers building and a number of important retail zones. As a consequence the site is subject to high pedestrian flows throughout the day. At night, when many users find public transport less appealing for security reasons, the facilities offer a re-assuring transparency an visibility through their minimal structure.

As a response to the level changes and desire for transparency, the interiors are enclosed by simple glazed facades with floating roofs. The station hosts a standing-seam aluminium roof mounted on steel 'trees' allowing it to follow the gentle curve of the site while the more compact shelter building hosts a lightweight PTFE roof membrane resting above the stepped floor plate, minimising the need for artificial lighting on all but the dullest days.

The replacement of a car-park site with a bus station is symbolic of a drive to shift to sustainable transport in the UK. Having won the award for "Best Urban Regeneration Project" the stations have acted as a catalyst for the planning of similarly high quality passenger transport interchanges across Greater Manchester and the wider region.



Section A-A