



Transportation

# Hexham Bus Station Option Assessment Executive Summary



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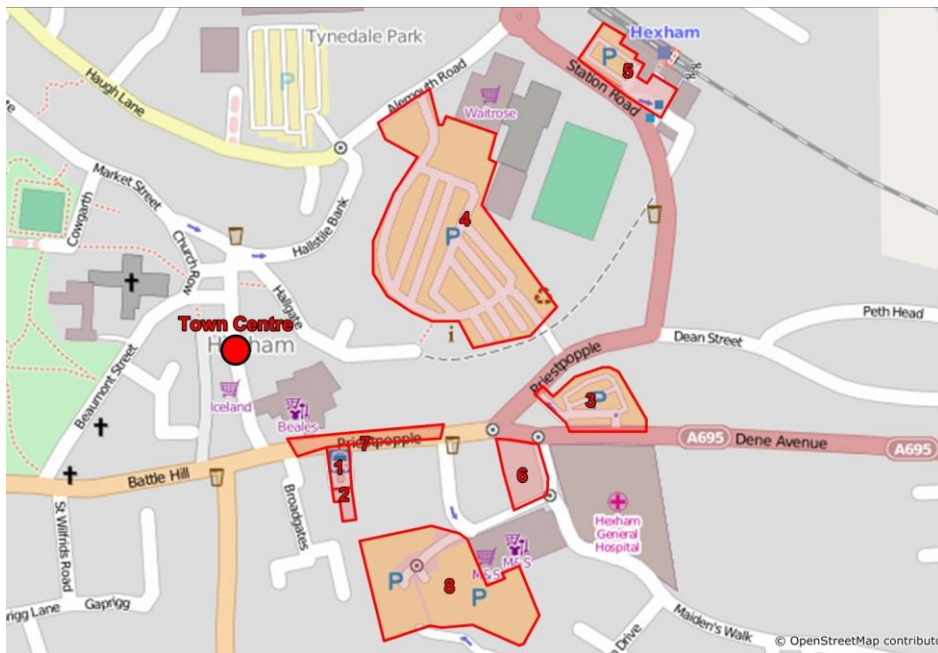


# Executive Summary

## 1.1 Assessed Sites

Eight sites have been assessed for their viability as a bus station location. These are listed and illustrated below:

- 1 Existing Hexham bus station site - Priestpopple
- 2 Existing Hexham bus station + additional land to south by penetrating onto Maiden's Walk
- 3 Loosing Hill
- 4 Wentworth car park
- 5 Hexham Railway Station
- 6 Land at south-west corner of junction between Priestpopple & Corbridge Road
- 7 Priestpopple on-street bus station
- 8 Maiden's Walk



Potential Bus Station Locations in Hexham

## 1.2 Study Objective

An independent assessment of all identified potential options for Hexham Bus Station is required. The study objectives include:

- Define robust assessment criteria
- Complete a desktop study and site visits to collect relevant data
- Develop a bespoke Assessment Matrix to capture the requirements of a 'good' bus station site and provide an impartial evaluation of the suitability of the eight potential options
- Recommend a preferred option for Hexham Bus Station.

### 1.3 Methodology

The developed assessment methodology and the process of reporting the assessment results have been broken down into the following three steps:

- Step 1: Supporting guidance/ evidence base (including development of supporting tables)
- Step 2: Development of assessment matrix, based on requirements from supporting guidance
- Step 3: Production of site summary sheets.

Adopting a three step process ensures that the assessment results are transparent and accessible. Varying degrees of detail on the assessment process can be obtained by viewing individual steps at the discretion of the reader. The adopted methodology was produced following a comprehensive review of bus station design guidance and experience gained from involvement in previous bus interchange projects. The method was tested and refined during preliminary site visits before the full assessment was undertaken.

### 1.4 Results

The output from the assessment process was a total score for five sections (Accessibility; Functionality; Sustainability; Safety and Security; and Costing) for each of the eight sites. Combined total section scores, defined by the weighting applied to each criteria, influencing the viability of the bus station site, multiplied by the rating given to each criteria, are expressed as percentages below. Each site was scored out of a maximum value of 570 points.

**Table 1: Site Scores by Section**

		<b>Score (%)</b>
<b>Rank</b>	<b>Site Number / Description</b>	<b>Total</b>
1	Site 3 – Loosing Hill	<b>88%</b>
2	Site 4 – Wentworth Car Park	<b>80%</b>
3	Site 8 – Maiden’s Walk	<b>79%</b>
4	Site 5 – Hexham Train Station	<b>74%</b>
5	Site 2 – Existing Hexham Bus Station site + additional land to south	<b>72%</b>
6	Site 7 – Priestpopple on street bus station	<b>71%</b>
7	Site 1 – Existing Hexham Bus Station	<b>71%</b>
8	Site 6 – Land at south-west corner of junction between Priestpopple & Corbridge Road	<b>56%</b>

## 1.5 Recommendations

Based on the assessment of the eight site options, the preferred option is to relocate Hexham Bus Station to Loosing Hill. This conclusion is a result of the following:

- The site has sufficient space to meet all operational and passenger facility requirements of a bus interchange
- A bus station could be successfully integrated in to the surrounding landscape without changing the urban nature of the current car park
- Minimal diversion to existing bus routes would be required to serve the relocated bus station
- There is scope for improving the A695/ A6079/ B6305 junction as part of highway works for the Loosing Hill site. Signalisation of this junction could potentially improve safety and journey times for general traffic, buses and pedestrians
- There is scope for the inclusion of bus priority measures in the form of bus activated signals at the site access
- The existing bus station location is ideally sited for access to Hexham town centre. However the size (particularly the width) and shape of the site is a constraint both operationally and with regard to provision of passenger facilities. Conflicts exist between pedestrian and operational usage. Whilst mitigation measures may reduce the risk posed by the existing conflicts it is not possible to address them fully. Additional land take to increase the width of the site would be required to address the highlighted concerns with vehicle and pedestrian movement and allow refurbishment of the site to be recommended.
- Loosing Hill is considered a 'next best' location in terms of overall accessibility (when compared to the existing bus station location), but with the potential to create a better bus station environment.

## 1.6 Way Forward

The following steps are recommended with regard to the Hexham Bus Station project:

- Progress consultation with relevant stakeholders
- Based on feedback, confirm the preferred option to be taken forward for feasibility design
- Identify programme and budget for the preferred option
- Progress the preferred option.