Transportation

Hexham Bus Station Option Assessment Report

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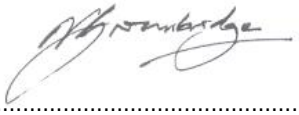

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Hexham Bus Station Option Assessment Report

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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

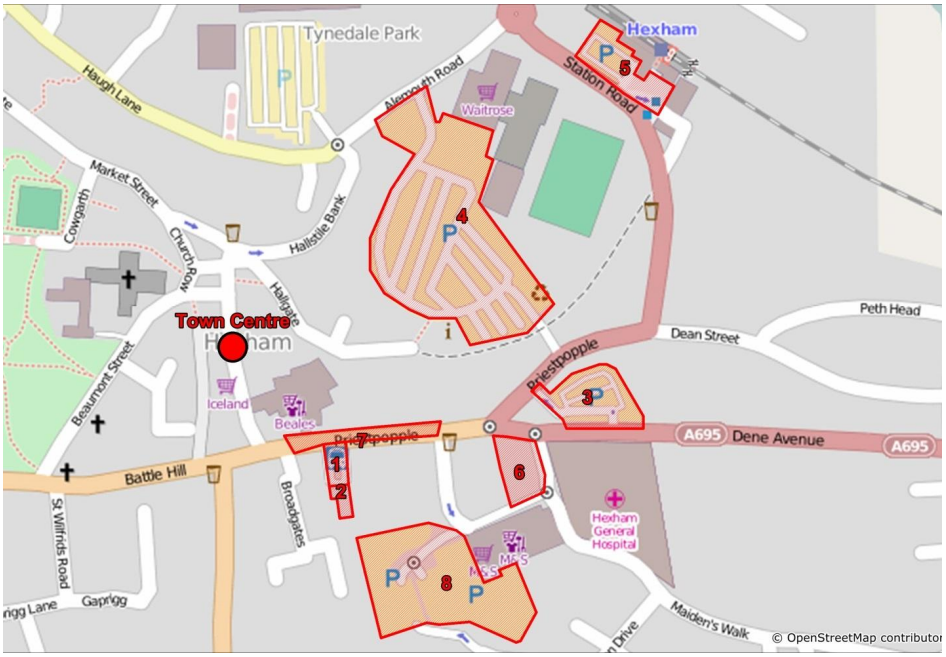
4 Wentworth car park

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

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

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.

1 Introduction

1.1 Background

Northumberland County Council (NCC) has commissioned AECOM to undertake an independent assessment of location options for Hexham Bus Station, including retaining the bus station at its current location or potential relocation to alternative sites. This follows a proposal to relocate the bus station from its existing location on Priestpopple in order to permit development of the existing bus station site.

NCC's current proposed alternative bus station location is an on-street option on Priestpopple, which has received objection from Hexham Town Council. Hexham Town Council has requested that six sites are assessed for their viability as a bus station location, including a review of the potential to enhance the existing site. The on-street Priestpopple option and a further additional site has been included in the assessment by request of NCC. Thereby, a total of eight sites are assessed as shown in **Figure 1** below.

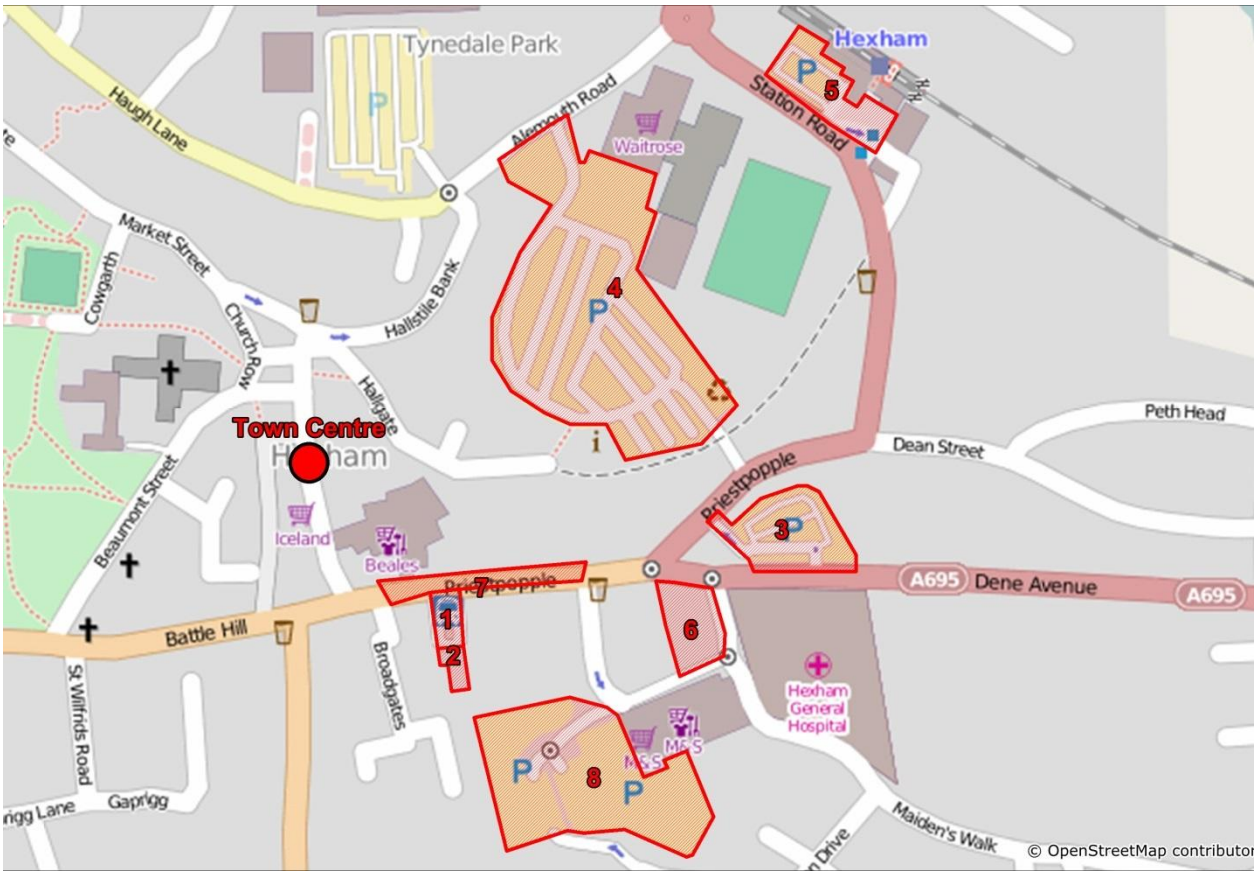


Figure 1 - Potential Bus Station Locations in Hexham

The potential relocation of Hexham Bus Station has been considered on a number of occasions. This stems from factors including:

- A desire to redevelop the existing site as a result of its prime location on one of Hexham's principal shopping streets
- A desire to regenerate the area of Hexham Town Centre, support the retail development on Maiden's Walk immediately behind the site, and to provide improved bus services

- Space constraints in the existing bus station layout, limit mitigation options for addressing identified concerns with the operation of the site.

An option assessment methodology has been designed to cover a broad scope of factors which influence the suitability of a site for providing a bus station. The factors are classified under five key headings:

- Accessibility
- Functionality
- Sustainability
- Safety and Security
- Costing

Each heading contains an extensive list of influencing factors to assess in order to support the delivery of a balanced and independent evaluation of the relative merits of all sites.

A bespoke Assessment Matrix has been developed to score each assessment criteria to create a transparent assessment for each site. The Assessment Matrix and scoring mechanisms have been developed with reference to an extensive collection of relevant best practice guidance and experience in bus station design.

1.2 Previous & Ongoing Studies

Previous studies into the refurbishment/relocation of Hexham Bus Station have been completed, with consideration given to six of the eight sites included within the current assessment. In 2010, three potential locations for Hexham Bus Station were identified and assessed;

- Loosing Hill
- Priestpopple (on street)
- Maiden's Walk

In 2007, four options for the bus station were assessed

- Existing bus station site (with modifications)
- Loosing Hill
- Railway Station
- Wentworth Car Park

Previous work carried out in assessing and developing options for Hexham has been revisited to inform the background/constraints for the sites. However, the assessment methodology adopted in this study remains independent from the conclusions reported in previous studies.

Similarly, a range of preliminary design layouts exist for Loosing Hill (2007; and 2010); Railway station (2007) and Priestpopple (on street) (2014), these designs have not been specifically referenced in the assessment though they highlight constraints and opportunities within the sites. Considering specific designs can introduce bias as they are not available for all sites; and the specific design requirements and considerations relevant to this study where not necessarily part of the previous design scopes.

Market research was completed in 2009 which aimed to derive what passenger services and facilities current passengers of Hexham Bus Station consider that they currently have, and what they would expect from a new bus station. Information from focus groups and surveys completed as part of that research has been considered in our assessment.

Overall, it is recognised that knowledge of previous studies has added value to this assessment. However, it was deemed important that the assessment criteria in this study should remain independent and not be overly influenced by demands, preferences or outcomes from previous work.

As a summary of previous studies and conclusions:

- Loosing Hill has been identified as a preferred site for a relocated bus station in both 2007 and 2010.
- It is noted that this outcome was reached despite differences in both the appraisal approach and the options under consideration
- Safety concerns have been identified at the existing bus station site. The majority of these concerns are regarding pedestrian conflict with buses and other vehicles, as a result of the limited space and the shared use nature of the site
- Bus station users feel the location of the current bus station is good and there is strong public opposition to its relocation
- Bus station users feel that there are inadequate facilities within the current bus station
- Beyond the existing provision, toilets and a seated waiting area (including enclosed shelter from the wind and rain) are the most frequently desired facilities for a bus station in Hexham

1.3 Study Objective

AECOM have been commissioned to undertake an independent assessment of all identified potential options for Hexham Bus Station, including potential relocation to alternative sites. The study objectives include:

- Complete a data collation exercise to collate and review previous available pertinent data for use in the option assessment
- Define robust assessment criteria so that the relative merits of each option can be accurately understood and assessed
- Complete a desktop study and site visits to collect relevant data for use in the option assessment
- 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
- Present the assessment method and results in a clear, concise format using site based summary sheets and summary tables
- Recommend a preferred option for Hexham Bus Station

1.4 Report Structure

Following this introduction, this report contains four chapters detailing the process and outcomes of the study.

- **Chapter 2 Assessed Sites** outlines the eight sites assessed within this study
- **Chapter 3 Methodology** details the process undertake to create an impartial assessment process
- **Chapter 4 Results** summarises the output from the assessment process
- **Chapter 5 Recommendations** provides a summary of the conclusions and a way forward.

The report contains appendices providing more detail to support the methodology and reporting for the study.

2 Assessed Sites

2.1 Overview

Eight sites have been assessed for their viability as a bus station location. A summary of their location and existing characteristics is provided in this chapter.

2.2 Site 1 – Existing Bus Station

Figure 2 below illustrates the location and site boundary for site 1.

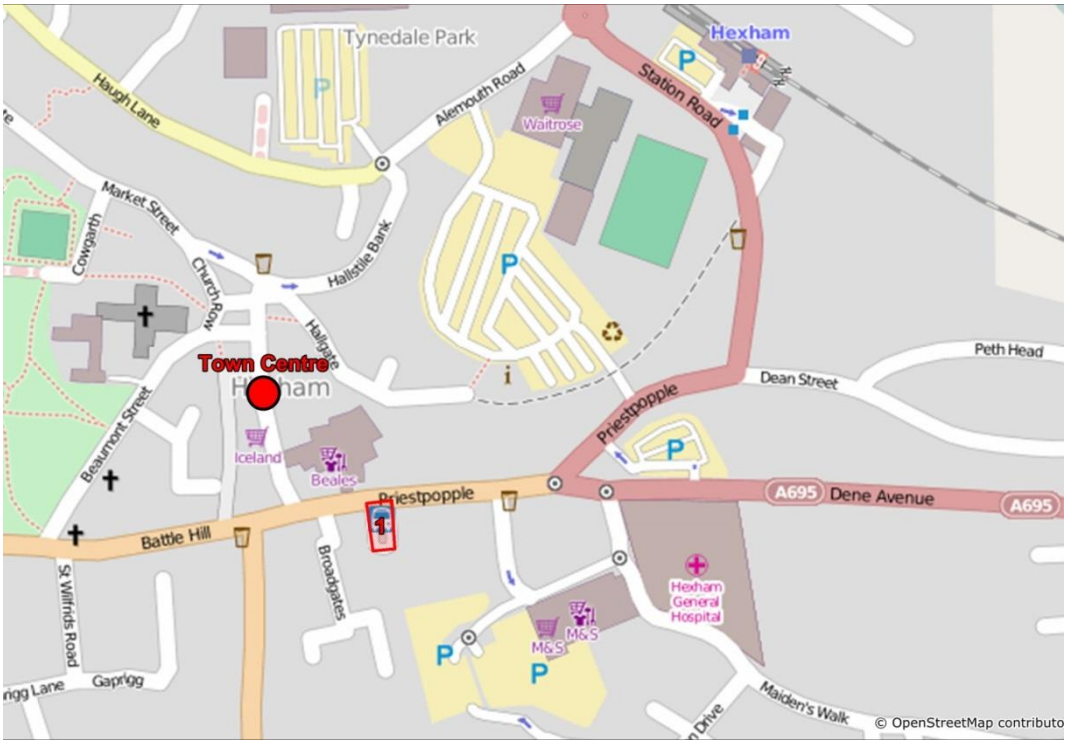


Figure 2 - Location and Site Boundary for Site 1

- Located in the town centre off Priestpopple
- There are on-street bus stops on Priestpopple directly outside the bus station, serving eastbound and westbound routes
- Three stops are provided within the bus station site, with an additional small area which serves minibuses and smaller occupancy vehicles
- The bus station has a central terminal building which is not open to the general public
- The total site area is approximately 800m², the existing terminal building and island takes up approximately 215m² of this area
- Passenger waiting facilities are limited to the terminal building canopy; three standalone bus shelters containing paper timetable information; digital timetable display; and a clock
- Two bus layover spaces are provided immediately behind the bus station adjacent to a private car park with on-carriageway pedestrian access

- Other vehicles share the access to the site via Commercial Place. Private cars access a car park to the rear of the station, and delivery vehicles access commercial property on Commercial Place
- Footways along the western side of the site provide access to the car park and commercial property, these are marked by painted white lines on the carriageway
- Pedestrian crossings at the site access/ exit are designated by painted white lines to guide pedestrians onto the central island housing the waiting area
- Site width is restricted. Both in terms of overall width, and the width between the central island and the external site boundaries. Thus bus station uses share carriageway space to permit access through the site

2.3 Site 2 – Existing Bus Station plus land to south

Figure 3 below illustrates the location and site boundary for site 2.

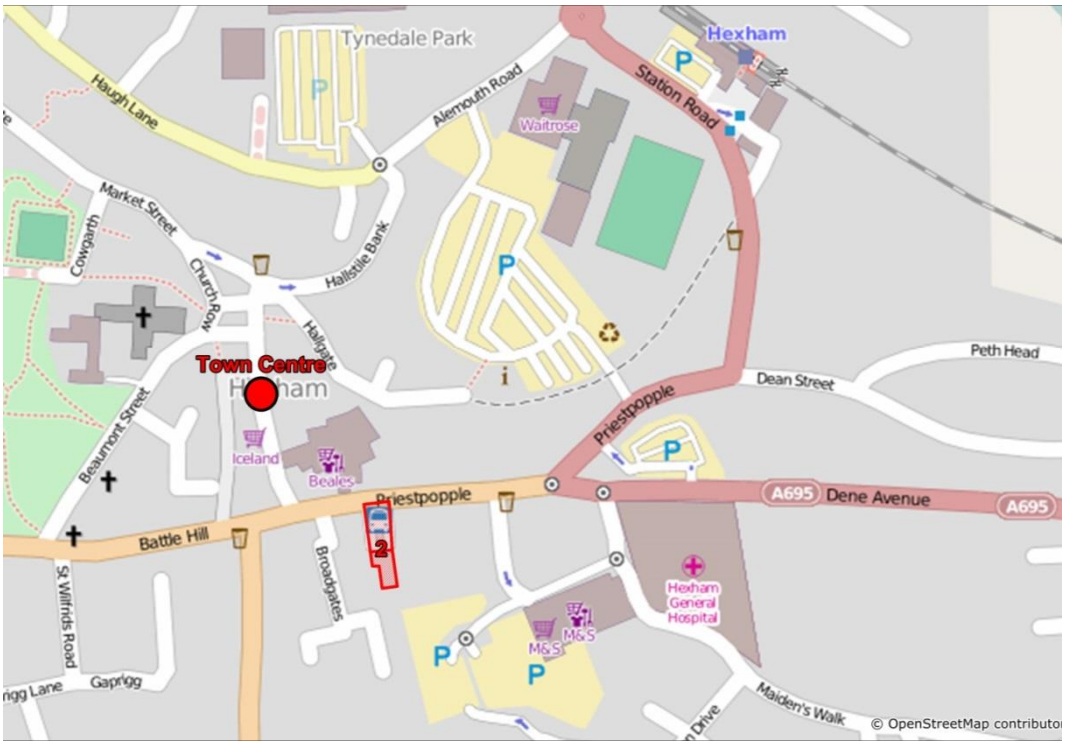


Figure 3 - Location and Site Boundary for Site 2

- The site includes the existing bus station plus additional land to the south, up to the boundary wall at the southern extent
- It has been considered that the bus station could penetrate the back of the site to Maiden's Walk. It is noted that there is a substantial level difference between the existing bus station site and the land to the south of the site
- There is a historic building which would need to be demolished to allow a connection to be made to Maiden's Walk. This and the above factors are likely to make the connection to the south unfeasible. The assessed site boundary assumes the bus station extends to the boundary wall at the rear of the site
- Additional land area is approximately 600m²
- The additional land is currently utilised as a private car park containing space for approximately 10 vehicles

- Use of the car park is restricted to vehicles associated with bus operators and the local businesses on Commercial Place; though the arrangements that permit the use of the site are unclear
- Buses/coaches were observed using a section of the car parking area during site visits for additional layover. The use of the space in this manner is considered informal bus layover

2.4 Site 3 – Loosing Hill Car Park

Figure 4 below illustrates the location and site boundary for site 3

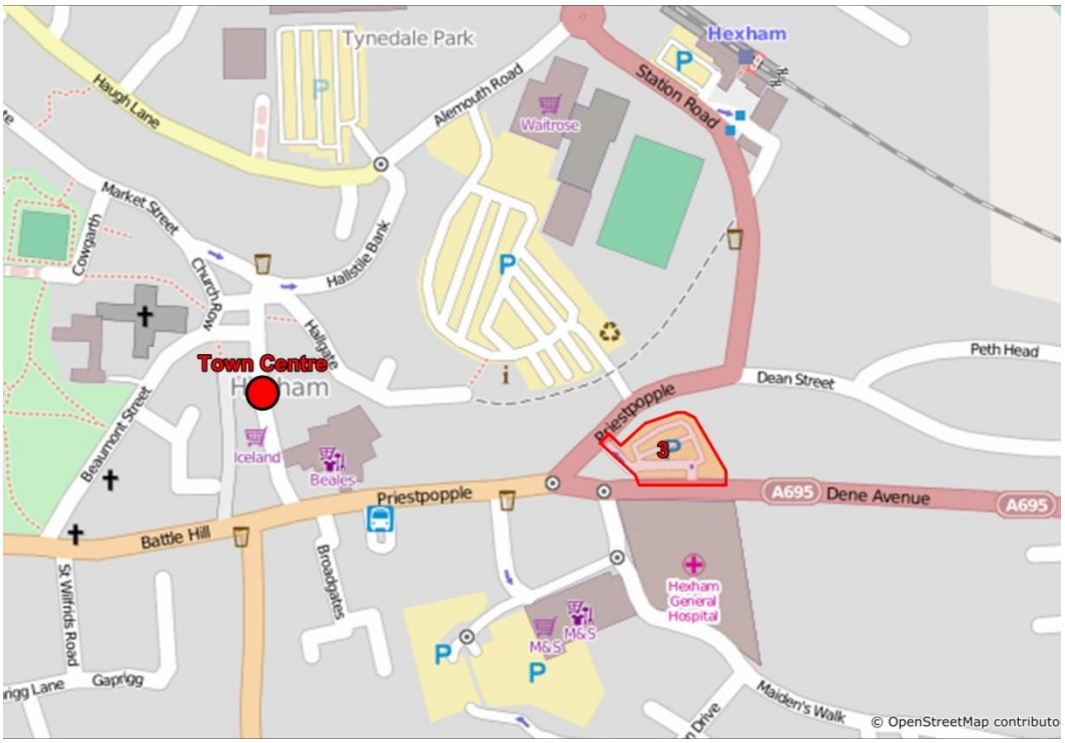


Figure 4 - Location and Site Boundary for Site 3

- The site is located approximately 170m east of the existing bus station on the junction between the A695 / A6079 / B6305
- The site is currently a council owned car park with approximately 110 spaces. Pay and display charges were abolished at this site in April 2014 and users are now required to display a parking disc
- Existing site access is gained from the A695, with egress via the A6079
- The site area is approximately 4000m²
- Sufficient space should be available to locate a bus station within the site, whilst retaining the park/ garden area to the west of the site

2.5 Site 4 – Wentworth Car Park

Figure 5 below illustrates the location and site boundary for site 4

Figure 5 - Location and Site Boundary for Site 4

- The site is located approximately 350m from the town centre
- The site is currently a council owned car park with approximately 670 spaces. Pay and display charges were abolished at this site in April 2014 and users are now required to display a parking disc
- Primary access is provided via a priority junction with Alemouth Road (west access). A second access exists via a priority junction with the A6079 (east access)
- The total site area is approximately 23,500m², however, not all this area would be allocated to the provision of a bus station
- The car park directly serves a superstore, leisure centre and tourist information centre
- The existing walking route to the town centre is signed from the south of the site onto Hallgate via Wentworth Place. The footpath has a steep uphill gradient away from the site

2.6 Site 5 – Hexham Train Station

Figure 6 below illustrates the location and site boundary for site 5

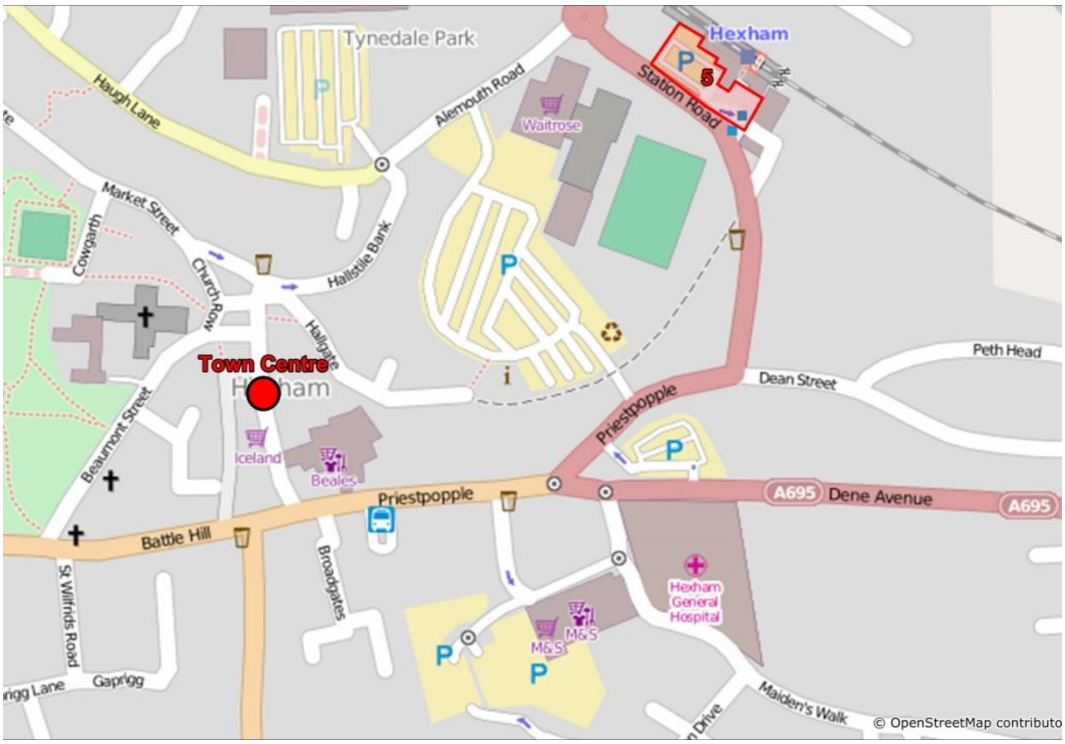


Figure 6 - Location and Site Boundary for Site 5

- The site is located on land adjacent to Hexham Train Station
- The site boundary has been assumed to potentially include the existing car parking and taxi rank in addition to the existing bus stop provision
- The total site area is approximately 3,700m²
- Separate accesses are provided for the car park and existing bus provision
- If the car parking area is used, there is the potential to provide bus station building and full facilities

2.7 Site 6 – Land at south-west corner of junction between Priestpopple and Corbridge Road

Figure 7 below illustrates the location and site boundary for site 6

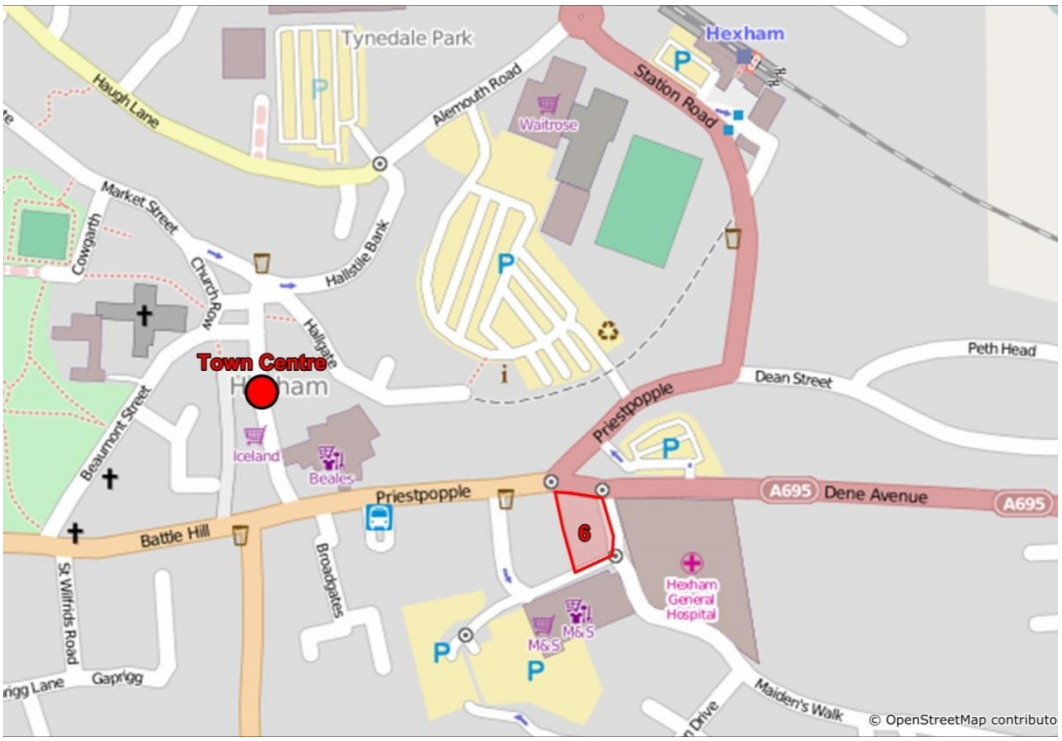


Figure 7 - Location and Site Boundary for Site 6

- The site is located approximately 160m east of existing bus station
- The site is currently occupied by a car showroom and a charity shop, which would need to be demolished to make way for a bus station
- The site area is approximately 1,200m²
- Access to the car showroom is via an unnamed road off Priestpopple to the west of the site
- Charity shop access is on- street (Maiden's Walk)

2.8 Site 7 – Priestpopple On Street

Figure 8 below illustrates the location and site boundary for site 7

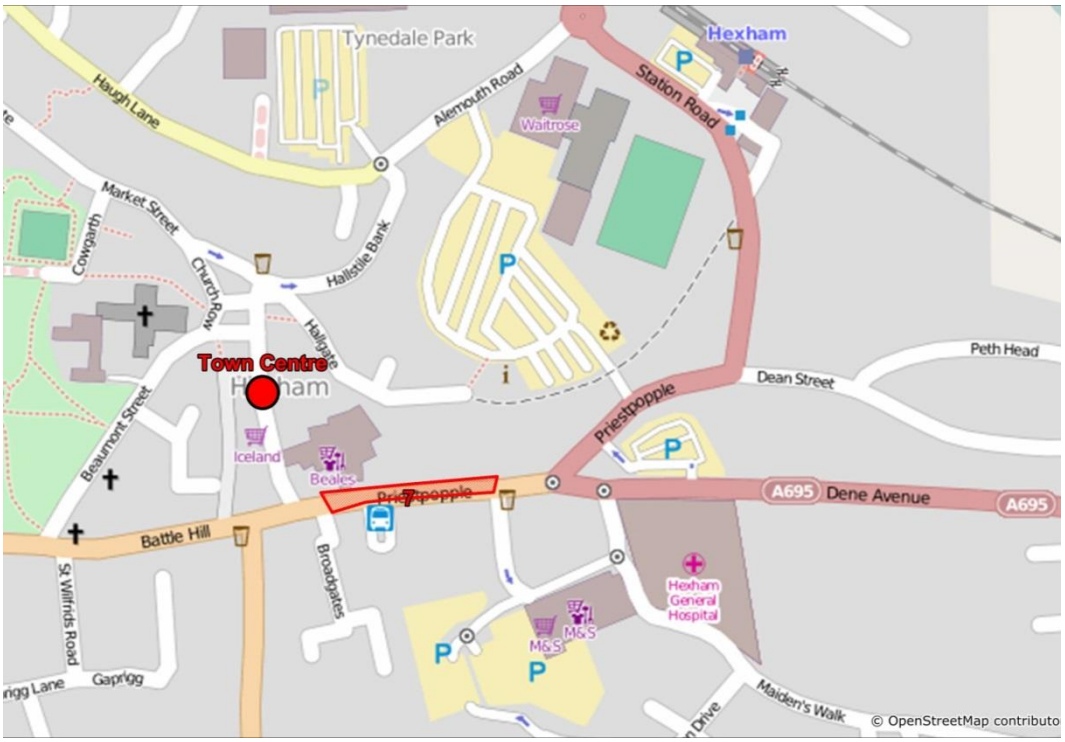


Figure 8 - Location and Site Boundary for Site 7

- Priestpopple runs through the heart of Hexham town centre
- The facilities would cover a length of carriageway approximately 140m in length
- This section of Priestpopple currently comprises parking bays, loading bays and footway build outs providing narrowed pedestrian crossings. These facilities would be removed or displaced with the introduction of bus stands

2.9 Site 8 – Maiden's Walk

Figure 9 below illustrates the location and site boundary for site 8

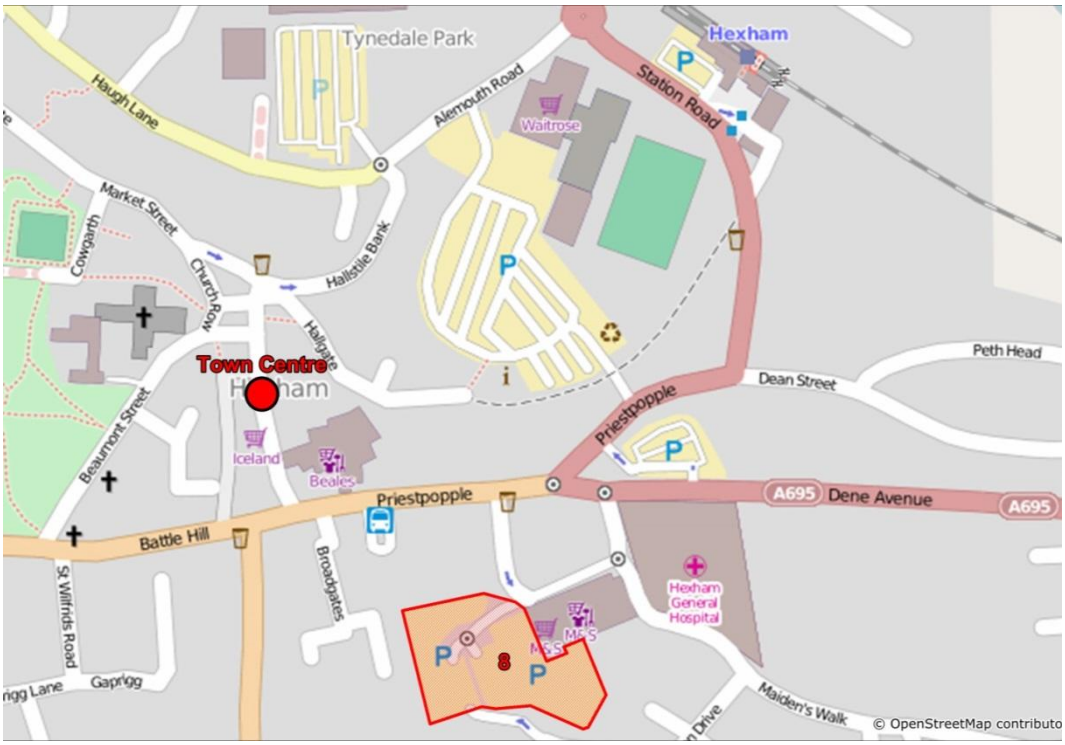


Figure 9 - Location and Site Boundary for Site 8

- Maiden's Walk car park is located directly south of the existing bus station
- The site is currently a privately operated pay and display car park with approximately 330 spaces
- The site is approximately 13,850m²
- The site is accessed through a series of mini roundabouts from the A695 at its junction with the A6079 and B6305
- No direct walking route to Priestpopple due to level difference and retaining wall. Pedestrian routing would be via Maiden's Walk towards Loosing Hill

3 Methodology

3.1 Overview

It is important to produce an assessment methodology that is as impartial and objective as possible. The methodology and subsequent assessment results are also required to be comprehensible and transparent to a variety of audiences.

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.

Details of these steps are provided in this chapter.

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.

3.2 Step 1 Supporting guidance/ evidence base for bus station requirements

A wide variety of factors go in to defining a suitable location for a bus station, including (but not limited to) the following:

- Proximity to passengers' principal destinations (town centre/ rail station/ taxi ranks etc)
- Ease of bus access to and egress from the highway network
- Linkages to existing pedestrian routes
- Impact on general traffic
- Land area availability / space for the bus station and associated facilities
- Appropriateness of land area shape to allow for safe and efficient use
- Consideration of taxi ranks integral to design to enable smooth interchange
- Landscape/ visual impact of the station on the surrounding streetscape
- A 'beacon' to clearly mark the bus station within the rest of the surrounding urban context
- Conservation of heritage
- Impact on trade and economy
- Urban realm
- Pedestrian/ user safety
- Personal security
- 'Buildability' (land ownership/ topography etc).

The assessment has been designed to capture as many aspects and considerations in the assessment tool as possible. This is to promote a methodology that delivers a balanced evaluation of the relative merits of the eight sites. The assessment criteria have been developed with an awareness of the local context. For example, Hexham's position as a historical market town is appreciated, and the importance of heritage conservation has been given specific consideration.

Design and best practice guidance documents have been used extensively to shape the assessment criteria and to aid option evaluation and scoring mechanisms. Reference is made where applicable to specific documents in the supporting evidence base tables supplied with the Assessment Matrices, provided in **Appendix F**.

Once the assessment criteria were established (as described in 3.2 below), scoring mechanisms were created to allow each option to be assessed and scored (a value between 1 and 5 was applied). An example of the quantitative scoring based on the evidence base is provided below.

Example: Distance to passengers' principal destinations

A single point denoting the town centre of Hexham was defined and agreed with NCC prior to the assessment (Marked as town centre in **Figure 1**). This location represents a central point between Priestpopple and Market Place.

Walking routes where established from each site to the town centre, Hexham Rail Station, and the nearest taxi rank. Figures illustrating walking routes from each site to the town centre and the train station can be found in **Appendix B** (**60292947_2_005_FIG-002** and **60292947_2_005_FIG-003**).

The guidance document review confirmed that the Institute of Highways and Transportation '*Providing Journeys on Foot', 2000* provides suggested acceptable walking distances for planning and evaluation purposes. Figures from this document were used as the basis for the assessment (**Figure 10**) below.

Scoring bands were developed based on desirable, acceptable, and preferred maximum distances allowing scores between 1 and 5 to be quantified. This table was then used as part of the supporting evidence for questions relating to pedestrian connectivity. In total nineteen tables were produced using a comparable approach.

Table 1. Distances Q1, 2, 9 and 10

		Distance (m)										
	Score	5		4		3		2		1		Methodology
Connectivity to	Town Centre	0	100	101	200	201	400	401	800	801	+	• Suggested acceptable walking distances were adapted from Table 3.2 of the Guidelines for providing journeys on foot (IHT, 2000). • 'Town centres' suggested acceptable distances were applied to the assessment of connectivity to town centre and taxi ranks. • 'Elsewhere' distances were applied to the assessment of connectivity to the rail station in recognition of the none town centre location of Hexham Rail Station.
	Train Station	0	200	201	400	401	800	801	1200	1201	+	
	Taxi Rank	0	100	101	200	201	400	401	800	801	+	
	Car Park	0	100	101	250	251	400	401	550	551	+	

Figure 10 – Assessment Table Example (Table 1: Appendix F)

Use of design and best practice guidance has been supplemented by experience gained from AECOM's involvement in previous bus interchange projects, for example, regarding the application of geometry, distances, sizes etc for bus station operational and passenger facilities.

Whilst typical figures for several design elements may be obtained from design guidance, an exercise was completed to compare dimensions from examples of recently completed bus interchange designs, using project information available to AECOM e.g. the space required to accommodate five bus stands and accompanying running lanes/manoeuvring space was estimated to be 750m^2.

Additional quantitative evidence to support the assessment can be found in **Appendix B**. This includes the current bus routes which stop at Hexham Bus Station (**60292947_2_005_FIG-005**). These routes were used to aid the calculation of indicative bus route diversion time.

3.3 Step 2: Site Assessment Matrices

To undertake the assessment of the eight sites a comprehensive Assessment Matrix was developed, supported by the evidence base described previously. The matrix incorporates all of the assessment criteria established in Step 1.

Data obtained from site visits was instrumental in the development of Step 1 and Step 2. Whilst the information gathered was used for the assessment scoring, its use in developing the assessment process ensured the development of a robust and receptive assessment suitable to the locality of Hexham.

The matrix has been broken down into five key categories for assessment, including:

- Accessibility
- Bus Station Functionality
- Sustainability
- Safety and Security
- Costing.

Table 2 below shows the assessment criteria and the associated scoring notes. The application of this matrix to the eight sites is included in the Assessment Matrix sheets contained in **Appendix D**.

Table 2 - Assessment Criteria

Section	Scoring Notes	Weighting
Accessibility		
Connectivity to town centre / amenities	Sites with excellent connectivity (proximity/ gradient/ ease of access) plus commentary on nearby amenities (added value) score highest (i.e. 5/5)	10
Connectivity to train station	Sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	5
Pedestrian network	Sites with excellent links to pedestrian network	5
Limited mobility users	Sites well serving users of limited mobility to score highly	5
Road network (buses)	Low impact on bus services (time/ cost) to achieve high score	4
Shuttle bus requirement	Bus station locations requiring shuttle service to score lowly	4
Bus access / egress	Opportunities or obstacles to accessing site determine score	4
Road network (general traffic)	Low impact on general traffic to achieve high score	3
Connectivity to taxi ranks	Sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	2
Public car parking	Nearby car parking provisions to score highly	2
Bus Station Functionality		
Operational capacity	Minimum capacity requirement of each bus station function has been calculated. Bus station functions have been subsequently prioritised (Basic operational needs/ Desirable none essential facilities/ Added value facilities) and sites scored based on the space available to support each function.	5
Customer facilities		4
Staff facilities		2
Cycling Provision		5
Sustainability		
Landscape/ Visual impact	Slight impact on landscape effects/ visual effects to achieve high score	5
Are there heritage buildings on site	Sites maintaining heritage to score highly	4
Current land use/ Impact on Environment	Brownfield/existing use sites to score highly	4
Trade and Economy	Minimal disruption/ positive impacts to achieve highest score	4
Urban realm	Commentary on coherent integration with urban realm	3

Section	Scoring Notes	Weighting
Safety and Security		
Bus - Pedestrian Conflict	Space to ensure adequate pedestrian protection from all vehicles / facilitate safe movement on and accessing/ egressing site to achieve high score	5
Bus - Bus Conflict	Space to allow for safe operation of vehicle to vehicle movements to achieve high score	5
Bus - Vehicle Conflict	Space to allow for safe operation of vehicle to vehicle movements to achieve high score	5
Personal security (customers & staff)	Commentary on personal safety concerns	5
Costing		
Land availability/ ownership	Site with no land availability issues/ no land purchase required to score highest	3
'Buildability' / cost estimate	no implicit build issues and low cost (no high risk cost elements) to score highly	3

Within the five sections outlined in **Table 2**, each assessment criteria was each scored (1 to 5) as described in Step 1. Weightings were applied, following the Step 1 review, to ensure that the relative importance of the factors in the assessment was accurately measured. Proximity to passengers' principal destination of Hexham town centre received the greatest weighting (10). All other factors received weightings between 1 and 5 as per **Table 2**.

A weighting of '5' was applied to the remaining passenger connectivity destinations; fundamental bus station functionality requirements; landscape/ visual impact; and all criteria relating to safety and security. The lowest weighting was applied to connectivity to taxi ranks; public car parking; and staff facilities as these are not priority items in deciding the location of a bus station.

The presence of weightings enhances the robustness of the assessment process. However, it should be noted that sensitivity testing following completion of the assessment, revealed that their presence did not affect the overall outcome.

Behind each assessment criterion above, calculations have been recorded in 'section' based calculation tables (found in **Appendix E**).

3.4 Step 3: Site Assessment Summary Sheets

Summary sheets have been produced for each potential bus station location which has been assessed. The summaries are designed to capture the headline information from the assessment and site visit(s) and ensure that the data is presented in a consistent, transparent and comparable manner suitable for a variety of audiences.

Each single sheet summary shows details of:

- Existing characteristics;
- Summary of previous reviews / consultation / feedback;
- Constraints;
- Opportunities;
- Key Assessment Metrics (Section Scores);
- Total Score
- Rank; and
- Comments / Recommendations

The summary sheets are provided in **Appendix A**.

3.5 Summary

The methodology adopted is aimed at providing an impartial, objective and robust assessment of the eight sites for Hexham Bus Station. This process is outlined in **Figure 11** below.

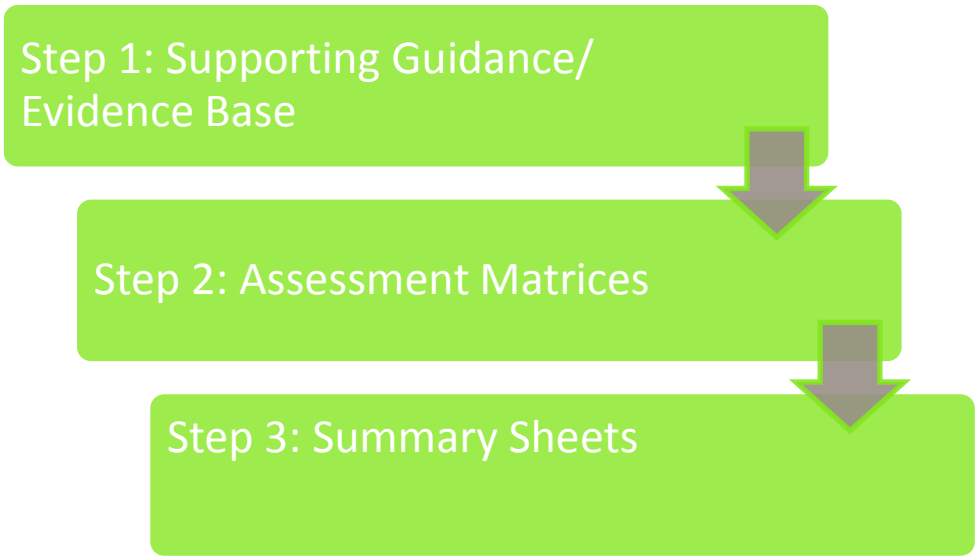


Figure 11 - Methodology Process Summary

Adopting a three step process ensures that the assessment results are transparent and accessible with varying degrees of detail on the assessment process:

- Summary sheets provide concise headline data suitable for high level review
- Assessment Matrices provide more in depth information
- Supporting guidance/evidence base provides robust, defensible supporting information.

4 Results

4.1 Overview

Based on the methodology identified in Chapter 3, this chapter summarises the results of the assessment matrix scoring for each site and interprets the resultant rankings of the eight sites.

4.2 Summary of Assessment

The output from the assessment process was a total score for each of the five sections, for each of the eight sites. These 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 in **Table 3**. Each site was scored out a maximum value of 570 points.

Table 3: Site Scores by Section

	Score (%)					
Site Number / Description	**Section 1** Accessibility	**Section 2** Functionality	**Section 3** Sustainability	**Section 4** Safety & security	**Section 5** Costing	**Total**
Site 3 – Loosing Hill	81%	100%	76%	100%	90%	**88%**
Site 4 – Wentworth Car Park	63%	100%	76%	95%	90%	**80%**
Site 8 – Maiden's Walk	67%	100%	76%	90%	50%	**79%**
Site 5 – Hexham Train Station	57%	100%	78%	75%	70%	**74%**
Site 2 – Existing Hexham Bus Station site + additional land to south	80%	47%	86%	65%	100%	**72%**
Site 7 – Priestpopple on street bus station	82%	58%	52%	80%	80%	**71%**
Site 1 – Existing Hexham Bus Station	80%	47%	86%	55%	100%	**71%**
Site 6 – Land at south-west corner of junction between Priestpopple & Corbridge Road	73%	37%	44%	60%	40%	**56%**

4.3 Interpretation of the Results

4.3.1 General Observations

The following general observations are concluded from the results table above:

- The new sites with the largest areas of land available rank the highest. This is defined by the importance of the functionality parameter where these sites score maximum marks. Given the geometrical requirements to provide a bus station with suitable facilities, the sites which can achieve this will justifiability be more attractive than constricted sites where compromises need to be made
- The space restricted options or sites with access difficulties follow the new sites. Again, functionality is the critical part of the success of a bus station and as such sites which are unable to provide quality pedestrian access, waiting facilities or bus access/egress will not score highly
- Generally, the restricted sites are closer to the town centre therefore accessibility scores are higher but compromises in providing a high quality bus station diminish the geographical advantage

4.3.2 Rank 1: Site 3 – Loosing Hill

Table 4 below summarises the scores for Loosing Hill site only.

Table 4: Loosing Hill Scores

Site Number / Description	**Section 1** Accessibility	**Section 2** Functionality	**Section 3** Sustainability	**Section 4** Safety & security	**Section 5** Costing	**Total**
Site 3 – Loosing Hill	81%	100%	76%	100%	90%	**88%**

The following conclusions can be drawn from the site assessment for Loosing Hill:

- Of the new sites utilising car parks, Loosing Hill is the closest to the town centre at approximately 170m to the east of the existing bus station site. This highlights its attractiveness in terms of the ability to provide a bus station with sufficient manoeuvrability for buses and pedestrian facilities, but within recommended distance for access to bus stop facilities
- The size of the site enables it to house bus stands, layovers, segregated pedestrian footways and waiting areas, supported by the previous feasibility designs produced. Therefore the site scores maximum for functionality
- The accessibility score reflects a penalty for mobility impaired users who will need to travel further between the bus station and the town centre
- The sustainability score reflects the existing urban context of the site and its use as a car park. There is sufficient space to separate remaining car parking areas from the bus station area using landscaping, which has the potential to enhance the area. It is accepted that it is likely that locating a bus station here would result in the existing bus station terminal building being demolished
- A section of the car park will require removal or displacement of car parking. This may reduce income for Northumberland County Council (in the event that paid parking is re-introduced)
- The site scores full marks for Safety and Security due to the location close to the town centre and the ability to better manage conflicts between bus station users. Pedestrian safety is likely to be improved as a result of junction updates required as part of the works to site a bus station at this location.

4.3.3 *Rank 2: Site 4 – Wentworth Car Park*

Table 5 below summarises the scores for Wentworth Car Park only.

Table 5: Wentworth Car Park Scores

Site Number / Description	Section 1 Accessibility	Section 2 Functionality	Section 3 Sustainability	Section 4 Safety & security	Section 5 Costing	Total
Site 4 – Wentworth Car Park	63%	100%	76%	95%	90%	**80%**

The following conclusions can be drawn from the site assessment for Wentworth Car Park:

- Similar to Loosing Hill, the functionality of the bus station ranks highly as the size of site can be defined by its ability to provide the required bus station infrastructure. Car parking adjacent to the superstore will be retained, with the bus station taking sufficient space to provide entry, egress and storage for the bus station users.
- The key reason for Wentworth Car Park scoring lower than Loosing Hill is for accessibility. The most direct route from the Wentworth Car Park to the Town Centre is via Wentworth Place which is a low usage carriageway where the gradient is not suitable for the mobility impaired. The alternative route via Priestpopple is convoluted and passes Loosing Hill (Site 3) and the south-west corner of the Priestpopple/Corbridge Road junction.
- The sustainability score is equal to Loosing Hill due to its existing land use as a car park; and the availability of space to successfully integrate a bus station in to the existing streetscape.
- It is considered that shuttle bus-service would not be economically viable to connect the Wentworth Car Park to the town centre considering the short distance and likely patronage considering the available route via Wentworth Place. Able-bodied bus station users are unlikely to undertake a bus interchange between the south-side of Wentworth Car Park and the town centre.

4.3.4 *Rank 3: Site 8 – Maiden's Walk*

Table 6 below summarises the scores for Maiden's Walk only.

Table 6: Maiden's Walk Scores

Site Number / Description	Section 1 Accessibility	Section 2 Functionality	Section 3 Sustainability	Section 4 Safety & security	Section 5 Costing	Total
Site 8 – Maiden's Walk	67%	100%	76%	90%	50%	**79%**

The following conclusions can be drawn from the site assessment for Maiden's Walk Car Park:

- As with Loosing Hill and Wentworth Car Park, the functionality score is high as there is the space available to provide a bus station for the facilities required, subject to the loss of car parking from the Maiden's Walk retail park.
- The accessibility score is similar to Wentworth Car Park however the reasons are different. The topography of the route from Maidens Walk Car Park to the town centre is acceptable for mobility impaired users, however the footways require pedestrians to route east via Maidens Walk to Priestpopple/Corbridge Road then back along Priestpopple.
- It should be noted that if this option were to be adopted, pedestrian accessibility from Maiden's Walk to Priestpopple and the Town Centre may be dramatically improved as a result of the redevelopment of the existing bus station site (as current developer plans include a pedestrian access link between Maiden's Walk and Priestpopple). However, for the purpose of the assessment it was considered prudent to access the site based on the existing pedestrian accessibility. There is no guarantee that the existing bus station

site would be redeveloped as a result of any relocation of Hexham bus station. Similarly, specific designs regarding pedestrian accessibility may be subject to change.

- The accessibility score is also influenced by the impact on bus journey times of locating the site away from the town centre and the existing bus routes. This will increase fuel costs for bus operators.
- The impact on car parking is similar to Sites 3 and 4 in terms of loss of spaces for visitors. With the car park being privately operated and thus the free parking charges not in operation, the revenue impact will be held by the site owner.

4.3.5 *Rank 4: Site 5 – Hexham Train Station*

Table 7 below summarises the scores for Hexham Train Station only.

Table 7: Hexham Train Station Scores

Site Number / Description	Section 1 Accessibility	Section 2 Functionality	Section 3 Sustainability	Section 4 Safety & security	Section 5 Costing	Total
Site 5 – Hexham Train Station	57%	100%	78%	75%	70%	**74%**

The following conclusions can be drawn from the site assessment for Hexham Train Station:

- Accessibility from Hexham Train Station to the town centre scores the lowest of the eight sites, largely due to its remote location from the centre of Hexham. The observed preferred pedestrian route from the rail station was via Hallstile Bank to the west though the signed route is east
- Bus journey times and routes are most affected by the relocation of the bus station to this site. Services entering Hexham from the north will require a short diversion in to the rail station, however buses currently utilising the A695 will be required to navigate to the north side of Hexham (via Priestpopple)
- Given the distance from the town centre, two alternatives exist:
  - A shuttle service between Hexham Rail Station and the Town Centre. However this introduces additional cost for the passengers, the bus operators and requires an additional interchange which is not likely to promote patronage to bus services.
  - To maintain buses routing via Priestpopple (on-street), diverting via Hexham rail station. This will increase bus journey times substantially and if stands are available on Priestpopple, this may prove more popular than the bus station provided at Rail Station

4.3.6 *Rank 5: Site 2 – Existing Hexham Bus Station site + additional land to south*

Table 8 below summarises the scores for the existing Bus Station site combined with the additional land to south.

Table 8: Existing Bus Station Site (with additional land to south) Scores

Site Number / Description	Section 1 Accessibility	Section 2 Functionality	Section 3 Sustainability	Section 4 Safety & security	Section 5 Costing	Total
Site 2 – Existing Hexham Bus Station site + additional land to south	80%	47%	86%	65%	100%	**72%**

The following conclusions can be drawn from the site assessment for the existing Bus Station site (with additional land to south):

- The inclusion of additional land to the south of the existing bus station provides limited operational benefit over the existing functionality, as the key issue with the existing site is width

- It is not considered practical to use the land to provide access/ departure to the east via Maiden's walk. This is due to significant level differences, and the presence of a historic building in the path of the required route
- The additional space could be used to provide additional passenger facilities enhancing the current offering. However, these facilities would be remote from the bus stands and introduce additional pedestrian/vehicle conflicts
- The majority of operational shortfalls and risks associated with the existing layout are not addressed by the inclusion of the additional land
- The additional land offers benefits in terms of reducing risk. Specifically the conflict between bus operation in close proximity to the existing private car park will be eliminated following the removal of the car park, and the need for sections of pedestrian footway marked on carriageway shared with buses will be reduced

4.3.7 Rank 6 Site 7 – Priestpopple on-street bus station

Table 9 below summarises the scores for Priestpopple on-street bus stands.

Table 9: Priestpopple On-street Scores

Site Number / Description	**Section 1** Accessibility	**Section 2** Functionality	**Section 3** Sustainability	**Section 4** Safety & security	**Section 5** Costing	**Total**
Site 7 – Priestpopple on street bus station	82%	58%	52%	80%	80%	**71%**

The following conclusions can be drawn from the site assessment for Priestpopple on-street option:

- The on street Priestpopple option provides ideal access to Hexham town centre with excellent accessibility to Hexham's existing facilities
- There is sufficient space to meet the operational requirements in terms of bus stop provision; designs produced by NCC have shown that this was feasible. However, it is unlikely that further passenger facilities, such that the on-street option would be considered a bus station rather than bus stands, would be provided e.g. toilets
- This option would require the upgrading of the B6305/ Beamount Street Junction to facilitate buses u-turning. This will impact on bus journey times and the movement of general traffic through the junction
- The option would require removal of most loading and parking spaces along Priestpopple Street in order to fit in the required number of bus stops
- Bus operator staff facilities, and potentially bus layover requirements would need to be managed off site
- The sustainability score is poor as on-street provision of passenger shelters would need to be carefully managed/ restricted to avoid negatively impacting on streetscape

4.3.8 Rank 7: Site 1 – Existing Hexham Bus Station

Table 10 below summarises the scores for the existing Hexham Bus Station only.

Table 10: Existing Hexham Bus Station Scores

Site Number / Description	Section 1 Accessibility	Section 2 Functionality	Section 3 Sustainability	Section 4 Safety & security	Section 5 Costing	Total
Site 1 – Existing Hexham Bus Station	80%	47%	86%	55%	100%	**71%**

The following conclusions can be drawn from the site assessment for the existing Bus Station site:

- The existing bus station location is well sited, providing ideal access to Hexham town centre
- The size and shape of the site is a significant constraint, both operationally and regards to provision of passenger facilities. The restricted width of the site was found to create difficulties for buses completing the turning manoeuvre around the rear of the bus station. Whilst a number of modern single decker buses were observed completing the manoeuvre without having to reverse (although not without difficulty and at reduced speed), a number of older buses were required to stop and reverse in order to complete the turn
- Significant safety risks are present on the site. Whilst mitigation measures may reduce these risks 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
- The limited capacity and width of the site determine that it is not possible to provide a fully functioning bus station whilst following recommended design standards
- A detailed review of the Existing Bus Station Issues and Constraints is provided in **Appendix A**.

4.3.9 Rank 8: Site 6 – Land at south-west corner of junction between Priestpopple & Corbridge Road

Table 11 below summarises the scores for the south-west corner of the Priestpopple/Corbridge Road junction.

Table 11: South-west Corner of the Priestpopple/Corbridge Road Junction Scores

Site Number / Description	Section 1 Accessibility	Section 2 Functionality	Section 3 Sustainability	Section 4 Safety & security	Section 5 Costing	Total
Site 6 – Land at south-west corner of junction between Priestpopple & Corbridge Road	73%	37%	44%	60%	40%	**56%**

The following conclusions can be drawn from the site assessment for the south-west corner of the Priestpopple/Corbridge Road junction:

- Generally this site is considered unsuitable as an alternative location for the relocation of Hexham Bus Station.
- Whilst the site has the space to meet the basic requirements in terms of bus stand provision and operation, there is insufficient space for any additional operational or passenger facilities.
- Similarly, there is limited space to provide internal pedestrian facilities or to consider landscaping/urban realm to create a bus station environment.

4.4 Summary

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 identified as the preferred site for relocating Hexham bus station based on the above assessment of the eight potential options for Hexham Bus Station. The site meets the operational and passenger facility requirements of a bus station, and integrates successfully with the surrounding landscape. Whilst it is recognised that the existing bus station site offers a more convenient location, Loosing Hill could be regarded as a 'next best' location in terms of overall accessibility.

5 Recommendations

5.1 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.
- Whilst it is recognised that the existing bus station site offers a more convenient location, Loosing Hill is considered a 'next best' location in terms of overall accessibility, but with the potential to create a better bus station environment.

5.2 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.

Appendix A – Existing Site Tech Note

Technical Note

Project:	**Hexham Bus Station**	Job No:	**60294927**
Subject:	**Existing Bus Station Issues and Constraints**		
Prepared by:	**Thomas Jefferson**	Date:	**13/05/2014**
Checked by:	**James O'Brien**	Date:	**14/05/2014**
Approved by:	**Nick Webster**	Date:	**14/05/2014**

1. Introduction

Northumberland County Council (NCC) has commissioned AECOM to undertake an independent assessment of options for the location of Hexham bus station. Refurbishment of the existing bus station premises and site is to be considered as one option. In order to assess the merits of refurbishing the existing site compared with relocating the bus station, it was necessary to first consider the current issues and constraints.

This Technical Note has been produced in order to record the observed issues and constraints of the existing bus station site. The issues and constraints are based on on site observations from site visits on 16th April 2014 and 29th April 2014.

2. Existing Bus Station

Hexham bus station is located in the town centre with access off Priestpopple. The existing bus station provides three internal stops and a small area which serves minibuses and smaller occupancy vehicles. In addition, two on street bus stops on Priestpopple, directly outside the bus station, serve further eastbound and westbound routes.

The bus station has a terminal building which houses an operator's office, driver sign on point and driver welfare facilities. The terminal building is not open to the general public. Passenger facilities are limited to the terminal building canopy (which offers limited weather protection); three standalone bus shelters (which offer some further protection from both weather and vehicles; and contain paper timetable information); digital timetables displays; and a clock.

Two bus layover spaces are provided immediately south of the bus station adjacent to a private car park with pedestrian access. Other vehicles share the access to the site; private cars access the car park to the rear of the station, and delivery vehicles access commercial property on Commercial Place.

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Photograph 1 - Existing Bus Station

3. Issues and Constraints

During the site visits a number of existing issues and constraints were identified regarding the operation and interaction between users of the current bus station site. These are discussed below. Photographs have been provided where appropriate to aid understanding and provide evidence of the identified issue or constraint.

3.1 Kerb Overrunning

Frequent and regular kerb overrunning by buses on to the central pedestrian area was observed throughout our on-site observations. The movement most commonly observed encroaching on the pedestrian footway was from buses turning in to the site from the east as shown in **Photograph 2**. This presents a conflict between buses and pedestrians and a risk to pedestrians, particularly as this area is marked as the crossing point for pedestrians wishing to cross the bus station carriageway access.

Photograph 2 - Buses observed routinely overrunning kerbs

Mitigation of kerb overrunning would be difficult given the restricted access arrangements and lack of space to provide segregation between buses and pedestrians.

3.2 Westbound on street bus stop

Photograph 3 - Westbound on street bus stop

There is currently no official bus stop marked on street for westbound buses scheduled to stop on Priestpopple outside the bus station. Buses were observed stopping immediately in front of the bus station as can be seen in **Photograph 2** and **Photograph 3**.

Buses stationary in this location restrict access for other buses wishing to enter the bus station and reduce visibility for buses exiting the station. Passengers accessing/egressing buses at this point alight on to the carriageway and as a result are encouraged to walk outside of the marked pedestrian areas (**Photograph 3**).

3.2 Delivery Vehicle Access

It is currently permitted for delivery vehicles to access properties on Commercial Place.

Photograph 4 - Delivery access conflict with pedestrian walkway

Photograph 4 shows a delivery being made to a commercial property on Commercial Place adjacent to the bus station. Deliveries to this property were observed on both site visits and delivery vehicles appeared to wait in this position for extended periods of time. The vehicle blocks the pedestrian walking route to the car parking at the southern end of the site. The pedestrian route is marked by a solid white line.

When a vehicle blocks the pedestrian route, pedestrians are requested to walk outside of the marked area to gain access to the rear car park and commercial properties, putting them in further conflict with buses.

Photograph 5 - Blocked pedestrian walkway

Photograph 5 shows a vehicle accessing a business to the south of the bus station. The aforementioned pedestrian route to the car park at the rear of the site is blocked, requiring pedestrians to walk outside of the marked footway in an area where buses may be turning. Buses were observed to require the full carriageway width in this area to aid turning.

3.3 Restricted Bus Access

The restricted width of the site was observed to limit bus access to stands in instances where buses were occupying adjacent stands. This issue is exacerbated by the presence of delivery vehicles as shown in **Photograph 6**.

Photograph 6 - Restricted width bus access

Photograph 6 shows a bus stopped at Stand C on the western side of the bus station. The stationary bus, in conjunction with the presence of the delivery vehicle and the restricted width of the site, prevents a second bus from entering the bus station and gaining access to Stands A and B (located on the eastern side of the bus station). Without the presence of the delivery vehicle, access is still restricted; leading to the potential for buses to block back on to the carriageway on Priestpopple. Similar restrictions were also noted between buses accessing the eastern bus stands. During the site visit a pedestrian was observed walking between waiting buses and a delivery vehicle.

It was noted that buses are routinely required to manoeuvre within the designated pedestrian walking route in order to navigate through the bus station site.

Photograph 7 - Bus reversing to complete turning manoeuvre

The restricted width of the site was found to create difficulties for buses completing the turning manoeuvre around the rear of the bus station. Whilst a number of modern single decker buses were observed completing the manoeuvre without having to reverse (although not without difficulty and at reduced speed), a number of older buses were required to stop and reverse in order to complete the turn as shown in **Photograph 7**.

There is no user segregation in this area for buses to complete reversing manoeuvres without potentially conflicting with pedestrians.

Desktop measurements taken from ordnance survey (OS) mapping of the site shows that the maximum site width is approximately 23m. This width is too narrow to accommodate the minimum turning cycle for all bus types as shown in **Figure 1** (attached to this tech note). It is not possible to increase the turning width within the confines of the existing site; additional land take would be required to better accommodate turning manoeuvres.

3.4 Bus layover

The existing bus station contains two designated bus layover spaces. **Photograph 8** below shows that in addition to this provision, private buses/coaches use the car parking area to the south of the site to wait for extended periods. This behaviour was observed regardless of the spaces being available in the designated area.

Buses using the car parking area for layover requirements may cause issues for vehicles accessing and egressing the car parking as it reduces the space available to make their movements. It is also another area of potential bus to pedestrian conflict, given buses were observed reversing in to position.

Photograph 8 - Informal bus layover

3.5 Passenger waiting area

The width of the existing bus station site is a constraint on the quality of the passenger waiting area. **Photograph 9** shows the footway / pedestrian waiting area on the eastern side of the bus station.

Photograph 9 - Passenger waiting area

The majority of the buses using the bus station are scheduled to stop at Stands A and B on the eastern side of the bus station (shown in **Photograph 9**). Whilst the space available meets design guidelines on minimum footway width, the space available falls below the typical provision advised in interchange design guidance. This restricted width is likely to restrict movement for pedestrians accessing the southernmost stand if bus passengers are waiting at both bus stands.

It is noted that the provision of free standing bus shelters provides some segregation between waiting passengers and overrunning buses. Whilst it may restrict pedestrian walking width, the segregation is a welcome addition.

4. Summary

A number of issues and constraints have been identified with the existing bus station site. These can be summarised as follows:

- *Kerb overrunning* - buses overrunning the central kerbed pedestrian area and designated pedestrian crossing point;
- *Westbound on street bus stop* - buses stopping on-carriageway outside the bus station which restricts access for other buses; reduces visibility; and alights pedestrians on carriageway;
- *Delivery vehicle access* - delivery vehicles block pedestrian access to the car park and adjacent businesses, forcing pedestrians to walk outside of the designated area and putting them in conflict with buses.
- *Restricted bus access* - the restricted width of the site ensures that bus access to the station, or specific bus stands, may be blocked by stationary buses and/or delivery vehicles. This has an implication for blocking back on to Priestpopple. The restricted site width also causes buses to routinely infringe on the marked pedestrian walkway. The site width requires some buses to reverse to complete turning manoeuvres in areas shared with pedestrians.
- *Bus layover* - buses/coaches wait for extended periods outside of the designated bus layover area. Use of the car parking area to the south of the site for bus layover restricts access for other vehicles and introduces an additional pedestrian conflict.

- *Passenger waiting area* - the compact size of the site, particularly the width, has resulted in constraints on the passenger waiting area. These include a waiting area smaller and narrower in size than that suggested for a typical interchange; and limited segregation between pedestrians and buses.

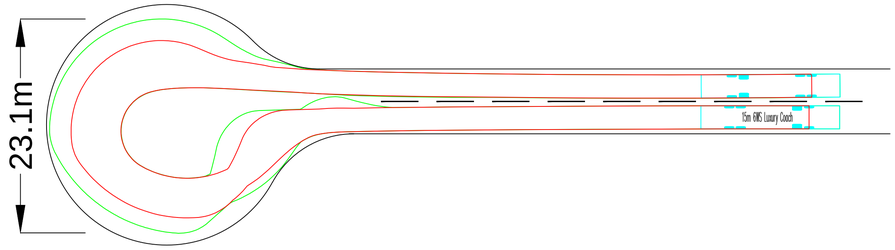
5. Conclusion

The size and shape of the existing bus station site is a significant constraint, both operationally and with regard to the provision of passenger facilities. This results in a number of issues and significant bus/pedestrian conflicts were observed on the site.

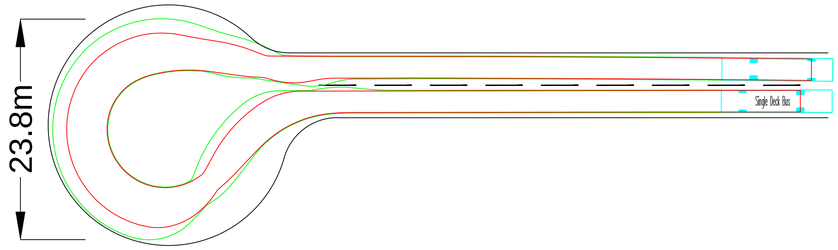
It is evident that a number of arrangements and improvements have been made to the existing site to improve the pedestrian environment. It is apparent that there is little scope for further mitigation; and it is anticipated that additional land take, to increase the width of the site, would be required to address the highlighted concerns.

ISO A1 594mm x 841mm

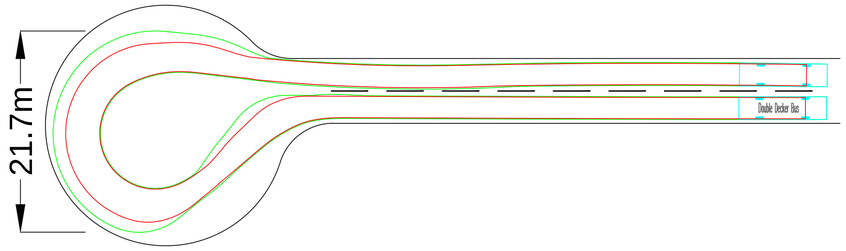
Minimum Turning Circle of a 15m Luxury Coach



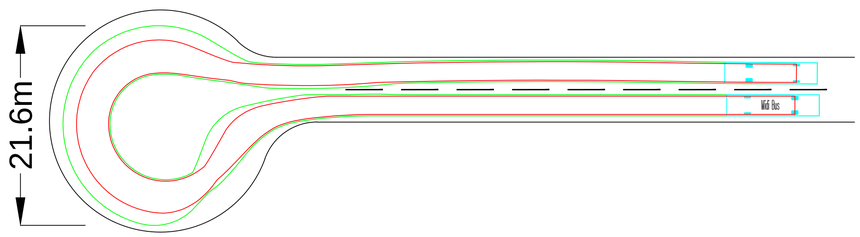
Minimum Turning Circle of a Single Deck Bus



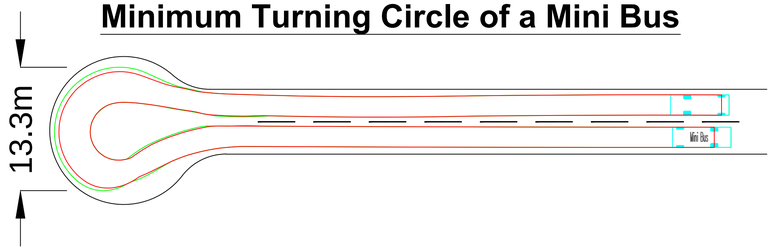
Minimum Turning Circle of a Double Decker Bus



Minimum Turning Circle of a Midi Bus



Minimum Turning Circle of a Mini Bus



NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS SHOWN ARE IN METRES ABOVE ORDNANCE DATUM.

CLIENT

Northumberland
Northumberland County Council

NORTHUMBERLAND COUNTY COUNCIL
COUNTY HALL
MORPETH
NE61 2EF

PROJECT

HEXHAM BUS STATION

SHEET TITLE

SWEPT PATH ANALYSIS

CONSULTANT

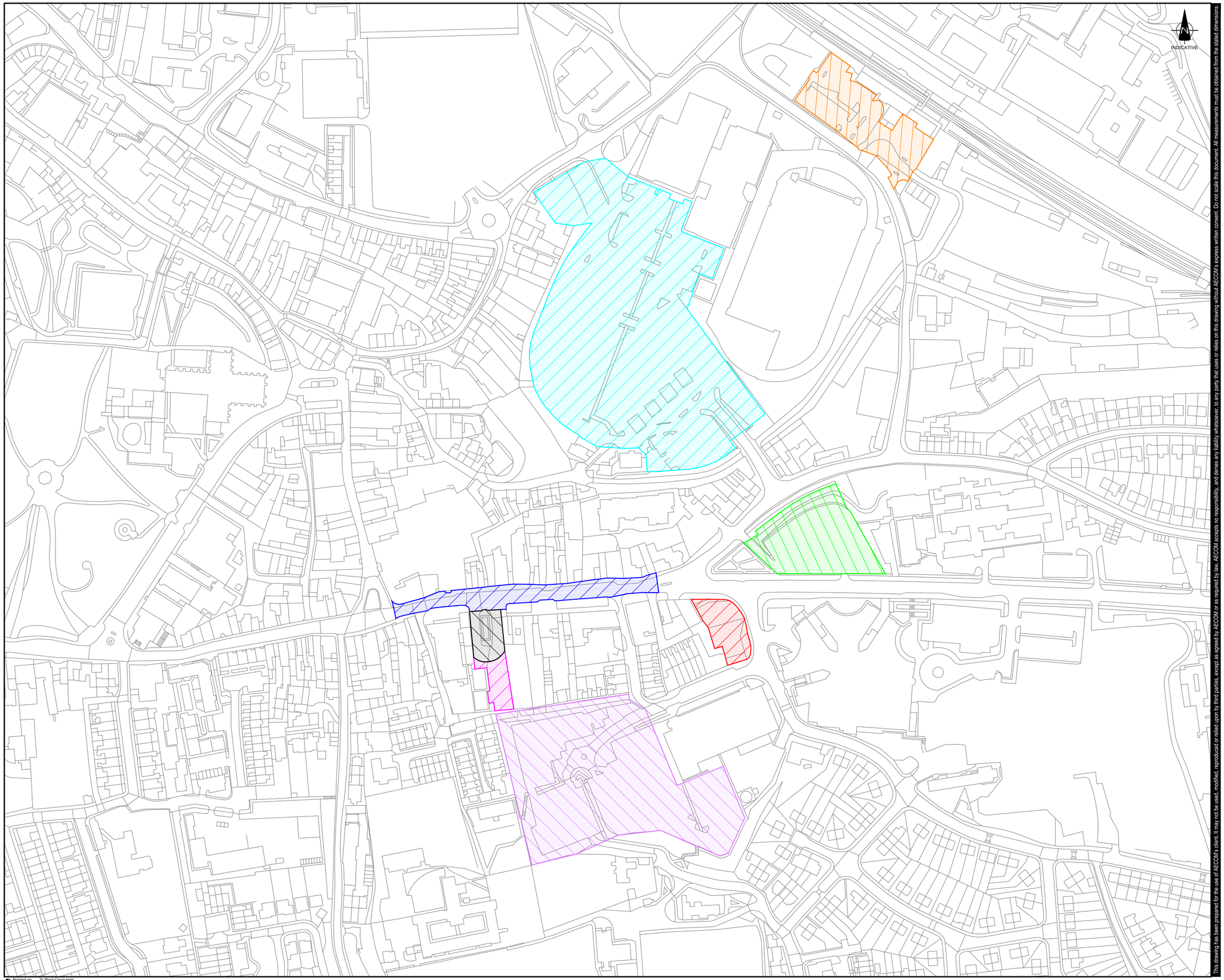
AECOM
One Trinity Gardens
Newcastle upon Tyne
0191 224 6500 tel 0191 224 6599 fax
www.aecom.com

SHEET NUMBER

FIGURE 1

Appendix B – Drawings

ISO A1 594mm x 841mm



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NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS SHOWN ARE IN METRES ABOVE ORDNANCE DATUM.

Key

- Site 1
- Site 2
- Site 3
- Site 4
- Site 5
- Site 6
- Site 7
- Site 8

CLIENT

Northumberland
Northumberland County Council

NORTHUMBERLAND COUNTY COUNCIL
COUNTY HALL
MORPETH
NE61 2EF

PROJECT

HEXHAM BUS STATION

SHEET TITLE

SITE LOCATIONS

CONSULTANT

AECOM
One Trinity Gardens
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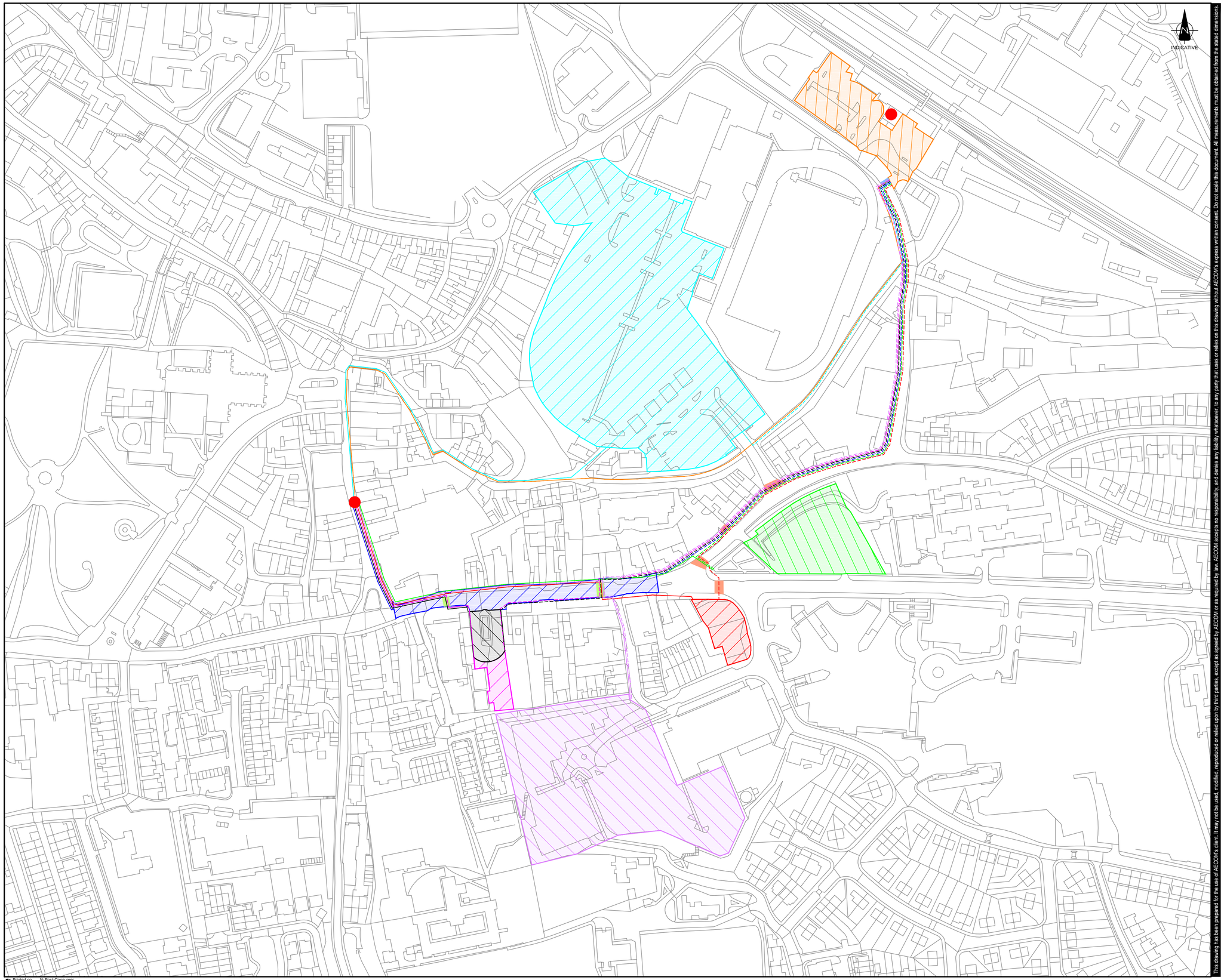
0191 224 6500 tel 0191 224 6599 fax
www.aecom.com

SHEET NUMBER

60294927_2_005_FIG-001

ISO A1 594mm x 841mm



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NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS SHOWN ARE IN METRES ABOVE ORDNANCE DATUM.

Key

- Site 1
- Site 2
- Site 3
- Site 4
- Site 5
- Site 6
- Site 7
- Site 8
- Town Centre

Walking route to Town Centre from:

- Site 1
- Site 2
- Site 3
- Site 4
- Site 5
- Site 6
- Site 7
- Site 8

CLIENT

Northumberland
Northumberland County Council

NORTHUMBERLAND COUNTY COUNCIL
COUNTY HALL
MORPETH
NE61 2EF

PROJECT

HEXHAM BUS STATION

SHEET TITLE

WALKING ROUTES TO TOWN CENTRE FROM SITES 1 TO 8

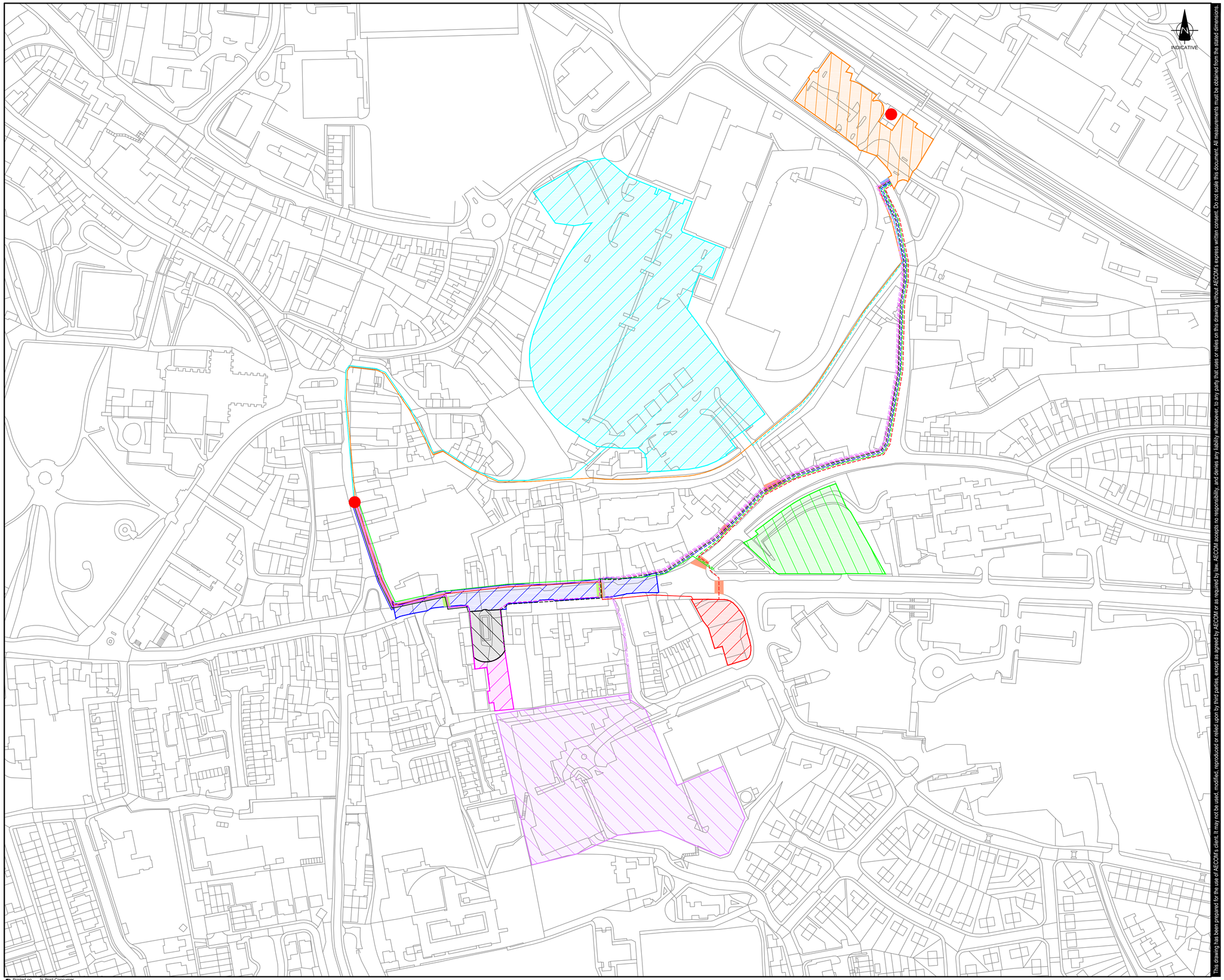
CONSULTANT

AECOM
One Trinity Gardens
Newcastle upon Tyne
0191 224 6500 tel 0191 224 6599 fax
www.aecom.com

SHEET NUMBER

60294927_2_005_FIG-002

ISO A1 594mm x 841mm



SCALE: 1:1250 @ A1

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS SHOWN ARE IN METRES ABOVE ORDNANCE DATUM.

Key

- Site 1
- Site 2
- Site 3
- Site 4
- Site 5
- Site 6
- Site 7
- Site 8
- Train Station

Walking route to Train Station from:

- Site 1
- Site 2
- Site 3
- Site 4
- Site 6
- Site 7
- Site 8

CLIENT

Northumberland
Northumberland County Council

NORTHUMBERLAND COUNTY COUNCIL
COUNTY HALL
MORPETH
NE61 2EF

PROJECT

HEXHAM BUS STATION

SHEET TITLE

WALKING ROUTES TO TRAIN STATION FROM SITES 1 TO 8

CONSULTANT

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One Trinity Gardens
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0191 224 6500 tel 0191 224 6599 fax
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SHEET NUMBER

60294927_2_005_FIG-003

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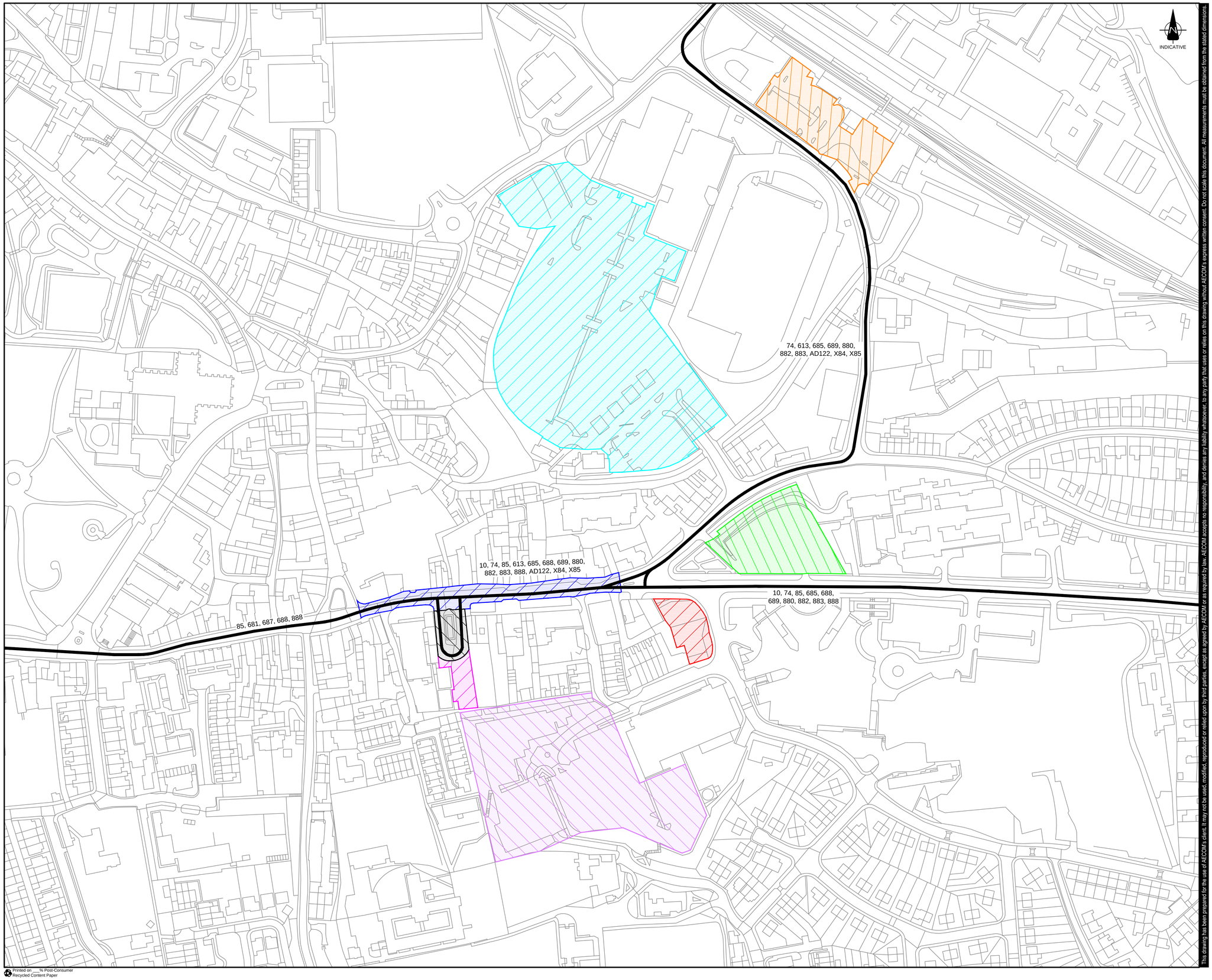

SCALE: 1:1250 @ A1

NOTES

1. ALL DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE. ALL LEVELS SHOWN ARE IN METRES ABOVE ORDNANCE DATUM.

Key

- Site 1
- Site 2
- Site 3
- Site 4
- Site 5
- Site 6
- Site 7
- Site 8
- Bus Routes

CLIENT

Northumberland County Council

NORTHUMBERLAND COUNTY COUNCIL
COUNTY HALL
MORPETH
NE61 2EF

PROJECT

HEXHAM BUS STATION

SHEET TITLE

BUS ROUTES

CONSULTANT

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0191 224 6500 tel 0191 224 6599 fax
www.aecom.com

SHEET NUMBER

60294927_2_005_FIG-005

Appendix C – Summary Sheets

Site Number: 1

Location:
Existing Bus Station

Northumberland County Council

AECOM

Site Inspection date: 29th April 2014

Existing characteristics:

• Located in the town centre off Priestpopple Street, which runs through the heart of the town centre and is a main thoroughfare for east-west traffic.
• Two on street bus stops on Priestpopple Street directly outside the bus station, serving eastbound and westbound routes.
• Three stops are provided within the station, and a small area which serves mini buses and smaller occupancy vehicles.
• The bus station has a central terminal building which houses an operator's office, driver sign on point and driver welfare facilities. The terminal building is not open to the general public.
• Passenger facilities are limited to the terminal building canopy (which offers limited weather protection); three standalone bus shelters (which offer some further protection from both weather and vehicles; and contain paper timetable information); digital timetables displays; and a clock.
• Two bus layover spaces are provided immediately behind the bus station adjacent to a car park with pedestrian access.
• Other vehicles share the access to the site. Private cars access a car park to the rear of the station, and delivery vehicles access commercial property on Commercial Place.
• Site area is approximately 808m², existing building and island takes up approximately 215m² of this area
• Footways along the western side of the site provide access to the car park and commercial property and are designated by painted white lines on the carriageway
• Pedestrian crossings at the site access/ exit are designated by painted white lines to guide pedestrians
• Site width is restricted. Both in terms of overall width, and the distances between the central island and the external site boundaries

Summary of previous reviews/ consultation/ feedback:

• A risk assessment of Hexham Bus Station was completed by NCC in 2006 following receipt of a letter from Walter Herring, Risk Manager, Arriva.
• Significant safety risks were identified in the 2006 assessment. The highest risk referred to conflict between pedestrians walking into the path of a bus or private car; and the need for enhanced protection against buses overrunning the passenger waiting area.
• The risk assessment concluded that even if recommended risk reduction mitigation measures were implemented, residual risks to the public would remain.
• A market research exercise was conducted in 2009 to define what passenger services and facilities current users of Hexham Bus Station consider that they have, and what they would expect from a new bus station.
• Bus station users felt the location of the current bus station is good and there is strong public opposition to its relocation.
• However, users felt that there are no real facilities at the current bus station.
• Following the recent installation of new bus shelters at this site, a health and safety audit was requested by Sustainable Transport and completed in March, 2014 by the Corporate Health and Safety Team. It is noted that the report acknowledges that additional input from a Road Safety Engineer may be beneficial, particularly in relation to minimum turning circle requirements.
• The 2014 audit describes obvious design issues at the site which present an on going risk. It acknowledges that efforts are being made to manage associated risks within acceptable parameters, and offers further actions to reduce risk and ensure that everything possible can be done within the scope of the site. However, the audit concludes that the suitability of this facility is still very much in doubt given the narrow site and the disputed land ownership issues. Additionally, it acknowledges that if a bus did strike a pedestrian any resultant litigation and enforcement action which would be difficult to defend.

Constraints:

• The size of the existing site is a significant constraint on its functionality as a bus station (particular the limited width of the site). This is reflected in the Section 2 'Bus Station Functionality' score (55%) and in the Section 4 'Safety and Security' score (60%).
• On site observations showed that some buses using the station where unable to negotiate the required turning cycle of the existing layout without reversing. This is exacerbated by the mixed use nature of the site, as delivery vehicles and other vehicles frequently limit access and manoeuvrability for buses.
• It is not possible to completely mitigate against manoeuvrability issues and the associated safety concerns, as the restricted site width does not allow for segregation between buses and pedestrians.
• The size of the site is also a constraint to the provision of additional passenger facilities, for example, toilets or a sheltered waiting area.

Opportunities:

• Pedestrian safety could be improved through more formal crossing provision at the front of the station (zebra crossing deemed most appropriate). Priority with the current arrangement is unclear and the crossing is frequently obstructed by buses and other vehicles.
• Increased segregation between the site's uses could further improve safety. For example, access to the car park behind the station could be controlled via a secure barrier.

Key Assessment Metrics

Section		Score	%
1	Accessibility	175 / 220	80%
2	Bus Station Functionality	56 / 120	47%
3	Sustainability	86 / 100	86%
4	Safety and Security	55 / 100	55%
5	Costing	30 / 30	100%
Total Score		**402 / 570**	**71%**
Rank *(of total score across eight sites)*		**7/8**	

Comments/ Recommendations:

• The existing bus station location is well sited, providing ideal access to Hexham town centre.
• The size and shape of the site is a significant constraint, both operationally and regards to provision of passenger facilities.
• Significant safety risks are present on the site. Whilst mitigation measures may reduce these risks 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.
• The limited capacity and width of the site determine that it is not possible to provide a fully functioning bus station whilst following recommended design standards.

NB. Data sheet should be read in conjunction with report/appendices Hexham Bus Station Option Assessment Report

Site Number: 2

Location:
Existing Bus Station plus land to south

Site Inspection date: 29th April 2014

Existing characteristics:
• Site includes the existing bus station (details of which are provided in the Site 1 Summary Sheet) plus additional land to the south.
• The proposed additional land is currently utilised as a car park containing space for approximately 10 private vehicles. Use of the car park is restricted to vehicles associated with the local businesses on Commercial Place.
• Buses/ coaches were observed using the hatched area during site visits. The use of the space in this manner is considered as informal bus layover.

Summary of previous reviews/ consultation/ feedback:
• The use of the land to the south of the existing bus station has previously been considered for a feasibility design option in 2007. This design assumed that the land was used in establishing a new vehicular link south through to the Maiden's Walk car park.
• The potential for providing a through link was discounted for this assessment following site visits which identified unsuitable topography (significant level differences) and the presence of occupied buildings on ground adjacent to Maiden's Walk.

Constraints:
• The shape of the additional land is a significant constraint to its use and integration with the existing bus station.
• The width of the land means it is insufficient to allow for a bus turning circle and is of limited operational benefit. It would not be possible to use the additional length the land provides to extend the central bus station building and provide any meaningful space for additional passenger facilities.
• It is not considered feasible to use this land to provide access/ departure to the east via Maiden's walk. This is due to significant gradient differences, and the presence of a historic building in the path of the required route.

Opportunities:
• The additional land could be used to provide a separate passenger waiting area and toilet. Although these facilities would be remote from the bus stands and access would be limited.
• The additional land offers benefits in terms of reducing risk. Specifically the conflict between bus operation in close proximity to the existing private car park will be eliminated following the removal of the car park, and the need for sections of pedestrian footway marked on carriageway shared with buses will be reduced.

Key Assessment Metrics

Section		Score	%
1	Accessibility	175 / 220	80%
2	Bus Station Functionality	56 / 120	47%
3	Sustainability	86 / 100	86%
4	Safety and Security	65 / 100	65%
5	Costing	30 / 30	100%
Total Score		**412 / 570**	**72%**
Rank *(of total score across eight sites)*		**4/8**	

Comments/ Recommendations:
• The additional land to the south of the existing bus station provides limited operational benefit as a result of it's restricted width which does not allow for the required bus turning circle. It is It not considered feasible to use the land to provide access/ departure to the east via Maiden's walk. This is due to significant gradient differences, and the presence of a historic building in the path of the required route.
• The additional space could be used to provide additional passenger facilities enhancing the current offering. However, these facilities would be remote from the bus stands and introduce additional pedestrian/vehicle conflicts.
• The majority of operational shortfalls and risks of the existing layout are not addressed by the inclusion of the additional land.

NB. Data sheet should be read in conjunction with report/appendices Hexham Bus Station Option Assessment Report

Site Number: 3

Location:
Loosing Hill Car Park

Site Inspection date: 29th April 2014

Existing characteristics:
• Loosing Hill Car Park is located approximately 170m east of the existing bus station, at the end of one of the main thoroughfares within Hexham on the junction between the A695/ A6079/ B6305. The site is currently a council owned car park with approximately 110 spaces. Pay and display charges were abolished at this site in April 2014 and users are now required to display a parking disc.
• Access to the site is currently off the A695, with egress via the A6079.

Summary of previous reviews/ consultation/ feedback:
• Loosing Hill has been identified as a preferred site for the relocation of a bus station in 2007 and in 2010.
• The conclusion on this site was reached despite differences in both the appraisal approach and considered alternative options.
• Layouts for a bus station on the site have been developed to preliminary design and there has been previous stakeholder consultation. Additionally, Hexham Interchange Focus Groups conducted in 2009 were conducted where Loosing Hill was presented as the "Preferred Site".

Constraints:
• Reasonably convenient site location within 400m of Hexham centre (recommended maximum walking distance to a bus stop). This represents an increase in distance of approx 170m when compared to the existing bus station location. Furthermore, the pedestrian route to the town centre would pass the existing bus station, which highlights it's reduced convenience over the existing provision.
• The current access arrangements to the car park are likely to require modification to ensure suitability for buses. The current exit is via a steep, narrow road to a junction with the A6079 which also has a sharp turn which would not be negotiable for buses. It is considered a single, segregated bus access junction on to the A695 would be provided.
• Site development would be restricted to the current car parking area. The small park/ garden area adjacent to the A6079/ B6305 junction would preferably be retained.
• The site has limited bus routing implications due to its proximity to the existing site. It is anticipated that boarding and alighting facilities would be maintained in a similar location in Priestpopple. However, the Loosing Hill site would be less convenient for passengers accessing the town centre on services arriving from the east via the A695 or A6097.
• Car parking would be displaced from the site. This could result in reduced income for Northumberland CC (in the event that paid parking is re-introduced). Should this option be taken forward, a detailed occupancy rate study is advised given the loss of existing spaces. If usage is currently high this could negatively impact on trade. Replacement/displaced parking on another site may be required.

Opportunities:
• The site has space to meet all the operational and passenger facility requirements of a bus station. Additionally, approximately 40% of the existing car parking provision could be retained.
• 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.
• Of the new sites utilising car parks, Loosing Hill is the closest to the town centre at approximately 170m to the east of the existing bus station site and within the recommended distance for access to bus stop facilities from the Town Centre.

Key Assessment Metrics

Section		Score			%
1	Accessibility	178	/	220	81%
2	Bus Station Functionality	120	/	120	100%
3	Sustainability	76	/	100	76%
4	Safety and Security	100	/	100	100%
5	Costing	27	/	30	90%
Total Score		**501**	**/**	**570**	**88%**
Rank *(of total score across eight sites)*			**1/8**		

Comments/ Recommendations:
Loosing Hill is identified as the preferred site for relocating Hexham bus station. The site meets the operational and passenger facility requirements of a bus station, and integrates successfully with the surrounding landscape. Whilst It is recognised that the existing bus station site offers a more convenient location, Loosing Hill could be regarded as a 'next best' location in terms of overall accessibility.

NB. Data sheet should be read in conjunction with report/appendices Hexham Bus Station Option Assessment Report

Site Number: 4

Location:
Wentworth Car Park

Site Inspection date: 29th April 2014

Existing characteristics:
• Wentworth Car Park is located approximately 350m from the town centre with vehicular access from Alemouth Road and the A6079.
• The site is a large council owned car park covering approximately 23,500m². The car park directly serves a superstore, leisure centre and tourist information centre. It could be regarded as the principal long stay car park for the town centre.
• Primary access is provided via a priority junction with Alemouth Road (west access), visibility turning right out of the site is restricted by a bridge. A second access exists via a priority junction with the A6079 (east access).
• The existing walking route to the town centre is signed from the south of the site onto Hallgate via Wentworth Place.

Summary of previous reviews/ consultation/ feedback:
• Wentworth Car Park was considered as an alternative bus station location in 2007. The site was not shortlisted for further review as part of the study, mainly as a result of the sites accessibility to the town centre. AECOM are not aware of any public consultation regarding locating a bus station on this site.

Constraints:
• The walking route to the town centre follows a steeply graded footpath. Street lighting is only partially provided along this route. This is reflected in the Section 1 'Accessibility' score (70%).
• Provision for limited mobility users is particularly poor due to the steep gradient in gaining access to the town centre. Whilst a more gently graded route is possible via the A6079, this route is convoluted, of considerable distance, with poor pedestrian crossing provision in places.
• Car parking would be displaced from the site. This could result in reduced income for Northumberland CC (in the event that paid parking is re-introduced). Should this option be taken forward, a detailed occupancy rate study is advised given the loss of existing spaces. If usage is currently high this could negatively impact on trade. Replacement/displaced parking on another site may be required.
• Due to the gradient in gaining access to the town centre a shuttle bus would potentially be required to serve passenger demand for accessing central Hexham. This would add cost and complexity if the bus station was to be located at this site and potentially deter patrons from using the bus due to the requirement of multiple bus changes.

Opportunities:
• The site has space to meet all the operational and passenger facility requirements of a bus station. Additionally, approximately 90% of the existing car parking provision could be retained.
• Pedestrian safety could be improved through more formal crossing provision at the car park accesses.
• The sites proximity to the rail station provides opportunities to improve bus-rail interchange.

Key Assessment Metrics

Section		Score	%
1	Accessibility	139 / 220	63%
2	Bus Station Functionality	120 / 120	100%
3	Sustainability	76 / 100	76%
4	Safety and Security	95 / 100	95%
5	Costing	27 / 30	90%
Total Score		**457 / 570**	**80%**
Rank *(of total score across eight sites)*		**2/8**	

Comments/ Recommendations:
The Wentworth Car Park site would meet all the operational and passenger facility requirements of a bus station, and integrates successfully with the surrounding landscape. However, accessibility to the town centre is poor, with limited scope for mitigation. This is a result of the steep gradient present between the site and Hexham's town centre. It is likely that a shuttle bus service would be required to serve passenger demand for accessing central Hexham. This would add cost and complexity if the bus station was to be located at this site and potentially deter patrons.

NB. Data sheet should be read in conjunction with report/appendices Hexham Bus Station Option Assessment Report

Site Number: 5

Location:
Hexham Train Station

Northumberland County Council

AECOM

Site Inspection date: 29th April 2014

Existing characteristics:

• The site under consideration is located adjacent to Hexham Train Station. The site incorporates land to the south of the station, currently used as a car parking area and taxi rank.
• The train station site currently has a separate access for buses with integrated bus stops on site.
• The buses access the station from Station Road before continuing to the east past the DIY store, rejoining Station Road in a clockwise gyratory.

Summary of previous reviews/ consultation/ feedback:

• Hexham Train Station was considered as a potential bus station relocation site in 2007. The site was taken forwards as one of three shortlisted options.
• Three design options were produced for the site. Each of the designs utilised space to the south and east of the bus station but did not take land from the existing car parking area. However, a designated bus station building with waiting facilities was not included in the designs. It is presumed that the existing train station would be upgraded to provide the facilities typical of a bus station.
• For the purpose of the current assessment the provision of a designated bus station building incorporating a waiting area is assumed; this is in contrast to the designs envisaged in 2007.

Constraints:

• Without utilising the current car parking area, there would be significant limitations in the bus station operational and passenger facilities that could be provided.
• Potential issues where identified with blocking back from the Station Road junction with Alehouse Road affecting access/ egress of the site.
• The walking route to the town centre is considerably longer than the recommended distance for journeys on foot (at 675m). There is also considerable height difference between the train station and the town centre.
• A shuttle bus would potentially be required to serve passenger demand for accessing central Hexham. This would add cost and complexity if the bus station was to be located at this site and potentially deter patrons from using the bus due to the requirement of multiple bus changes.

Opportunities:

• The site has space to meet all the operational and passenger facility requirements of a bus station. However, it is likely that the majority of the existing car parking provision would be lost.
• As part of a bus station design, pedestrian safety could be improved through the supply of an additional crossing facility at the front of the station. An existing pedestrian crossing serves the signed route to the town centre. However, this crossing is located a significant distance from an observed desire line to the west. This route appears to be the preferred walking route for pedestrians exiting the current train station towards central Hexham.
• Locating the bus station at the current rail station site provides an excellent opportunity to improve bus-rail interchange.

Key Assessment Metrics

Section		Score			%
1	Accessibility	126	/	220	57%
2	Bus Station Functionality	120	/	120	100%
3	Sustainability	78	/	100	78%
4	Safety and Security	75	/	100	75%
5	Costing	21	/	30	70%
Total Score		**420**	**/**	**570**	**74%**
Rank *(of total score across eight sites)*		**6/8**			

Comments/ Recommendations:

The train station site has the capacity to meet all the operational and passenger facility requirements of a bus station, and could be successfully integrated with the surrounding landscape. However, pedestrian accessibility to the town centre is poor, and the walking route to the town centre is considerably longer than the recommended distance for journeys on foot. It is likely that a shuttle bus service would be required to serve passenger demand for accessing central Hexham. This would add cost and complexity if the bus station was to be located at this site and potentially deter patrons.

NB. Data sheet should be read in conjunction with report/appendices Hexham Bus Station Option Assessment Report

Site Number: 6

Location:
Land at south-west corner of junction between Priestpopple & Corbridge Road

Site Inspection date: 29th April 2014

Existing characteristics:
• The site is located approximately 160m east of the existing bus station (south west of Site 3), at the end of one of the main thoroughfares within Hexham on the junction between the A695/ A6079/ B6305. The site is currently occupied by a car showroom and a charity clothes shop.
• The site is relatively compact covering an area of 1200m².
• Access to the car showroom is gained via a minor unnamed road off Priestpopple Street to the west of the site. The charity shop access is on street (Maiden's Walk).

Summary of previous reviews/ consultation/ feedback:
• AECOM are not aware of any previous studies which considered this site as a potential bus station location.

Constraints:
• Reasonably convenient site location within 400m of Hexham centre (the recommended maximum walking distance to a bus stop). This represents an increase in distance of approx 160m when compared to the existing bus station location. The pedestrian route to the town centre would pass the existing bus station, highlighting it's reduced convenience over the existing provision.
• The site has limited bus routing implications due to its proximity to the existing site. It is anticipated that boarding and alighting facilities would be maintained in a similar location in Priestpopple. However, the site would be less convenient for passengers accessing the town centre facilities on services arriving from the east via the A695 or A6097.
• The size and shape of the site presents a significant constraint to its suitability for locating a bus station.
• In terms of site area, there is sufficient capacity to provide the required bus stands and manage bus interaction and operation. However, due to the shape of the site, the remaining available area would be split in to small sections and it would not be possible to include any additional passenger or operational facilities.
• Difficulties are envisaged in providing access and egress to the site. This is due to the space available for bus turning manoeuvres; and the site's close proximity to two existing junctions on Priestpopple/ Maiden's Walk.

Opportunities:
• The site has space to provide five bus stands and serve their basic operation.
• There is considerable scope for improving the A695/ A6079/ B6305 junction as part of highway works for the 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.

Key Assessment Metrics

Section		Score			%
1	Accessibility	161	/	220	73%
2	Bus Station Functionality	44	/	120	37%
3	Sustainability	44	/	100	44%
4	Safety and Security	60	/	100	60%
5	Costing	12	/	30	40%
Total Score		**321**	**/**	**570**	**56%**
Rank *(of total score across eight sites)*		**8/8**			

Comments/ Recommendations:
Generally this site is considered unsuitable for the relocation of Hexham Bus Station. Whilst the site has the spaceto meet the basic requirements in terms of bus stand provision and operation, there is insufficient space for any additional operational or passenger facilities. Similarly, there is limited space to provide internal pedestrian facilities or to consider landscaping or urban realm requirements.

NB. Data sheet should be read in conjunction with report/appendices Hexham Bus Station Option Assessment Report

Site Number: 7

Location:
Priestpopple On Street

Northumberland County Council

AECOM

Site Inspection date: 29th April 2014

Existing characteristics:
• Priestpopple Street runs through the heart of Hexham town centre and is a main thoroughfare for east-west traffic.
• An on street bus option would likely cover a section of Priestpopple Street approximately 150m in length. This section would run between Broadgates (west of the existing station) and tie in to the existing highway west of the A695/ A6079/ B6305 junction.
• The existing streetscape includes provision for parking and loading bays throughout the majority of the street section.
• Frequent buildouts are provided to allow uncontrolled pedestrian crossings across reduced width carriageway.
• The on street option assumes that the existing bus station site would be sold and any existing on site facilities lost.
• The on street option requires an upgrading of the Beaumont Street/ B6305 junction to accommodate u-turn manoeuvres for buses. A roundabout of at least 25m in diameter would be required to accommodate these movements.

Summary of previous reviews/ consultation/ feedback:
• As part of a 2007 option review for Hexham bus station, the use of the identified on street section of Priestpopple was considered as part of proposals to introduce a stop behind Priestpopple accessed from Priestpopple via Broadgates. A completely on street option was considered as part of an option review in 2010.
• The 2007 option incorporating on street provision was not selected for short listing; and the 2010 option was not selected as the preferred option.
• As the 2007 option also included the use of the existing bus station site, many of the scheme benefits and criticisms are not relevant. The 2010 scheme was rejected primarily based on the lack of potential for provision of passenger and staff facilities; and the increase in bus distance travelled.

Constraints:
• Passenger facilities would need to be provided on street. On street provision of passenger shelters would need to be carefully managed/ restricted to avoid negatively impacting on streetscape.
• it is unlikely that further passenger facilities would be provided e.g. toilets.
• Alternative premises for bus operator office, driver facilities etc would need to be sought following the removal of the existing bus station building. It is suggested that the letting of a nearby retail premises for operator facilities would be required.
• Significant displacement of central short term parking and loading bays would occur. The vast majority of the current provision would be lost.
• The on street option would result in significant additional bus mileage required to facilitate route terminus. This is a result of the requirement for buses to travel further west and u-turn at Beaumont Street in order to service the current bus routings.
• The required upgrade of Beaumont Street Roundabout Junction upgrade required may require the removal/ relocation of an existing monument.

Opportunities:
• The on street option successfully meets the requirements for bus stops (five stops – 2x Eastbound, 3x Westbound). Layover provision would be provided off site.
• The site location is ideal. Close to Hexham town centre, on a main thoroughfare for east-west traffic, providing good access to shopping destinations.
• There are no land costs to consider as all land would be adopted highway maintained by NCC.
• The Beaumont Street/ B6305 junction would be upgraded as part of the scheme.

Key Assessment Metrics

Section		Score			%
1	Accessibility	180	/	220	82%
2	Bus Station Functionality	70	/	120	58%
3	Sustainability	52	/	100	52%
4	Safety and Security	80	/	100	80%
5	Costing	24	/	30	80%
Total Score		**406**	**/**	**570**	**71%**
Rank *(of total score across eight sites)*			**5/8**		

Comments/ Recommendations:
The on street Priestpopple option provides ideal access to Hexham town centre with excellent accessibility to Hexham's existing facilities. There is sufficient space to meet the operational requirements in terms of bus stop provision. However, on street provision of passenger shelters would need to be carefully managed/ restricted to avoid negatively impacting on streetscape and it is unlikely that further passenger facilities would be provided e.g. toilets. Similarly, bus operator staff facilities, and potentially bus layover requirements would need to managed off site.

NB. Data sheet should be read in conjunction with report/appendices Hexham Bus Station Option Assessment Report

Site Number: 8

Location:
Maiden's Walk

Site Inspection date: 16th April 2014

Existing characteristics:
• Maiden's Walk Car Park is located directly south of the existing bus station.
• The site currently operates as a private pay and display car park (including parking for supermarket customers (M&S))
• Access to the site is currently off Maiden's Walk, with access to the A695 via a mini roundabout and the A695/ A6079/ B6305 junction.

Summary of previous reviews/ consultation/ feedback:
• Maiden's Walk car park was considered as an alternative bus station location in 2010. However, only a small area to the north of Maiden's Walk car park was identified for bus station use. This led to restrictions on the operational and facility provision which could be provided in the site area. As this assessment is not restricted to this area the findings from this study are not directly relevant.
• Maiden's Walk was not identified as a preferred option in the 2010 review.

Constraints:
• Whilst the site is close to the town centre, direct access to Priestpopple Street is currently not possible. Provision of a more direct walking route would require the demolition of buildings on the southern side of Priestpopple Street.
• Car parking would be displaced with an associated revenue implication.
• Relocating the bus station to this site would increase bus journey times as they would require routing via Maiden's Walk and the A695/ A6079/ B6305 junction.
• The site is fairly isolated as a result of the poor access to more populated streets.

Opportunities:
• The site has space to meet all the operational and passenger facility requirements of a bus station. Additionally, approximately 70% of the existing car parking provision could be retained.
• Pedestrian safety could be improved through more formal crossing provision at the car park accesses.
• The site is geographically close to the town centre and improvements to access could be made.
• It should be noted that if this option were to be adopted, pedestrian accessibility from Maiden's Walk to Priestpopple and the Town Centre may be dramatically improved as a result of the redevelopment of the existing bus station site (as current developer plans include a pedestrian access link between Maiden's Walk and Priestpopple). However, for the purpose of the assessment it was considered prudent to access the site based on the existing pedestrian accessibility. There is no guarantee that the existing bus station site would be redeveloped as a result of any relocation of Hexham bus station. Similarly, specific designs regarding pedestrian accessibility may be subject to change.

Key Assessment Metrics

Section		Score			%
1	Accessibility	147	/	220	67%
2	Bus Station Functionality	120	/	120	100%
3	Sustainability	76	/	100	76%
4	Safety and Security	90	/	100	90%
5	Costing	15	/	30	50%
Total Score		**448**	**/**	**570**	**79%**
Rank *(of total score across eight sites)*		**3/8**			

Comments/ Recommendations:
The Maiden's Walk Car Park site meets all the operational and passenger facility requirements of a bus station, and integrates successfully with the surrounding landscape. However, pedestrian accessibility to the town centre is poor, with no direct access to Priestpopple Street. The lack of direct access also has implications for increased bus journey times.

NB. Data sheet should be read in conjunction with report/appendices Hexham Bus Station Option Assessment Report

Appendix D – Assessment Matrices

ASSESSMENT MATRIX – Option 1: Existing Bus Station

	Criteria		Scoring Notes	Surveyor Comments	Score (1-5)	Weighting	Weighted Score
	Section 1 - Accessibility						
1	Connectivity to town centre / amenities	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) plus commentary on nearby amenities (added value) score highest (i.e. 5/5)	Short distance into town centre. Route is all at one level with only one crossing of the carriageway required	5	10	50
2	Connectivity to train station	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	A number of uncontrolled crossings to be negotiated. Adequate footways along majority of walking route to the station.	4	5	20
3	Pedestrian network	(linkages to existing pedestrian routes)	sites with excellent links to pedestrian network	Improvements required in the site also potential for improved crossing to the east of the site	2	5	10
4	Limited mobility users		sites well serving users of limited mobility to score highly	Provision within site is poor. Large conflict with buses and cars	2	5	10
5	Road network (buses)	(diversion penalty 'time/ cost')	low impact on bus services (time/ cost) to achieve high score	Bus stop locations as existing so no rerouting required	5	4	20
6	Shuttle bus requirement		bus station locations requiring shuttle service to score lowly	Within close proximity of town centre, no requirement for Shuttle Bus	5	4	20
7	Bus access / egress		opportunities or obstacles to accessing site determine score	Observed buses accessing the site blocking Priestpopple. This was due to delivery vehicles partially blocking the route around the bus station	3	4	12
8	Road network (general traffic)	(e.g. Impact on general traffic, travel times/ queue lengths)	low impact on general traffic to achieve high score	Bus stop locations as existing so no impact on general traffic envisaged	5	3	15
9	Connectivity to taxi ranks	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	Existing taxi rank directly to the east of the existing bus station.	5	2	10
10	Public car parking	(existing nearby provision)	nearby car parking provisions to score highly	Public car parking located at Loosing Hill which is approximately 150m from the bus station	4	2	8
	Section Score Subtotal						**175 / 220**
	Section 2. Bus Station Functionality						
11	Operational capacity	(bus stands - meet existing provision / including ability for bus circulation within station/ interaction with other users & functions/ site manoeuvre efficiency	Minimum capacity requirement of each bus station function has been calculated. Bus station functions have been subsequently prioritised (Basic operational needs/ Desirable none essential facilities/ Added value facilities) and sites scored based on the space available to support each function.	Existing bus station area is approximately 800m². This is insufficient space to meet basic operation requirements when following appropriate design guidance. There is also insufficient space for additonal passenger facilities	1	5	5
12		(drop-off/ layover/ maintenance)			3	4	12
13		(taxi rank)			5	2	10
14	Customer facilities	(waiting area/ toilets)			1	5	5
15	Staff facilities	(staff office etc as existing/toilets)			5	4	20
16	Cycling Provision	(Sheffield cycling stands *4)			1	4	4
	Section Score Subtotal						**56 / 120**
	Section 3. Sustainability						
17	Landscape/ Visual impact	(impact on landscape and visuals)	Slight impact on landscape effects/ visual effects to achieve high score	Improvements to existing site unlikely to have significant impact on landscape	5	5	25
18	Are there heritage buildings on site	(Impact on listed buildings, 'old, 'respectable and historic' buildings retention)	sites maintaining heritage to score highly	Existing bus station building has historic value, but will be retained	5	4	20
19	Current land use/ Impact on Environment	(e.g. brownfield /greenfield; trees requiring removal)	brownfield/ existing use sites to score highly	Existing bus station	5	4	20
20	Trade and Economy	(potential impact on trade/ existing site use)	minimal disruption/ positive impacts to achieve highest score	No impact as site doesn't currently generate an income	3	4	12
21	Urban realm	(both at and around the new bus station)	commentary on coherent integration with urban realm	No impact on urban realm as site will retain its existing operation	3	3	9
	Section Score Subtotal						**86 / 100**
	Section 4. Safety and Security						
22	Bus - Pedestrian Conflict		space to ensure adequate pedestrian protection from all vehicles / facilitate safe movement on and accessing/ egressing site to achieve high score	Improvements could provide sufficient crossing facilities at access points, however the existing width of the site doesnt permit space for 2m footways throughout the site. The width also means that there is insufficient space to provide any segregation between the pedestrian waiting areas (footway around bus station building) and buses pulling into the designated stops	2	5	10
23	Bus - Bus Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	If buses are stopped at Stand C there is insufficient space for buses to pass in order to access Stands A & B or the layover area	3	5	15
24	Bus - Vehicle Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Conflict with delivery vehicles serving the adjacent businesses would remain. Access to the car parking also creates conflicts. Potential to add a loading bay towards the north of the site in order to allow buses to access Stands A & B whilst deliveries are being made	1	5	5
25	Personal security (customers & staff)	(e.g. Location/ lighting/ CCTV/ hidden areas)	commentary on personal safety concerns	Within close proximity of the town centre. Street lighting and CCTV are provided in the vicinity of the site. Some of the areas to the south of the site would have restricted visibility from Priestpopple	5	5	25
	Section Score Subtotal						**55 / 100**
	Section 5. Costing						
26	Land availability/ ownership		site with no land availability issues/ no land purchase required to score highest	Existing bus station	5	3	15
27	'Buildability' / cost estimate	(e.g. need for demolition / highway works/ funding from sale of existing site/ loss of CP revenues etc)	no implicit build issues and low cost (no high risk cost elements) to score highly	No specific issues noted	5	3	15
	Section Score Subtotal						**30 / 30**
	Score Total						**402 / 570**

ASSESSMENT MATRIX – Option 2: Existing Bus Station plus land to south

	Criteria		Scoring Notes	Surveyor Comments	Score (1-5)	Weighting	Weighted Score
	Section 1 - Accessibility						
1	Connectivity to town centre / amenities	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) plus commentary on nearby amenities (added value) score highest (i.e. 5/5)	Short distance into town centre. Route is all at one level with only one crossing of the carriageway required	5	10	50
2	Connectivity to train station	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	A number of uncontrolled crossings to be negotiated. Adequate footways along majority of walking route to the station.	4	5	20
3	Pedestrian network	(linkages to existing pedestrian routes)	sites with excellent links to pedestrian network	Improvements required in the site. Potential for improved crossing to the east of the site	2	5	10
4	Limited mobility users		sites well serving users of limited mobility to score highly	Provision within site is poor due to conflict with buses and cars	2	5	10
5	Road network (buses)	(diversion penalty 'time/ cost')	low impact on bus services (time/ cost) to achieve high score	Bus stop locations as existing so no rerouting required	5	4	20
6	Shuttle bus requirement		bus station locations requiring shuttle service to score lowly	Within close proximity of town centre, no requirement for Shuttle Bus	5	4	20
7	Bus access / egress		opportunities or obstacles to accessing site determine score	Observed buses accessing the site blocking Priestpopple Street. This was due to delivery vehicles partially blocking the route around the bus station	3	4	12
8	Road network (general traffic)	(e.g. Impact on general traffic, travel times/ queue lengths)	low impact on general traffic to achieve high score	Bus stop locations as existing so no impact on general traffic envisaged	5	3	15
9	Connectivity to taxi ranks	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	Existing taxi rank directly to the east of the existing bus station	5	2	10
10	Public car parking	(existing nearby provision)	nearby car parking provisions to score highly	Public car parking located at Loosing Hill which is approximately 150m from the bus station	4	2	8
	Section Score Subtotal						**175 / 220**
	Section 2. Bus Station Functionality						
11	Operational capacity	(bus stands - meet existing provision / including ability for bus circulation within station/ interaction with other users & functions/ site manoeuvre efficiency	Minimum capacity requirement of each bus station function has been calculated. Bus station functions have been subsequently prioritised (Basic operational needs/ Desirable none essential facilities/ Added value facilities) and sites scored based on the space available to support each function.	Additonal land/ car parking area is approximately 720m². Provides limited operational benefit as a result of it's restricted width which does not allow for a bus turning circle. The additional space could be used to provide additional passenger facilities enhancing the current offering, however these facilites would have to be remote from the bus station therefore introduces additional pedestrian/vehicle conflicts. It is It not considered feasible to use the land to provide access/ departure to the east via Maiden's walk. This is due to significant gradient differences, and the presence of a listed building in the path of the required route.	1	5	5
12		(drop-off/ layover/ maintenance)			3	4	12
13		(taxi rank)			5	2	10
14	Customer facilities	(waiting area/ toilets)			1	5	5
15	Staff facilities	(staff office etc as existing/toilets)			5	4	20
16	Cycling Provision	(Sheffield cycling stands *4)			1	4	4
	Section Score Subtotal						**56 / 120**
	Section 3. Sustainability						
17	Landscape/ Visual impact	(impact on landscape and visuals)	Slight impact on landscape effects/ visual effects to achieve high score	Improvements to existing bus station unlikely to have significant impact on landscape	5	5	25
18	Are there heritage buildings on site	(Impact on listed buildings, 'old, 'respectable and historic' buildings retention)	sites maintaining heritage to score highly	Existing bus station building has historic value, but will be retained	5	4	20
19	Current land use/ Impact on Environment	(e.g. brownfield /greenfield; trees requiring removal)	brownfield/ existing use sites to score highly	Existing bus station, land to rear is used as private parking for bus operator staff/ adjacent businesses	5	4	20
20	Trade and Economy	(potential impact on trade/ existing site use)	minimal disruption/ positive impacts to achieve highest score	No impact as it doesn't currently generate an income	3	4	12
21	Urban realm	(both at and around the new bus station)	commentary on coherent integration with urban realm	Site will mostly be retained as existing with land to north improved to provide customer facilities	3	3	9
	Section Score Subtotal						**86 / 100**
	Section 4. Safety and Security						
22	Bus - Pedestrian Conflict		space to ensure adequate pedestrian protection from all vehicles / facilitate safe movement on and accessing/ egressing site to achieve high score	Design will provide sufficient crossing facilities at access points, however the existing width of the site doesn't permit space for 2m footways throughout the site. The width also means that there is insufficient space to provide any segregation between the pedestrian waiting areas (footway around bus station building) and buses pulling into the stops	2	5	10
23	Bus - Bus Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	If buses are stopped at Stand C there is insufficient space for buses to pass in order to access Stands A & B or the layover area	3	5	15
24	Bus - Vehicle Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	As the car parking at the rear of the site is removed the only vehicular access in the site would be for maintenance vehicles. In order to improve the operational capacity of the site potential to prohibit loading and unloading from being undertaken within the bus station	3	5	15
25	Personal security (customers & staff)	(e.g. Location/ lighting/ CCTV/ hidden areas)	commentary on personal safety concerns	Within close proximity of the town centre. Street lighting and CCTV are provided in the vicinity of the site. Some of the areas to the rear of the site would have restricted visibility from Priestpopple	5	5	25
	Section Score Subtotal						**65 / 100**
	Section 5. Costing						
26	Land availability/ ownership		site with no land availability issues/ no land purchase required to score highest	The land to the rear of the existing bus station is under council ownership	5	3	15
27	'Buildability' / cost estimate	(e.g. need for demolition / highway works/ funding from sale of existing site/ loss of CP revenues etc)	no implicit build issues and low cost (no high risk cost elements) to score highly	No specific issues noted	5	3	15
	Section Score Subtotal						**30 / 30**
	Score Total						**412 / 570**

ASSESSMENT MATRIX – Option 3: Loosing Hill Car Park

	Criteria		Scoring Notes	Surveyor Comments	Score (1-5)	Weighting	Weighted Score
	Section 1 - Accessibility						
1	Connectivity to town centre / amenities	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) plus commentary on nearby amenities (added value) score highest (i.e. 5/5)	Relatively short distance into town centre. Route is all at one level with only one or two crossings of the carriageway required depending on where they exit the site	4	10	40
2	Connectivity to train station	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	A number of uncontrolled crossings to be negotiated. Narrow footways for significant distances near the station	4	5	20
3	Pedestrian network	(linkages to existing pedestrian routes)	sites with excellent links to pedestrian network	Improvements at site access will improve facilities at existing mini roundabouts	3	5	15
4	Limited mobility users		sites well serving users of limited mobility to score highly	Increased distance to centre is a larger issue for limited mobility users	2	5	10
5	Road network (buses)	(diversion penalty 'time/ cost')	low impact on bus services (time/ cost) to achieve high score	Most existing bus routes pass the site currently so would only require minimal route changes	5	4	20
6	Shuttle bus requirement		bus station locations requiring shuttle service to score lowly	Within close proximity of town centre, no requirement for shuttle bus	5	4	20
7	Bus access / egress		opportunities or obstacles to accessing site determine score	No Access/ Egress issues identified. Single access/ egress junction on A695 likely	5	4	20
8	Road network (general traffic)	(e.g. Impact on general traffic, travel times/ queue lengths)	low impact on general traffic to achieve high score	Removal of mini roundabouts and junction signalisation likely to be required. Will have some impact on vehicles, however it should increase safety for vehicles and peds	5	3	15
9	Connectivity to taxi ranks	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	Taxi rank directly to the east of the existing bus station (approx 150m away). Potential for a taxi rank to be provided on site	4	2	8
10	Public car parking	(existing nearby provision)	nearby car parking provisions to score highly	Site currently used as a car park	5	2	10
	Section Score Subtotal						**178 / 220**
	Section 2. Bus Station Functionality						
11	Operational capacity	(bus stands - meet existing provision / including ability for bus circulation within station/ interaction with other users & functions/ site manoeuvre efficiency	Minimum capacity requirement of each bus station function has been calculated. Bus station functions have been subsequently prioritised (Basic operational needs/ Desirable none essential facilities/ Added value facilities) and sites scored based on the space available to support each function.	Existing car parking area is approximately 4500m². This should enable the provision of all required facilities and retain approx 1500m² of car parking facilities.	5	5	25
12		(drop-off/ layover/ maintenance)			5	4	20
13		(taxi rank)			5	2	10
14	Customer facilities	(waiting area/ toilets)			5	5	25
15	Staff facilities	(staff office etc as existing/toilets)			5	4	20
16	Cycling Provision	(Sheffield cycling stands *4)			5	4	20
	Section Score Subtotal						**120 / 120**
	Section 3. Sustainability						
17	Landscape/ Visual impact	(impact on landscape and visuals)	Slight impact on landscape effects/ visual effects to achieve high score	Slight impact on landscape/ visuals. Not classed as sensitive area	5	5	25
18	Are there heritage buildings on site	(Impact on listed buildings, 'old, 'respectable and historic' buildings retention)	sites maintaining heritage to score highly	No buildings on site. Likely that locating a bus station here the would result in the bus station building being demolished	5	4	20
19	Current land use/ Impact on Environment	(e.g. brownfield /greenfield; trees requiring removal)	brownfield/ existing use sites to score highly	Site currently used as a car park	3	4	12
20	Trade and Economy	(potential impact on trade/ existing site use)	minimal disruption/ positive impacts to achieve highest score	Reduced car parking spaces and income for Northumberland CC (in the event that paid parking is re-introduced). Should this option be taken forward, a detailed occupancy rate study is advised given the loss of existing spaces. If usage is currently high this could negatively impact on trade. Replacement/displaced parking on another site may be required	1	4	4
21	Urban realm	(both at and around the new bus station)	commentary on coherent integration with urban realm	Space to separate car park and bus area using landscaped areas. Footways to be improved in the site vicinity as part of the redesign of the two mini roundabout junctions	5	3	15
	Section Score Subtotal						**76 / 100**
	Section 4. Safety and Security						
22	Bus - Pedestrian Conflict		space to ensure adequate pedestrian protection from all vehicles / facilitate safe movement on and accessing/ egressing site to achieve high score	Design will provide sufficient crossing facilities at access points	5	5	25
23	Bus - Bus Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Car park to be a separate entity with a ped route through to the bus station building	5	5	25
24	Bus - Vehicle Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Sufficient capacity for bus/ vehicle segregation	5	5	25
25	Personal security (customers & staff)	(e.g. Location/ lighting/ CCTV/ hidden areas)	commentary on personal safety concerns	Not too far out of town centre, CCTV and lighting provided	5	5	25
	Section Score Subtotal						**100 / 100**
	Section 5. Costing						
26	Land availability/ ownership		site with no land availability issues/ no land purchase required to score highest	Currently council owned car park	5	3	15
27	'Buildability' / cost estimate	(e.g. need for demolition / highway works/ funding from sale of existing site/ loss of CP revenues etc)	no implicit build issues and low cost (no high risk cost elements) to score highly	No specific issues noted	4	3	12
	Section Score Subtotal						**27 / 30**
	Score Total						**501 / 570**

	ASSESSMENT MATRIX – Option 4: Wentworth Car Park						
	Criteria		**Scoring Notes**	**Surveyor Comments**	**Score (1-5)**	**Weighting**	**Weighted Score**
	Section 1 - Accessibility						
1	Connectivity to town centre / amenities	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) plus commentary on nearby amenities (added value) score highest (i.e. 5/5)	Signed route to town centre has a significant gradient. A section of the route has no footways, and requires pedestrians to walk up Wentworth Place (a quiet road used for access only).	3	10	30
2	Connectivity to train station	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	A walk way to the south of the site provides direct connectivity to the rail station via the eastern side of the sports centre	4	5	20
3	Pedestrian network	(linkages to existing pedestrian routes)	sites with excellent links to pedestrian network	Access to Hexham's pedestrian network is mixed. Connectivity to the train station is good; the route to the town centre suffers from a significant gradient with poor pedestrian provision.	2	5	10
4	Limited mobility users		sites well serving users of limited mobility to score highly	A pedestrian ramp is provided from the car park to aid access to Wentworth Place. However, it does not appear to follow good practice guidance for limited mobility users.	2	5	10
5	Road network (buses)	(diversion penalty 'time/ cost')	low impact on bus services (time/ cost) to achieve high score	The impact on bus routing is fairly low. This is because a number of routes originate north of Hexham, pass the site on route to the existing bus station, before returning back north of Hexham.	3	4	12
6	Shuttle bus requirement		bus station locations requiring shuttle service to score lowly	Potential requirement for shuttle bus due to gradient in gaining access to the town centre	1	4	4
7	Bus access / egress		opportunities or obstacles to accessing site determine score	No Access/ Egress issues identified. Junction improvements at access maybe required to facilitate access for buses.	5	4	20
8	Road network (general traffic)	(e.g. Impact on general traffic, travel times/ queue lengths)	low impact on general traffic to achieve high score	No significantly impact on general traffic expected. Sufficient space for bus movements to be segregated, and queues contained, on site. Visibility to the north of the site is restricted due to the bridge	5	3	15
9	Connectivity to taxi ranks	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	Nearest existing taxi rank is at the train station. There is sufficient space to provide some spaces within the proposed site as required	4	2	8
10	Public car parking	(existing nearby provision)	nearby car parking provisions to score highly	Approximately 90% of existing car parking spaces likely to be retained	5	2	10
	Section Score Subtotal						**139 / 220**
	Section 2. Bus Station Functionality						
11	Operational capacity	(bus stands - meet existing provision / including ability for bus circulation within station/ interaction with other users & functions/ site manoeuvre efficiency	Minimum capacity requirement of each bus station function has been calculated. Bus station functions have been subsequently prioritised (Basic operational needs/ Desirable none essential facilities/ Added value facilities) and sites scored based on the space available to support each function.	This site covers an area significantly larger than that required for the successful installation of a working bus station (approx 23,500m2). All operational and passenger facility requirements of a bus station are likely to be met whilst retaining more than 90% of the available site area.	5	5	25
12		(drop-off/ layover/ maintenance)			5	4	20
13		(taxi rank)			5	2	10
14	Customer facilities	(waiting area/ toilets)			5	5	25
15	Staff facilities	(staff office etc as existing/toilets)			5	4	20
16	Cycling Provision	(Sheffield cycling stands *4)			5	4	20
	Section Score Subtotal						**120 / 120**
	Section 3. Sustainability						
17	Landscape/ Visual impact	(impact on landscape and visuals)	Slight impact on landscape effects/ visual effects to achieve high score	Slight impact on landscape/ visuals. Visual impact external to the site is minimised due to the natural landscape and topography	5	5	25
18	Are there heritage buildings on site	(Impact on listed buildings, 'old, 'respectable and historic' buildings retention)	sites maintaining heritage to score highly	No heritage buildings on site. Likely moving bus station here the would result in the bus station building being demolished	5	4	20
19	Current land use/ Impact on Environment	(e.g. brownfield /greenfield; trees requiring removal)	brownfield/ existing use sites to score highly	Site currently used as a car park	3	4	12
20	Trade and Economy	(potential impact on trade/ existing site use)	minimal disruption/ positive impacts to achieve highest score	Car park will generate income for Northumberland CC (in the event that paid parking is re-introduced). Should this option be taken forward, a detailed occupancy rate study is advised given the loss of existing spaces. If usage is currently high this could negatively impact on trade. Replacement/displaced parking on another site may be required.	1	4	4
21	Urban realm	(both at and around the new bus station)	commentary on coherent integration with urban realm	Sufficient space for significantly landscaped areas. Footways to be improved in the site vicinity	5	3	15
	Section Score Subtotal						**76 / 100**
	Section 4. Safety and Security						
22	Bus - Pedestrian Conflict		space to ensure adequate pedestrian protection from all vehicles / facilitate safe movement on and accessing/ egressing site to achieve high score	Sufficient site capacity to minimise pedestrian conflicts with all vehicles. Space to provide wide footways and improved crossings across internal and external site access points.	5	5	25
23	Bus - Bus Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Sufficient space to minimise bus - bus conflicts	5	5	25
24	Bus - Vehicle Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Some bus / vehicle conflicts are inevitable as the site will be mixed use. However, potential to minimise and control conflicts between buses and vehicles	5	5	25
25	Personal security (customers & staff)	(e.g. Location/ lighting/ CCTV/ hidden areas)	commentary on personal safety concerns	Relative isolation of the site from passing traffic and pedestrians in the evenings and early mornings. CCTV and lighting provided at the site; walking route to the town centre is only partially lit	4	5	20
	Section Score Subtotal						**95 / 100**
	Section 5. Costing						
26	Land availability/ ownership		site with no land availability issues/ no land purchase required to score highest	Currently council owned car park	5	3	15
27	'Buildability' / cost estimate	(e.g. need for demolition / highway works/ funding from sale of existing site/ loss of CP revenues etc)	no implicit build issues and low cost (no high risk cost elements) to score highly	No specfic issues noted	4	3	12
	Section Score Subtotal						**27 / 30**
	Score Total						**457 / 570**

ASSESSMENT MATRIX – Option 5: Hexham Train Station

	Criteria		Scoring Notes	Surveyor Comments	Score (1-5)	Weighting	Weighted Score
	Section 1 - Accessibility						
1	Connectivity to town centre / amenities	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) plus commentary on nearby amenities (added value) score highest (i.e. 5/5)	Long walking route into the town centre with uncontrolled crossings along its entirety. The route is flat as far as Wentworth Car Park and then steeply graded from that point	2	10	20
2	Connectivity to train station	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	Site within train station boundary	5	5	25
3	Pedestrian network	(linkages to existing pedestrian routes)	sites with excellent links to pedestrian network	Pedestrian crossing provided at site access serving the signed town centre route to the east. However, on site observation showed that the majority of people did not use this facility, as their preferred route navigated west towards Hallstile Bank	2	5	10
4	Limited mobility users		sites well serving users of limited mobility to score highly	Poor provision for limited mobility users across majority of popular walking routes to Hexham town centre	2	5	10
5	Road network (buses)	(diversion penalty 'time/ cost')	low impact on bus services (time/ cost) to achieve high score	This site has the largest impact on bus re-routing, with a substantial increase in bus travel distance and time likely	2	4	8
6	Shuttle bus requirement		bus station locations requiring shuttle service to score lowly	A shuttle bus serving the town centre is required	1	4	4
7	Bus access / egress		opportunities or obstacles to accessing site determine score	Potential site access / egress issues due to blocking back from Station Road junction with Alemouth Road. This was observed during the afternoon peak	5	4	20
8	Road network (general traffic)	(e.g. Impact on general traffic, travel times/ queue lengths)	low impact on general traffic to achieve high score	Potential issues with buses exacerbating queuing back along Station Road from the junction with Alemouth Road	3	3	9
9	Connectivity to taxi ranks	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	Existing taxi rank situated within the station. Pedestrian access to the taxi rank from the station exit is currently poor	5	2	10
10	Public car parking	(existing nearby provision)	nearby car parking provisions to score highly	Existing parking provision provided at the train station. It is likely that only a limited number of spaces would be retained following the installation of a bus station	5	2	10
	Section Score Subtotal						**126 / 220**
	Section 2. Bus Station Functionality						
11	Operational capacity	(bus stands - meet existing provision / including ability for bus circulation within station/ interaction with other users & functions/ site manoeuvre efficiency	Minimum capacity requirement of each bus station function has been calculated. Bus station functions have been subsequently prioritised (Basic operational needs/ Desirable none essential facilities/ Added value facilities) and sites scored based on the space available to support each function.	Existing site area is approximately 3700m². This should enable the provision of all required facilities and retain approx 700m² of car parking facilities.	5	5	25
12		(drop-off/ layover/ maintenance)			5	4	20
13		(taxi rank)			5	2	10
14	Customer facilities	(waiting area/ toilets)			5	5	25
15	Staff facilities	(staff office etc as existing/toilets)			5	4	20
16	Cycling Provision	(Sheffield cycling stands *4)			5	4	20
	Section Score Subtotal						**120 / 120**
	Section 3. Sustainability						
17	Landscape/ Visual impact	(impact on landscape and visuals)	Slight impact on landscape effects/ visual effects to achieve high score	No significant impact on current landscape/ visuals. With sensitive design a bus station would be in keeping with the existing train station. Development would have to be senstive due to being a Conservation Area location	5	5	25
18	Are there heritage buildings on site	(Impact on listed buildings, 'old, 'respectable and historic' buildings retention)	sites maintaining heritage to score highly	The railway station, goods shed, water tower, Station Cottages, and bridge abutment walls are all listed (all grade II) and are all in the Conservation Area. The buildings could be retained following the addition of a bus station on the site, however, development would require careful consideration. The location of the listed buildings create a “bottleneck” at the station around the existing bus / rail “interchange” that would impact on any potential location here.	5	4	20
19	Current land use/ Impact on Environment	(e.g. brownfield /greenfield; trees requiring removal)	brownfield/ existing use sites to score highly	Site currently used as car parking for the station. A separate access/ egress route is provided serving existing bus stops on the site	3	4	12
20	Trade and Economy	(potential impact on trade/ existing site use)	minimal disruption/ positive impacts to achieve highest score	No revenue impact as car parking is currently free of charge	3	4	12
21	Urban realm	(both at and around the new bus station)	commentary on coherent integration with urban realm	Sufficient space to provide segregated landscaped areas between train station, car park and bus station. Footways to be improved in the vicinity of the site	3	3	9
	Section Score Subtotal						**78 / 100**
	Section 4. Safety and Security						
22	Bus - Pedestrian Conflict		space to ensure adequate pedestrian protection from all vehicles / facilitate safe movement on and accessing/ egressing site to achieve high score	Space to provide wide footways and crossing facilities for pedestrians to remove conflict	5	5	25
23	Bus - Bus Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Sufficient space to allow bus manoeuvres to be made whilst other bays are occupied	5	5	25
24	Bus - Vehicle Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Potential for conflicts between buses and other vehicles. Car parking and bus operations will require careful consideration to minimise conflicts	1	5	5
25	Personal security (customers & staff)	(e.g. Location/ lighting/ CCTV/ hidden areas)	commentary on personal safety concerns	Site is isolated from town centre. Extension of current street lighting and CCTV provision would contribute to providing a safer environment	4	5	20
	Section Score Subtotal						**75 / 100**
	Section 5. Costing						
26	Land availability/ ownership		site with no land availability issues/ no land purchase required to score highest	Land likely to be part owned by Network Rail	3	3	9
27	‘Buildability’ / cost estimate	(e.g. need for demolition / highway works/ funding from sale of existing site/ loss of CP revenues etc)	no implicit build issues and low cost (no high risk cost elements) to score highly	No specific issues noted	4	3	12
	Section Score Subtotal						**21 / 30**
	Score Total						**420 / 570**

ASSESSMENT MATRIX – Option 6: Land at south-west corner of junction between Priestpopple & Corbridge Road

	Criteria		Scoring Notes	Surveyor Comments	Score (1-5)	Weighting	Weighted Score
	Section 1 - Accessibility						
1	Connectivity to town centre / amenities	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) plus commentary on nearby amenities (added value) score highest (i.e. 5/5)	Relatively short distance into town centre. Route is all at one level with one / two crossings of the carriageway required depending on where potential passengers would exit the site	4	10	40
2	Connectivity to train station	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	A number of uncontrolled crossings to be negotiated. Adequate footways along route to station	3	5	15
3	Pedestrian network	(linkages to existing pedestrian routes)	sites with excellent links to pedestrian network	Improvements at site access would improve facilities at existing mini roundabouts	3	5	15
4	Limited mobility users		sites well serving users of limited mobility to score highly	Increased distance to town centre is a more significant issue for limited mobility users	2	5	10
5	Road network (buses)	(diversion penalty 'time/ cost')	low impact on bus services (time/ cost) to achieve high score	Most existing bus routes pass the site currently. A reduction in overall bus distance/ journey time is considered likely	5	4	20
6	Shuttle bus requirement		bus station locations requiring shuttle service to score lowly	No requirement for shuttle bus due to proximity to town centre	5	4	20
7	Bus access / egress		opportunities or obstacles to accessing site determine score	Potential issues for access and egress due to limited space and location adjacent to existing junction. Access from Priestpopple Street and egress onto Maiden's Walk may be the preferred solution	5	4	20
8	Road network (general traffic)	(e.g. Impact on general traffic, travel times/ queue lengths)	low impact on general traffic to achieve high score	Removal of mini roundabouts and junction signalisation likely to be required. This will have some impact on vehicles, however it should increase safety for vehicles and peds. Limited internal site space ensures a high probabiblty that buses waiting to access stands would be forced to wait on-carriageway. Likely to cause a substantial impact on general traffic.	1	3	3
9	Connectivity to taxi ranks	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	Taxi rank directly to the east of the existing bus station (approx 150m away). Potential for a taxi rank to be provided on site	4	2	8
10	Public car parking	(existing nearby provision)	nearby car parking provisions to score highly	Nearest car park is Loosing Hill	5	2	10
	Section Score Subtotal						**161 / 220**
	Section 2. Bus Station Functionality						
11	Operational capacity	(bus stands - meet existing provision / including ability for bus circulation within station/ interaction with other users & functions/ site manoeuvre efficiency	Minimum capacity requirement of each bus station function has been calculated. Bus station functions have been subsequently prioritised (Basic operational needs/ Desirable none essential facilities/ Added value facilities) and sites scored based on the space available to support each function.	Existing car parking area is approximately 1200m². This site area is sufficient to meet the minimum land take associated with five bus stands (existing provision). However, the shape of the site means further provision of operational and passenger facilities could not be provided in a cohesive design	5	5	25
12		(drop-off/ layover/ maintenance)			1	4	4
13		(taxi rank)			1	2	2
14	Customer facilities	(waiting area/ toilets)			1	5	5
15	Staff facilities	(staff office etc as existing/toilets)			1	4	4
16	Cycling Provision	(Sheffield cycling stands *4)			1	4	4
	Section Score Subtotal						**44 / 120**
	Section 3. Sustainability						
17	Landscape/ Visual impact	(impact on landscape and visuals)	Slight impact on landscape effects/ visual effects to achieve high score	Large impact visually as buildings removed. Lack of space for any landscaping or integration of a bus station design	1	5	5
18	Are there heritage buildings on site	(Impact on listed buildings, 'old, 'respectable and historic' buildings retention)	sites maintaining heritage to score highly	No heritage buildings on site	5	4	20
19	Current land use/ Impact on Environment	(e.g. brownfield /greenfield; trees requiring removal)	brownfield/ existing use sites to score highly	Site currently consists of a used car garage and a clothes charity drop off shop	3	4	12
20	Trade and Economy	(potential impact on trade/ existing site use)	minimal disruption/ positive impacts to achieve highest score	Lose of site revenue likely due to closure of existing businesses (although relocation may be possible)	1	4	4
21	Urban realm	(both at and around the new bus station)	commentary on coherent integration with urban realm	No space within site to address urban realm considerations	1	3	3
	Section Score Subtotal						**44 / 100**
	Section 4. Safety and Security						
22	Bus - Pedestrian Conflict		space to ensure adequate pedestrian protection from all vehicles / facilitate safe movement on and accessing/ egressing site to achieve high score	Space to provide a crossing across the site access. Limited internal to provide pedestrian facilities	2	5	10
23	Bus - Bus Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Sufficient space to access each of the required bus stands, and manage bus interaction whilst bays were in operation. No capacity for layover could be provided within the site	4	5	20
24	Bus - Vehicle Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	There is no space for car parking on site. Similarly there is no space to provide loading/ unloading or a maintenance bay. Scoring has been set to reflect lack of space to provide successful segregation of buses/ vehicles; as some requirement for other vehicles to enter the site is inherent to the successful operation of a bus station	1	5	5
25	Personal security (customers & staff)	(e.g. Location/ lighting/ CCTV/ hidden areas)	commentary on personal safety concerns	The site is relatively close to Hexham centre, CCTV and lighting provided	5	5	25
	Section Score Subtotal						**60 / 100**
	Section 5. Costing						
26	Land availability/ ownership		site with no land availability issues/ no land purchase required to score highest	Land would need to be purchased from the current owners	1	3	3
27	'Buildability' / cost estimate	(e.g. need for demolition / highway works/ funding from sale of existing site/ loss of CP revenues etc)	no implicit build issues and low cost (no high risk cost elements) to score highly	The site requires both existing buildings to be demolished. There is not sufficient space to constructed a bus station building which would reduce costs. However, difficulties are envisaged in providing access and egress to the site	3	3	9
	Section Score Subtotal						**12 / 30**
	Score Total						**321 / 570**

ASSESSMENT MATRIX – Option 7: Priestpopple On Street

	Criteria		Scoring Notes	Surveyor Comments	Score (1-5)	Weighting	Weighted Score
	Section 1 - Accessibility						
1	Connectivity to town centre / amenities	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) plus commentary on nearby amenities (added value) score highest (i.e. 5/5)	Short distance into town centre, ideally placed for access to Hexham's principal amenities. Westbound pedestrian routes would require use of the existing signalised crossing	5	10	50
2	Connectivity to train station	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	A number of uncontrolled crossings to be negotiated. Long walking route to the station with majority uncontrolled crossings along its entirety. Specific walking routes would be dependant on the start point within the option extents. There is a significant height difference between Priestpopple and the train station	4	5	20
3	Pedestrian network	(linkages to existing pedestrian routes)	sites with excellent links to pedestrian network	Access to the pedestrian network is excellent as the option is on street	5	5	25
4	Limited mobility users		sites well serving users of limited mobility to score highly	The on street nature of the option ensures the needs of limited mobility users should be well met providing design standards are followed	4	5	20
5	Road network (buses)	(diversion penalty 'time/ cost')	low impact on bus services (time/ cost) to achieve high score	This option would require the upgrading of the B6305/ Beamount Street Junction to facilitate buses u-turning (they currently turn around in the existing bus station). This movement represents an increase in journey distance and time over the existing situation.	1	4	4
6	Shuttle bus requirement		bus station locations requiring shuttle service to score lowly	Within close proximity of town centre, no requirement for shuttle bus	5	4	20
7	Bus access / egress		opportunities or obstacles to accessing site determine score	potential issue for vehicles left turning from A6079 onto A695. access of A695 potential to use existing egress or provide new exit onto A695	5	4	20
8	Road network (general traffic)	(e.g. Impact on general traffic, travel times/ queue lengths)	low impact on general traffic to achieve high score	This option would require the upgrading of the B6305/ Beamount Street Junction to facilitate buses u-turning. This will impact on general traffic (potentially a benefit if the junction is upgraded giving consideration to other traffic). The option would require removal of the vast majority of loading and parking spaces along Priestpopple Street in order to the fit in the required number of bus stops	1	3	3
9	Connectivity to taxi ranks	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	Existing taxi rank directly to the east of the existing bus station	5	2	10
10	Public car parking	(existing nearby provision)	nearby car parking provisions to score highly	Nearest car parking located at Loosing Hill / Maiden's Walk	4	2	8
	Section Score Subtotal						**180 / 220**
	Section 2. Bus Station Functionality						
11	Operational capacity	(bus stands - meet existing provision / including ability for bus circulation within station/ interaction with other users & functions/ site manoeuvre efficiency	Minimum capacity requirement of each bus station function has been calculated. Bus station functions have been subsequently prioritised (Basic operational needs/ Desirable none essential facilities/ Added value facilities) and sites scored based on the space available to support each function.	The option under consideration is on street. There is sufficient capacity to meet the basic requirements in terms of bus stand provision and operation as well as passenger shelters. Additional operational facilities (e.g. Layover) and bus passenger facilities (e.g. toilets) would need to be provided off site.	5	5	25
12		(drop-off/ layover/ maintenance)			3	4	12
13		(taxi rank)			5	2	10
14	Customer facilities	(waiting area/ toilets)			3	5	15
15	Staff facilities	(staff office etc as existing/toilets)			1	4	4
16	Cycling Provision	(Sheffield cycling stands *4)			1	4	4
	Section Score Subtotal						**70 / 120**
	Section 3. Sustainability						
17	Landscape/ Visual impact	(impact on landscape and visuals)	Slight impact on landscape effects/ visual effects to achieve high score	Significant visual impact on Priestpopple Street. Vast majority of existing parking and loading would be removed and replaced with bus stops and shelters etc. This option would have a significant impact on the conservation area.	1	5	5
18	Are there heritage buildings on site	(Impact on listed buildings, 'old, 'respectable and historic' buildings retention)	sites maintaining heritage to score highly	A number of listed/ heritage building are located on Priestpopple Street. The presence of bus shelters and bus stops in the vicinity of their frontage could be considered damaging to the streetscape	5	4	20
19	Current land use/ Impact on Environment	(e.g. brownfield /greenfield; trees requiring removal)	brownfield/ existing use sites to score highly	Site currently consists of on street parking, loading bays and footway areas	3	4	12
20	Trade and Economy	(potential impact on trade/ existing site use)	minimal disruption/ positive impacts to achieve highest score	No impact on direct site revenue given current on street parking is free of charge. Loss of on-street parking and loading/ unloading may impact on trade	3	4	12
21	Urban realm	(both at and around the new bus station)	commentary on coherent integration with urban realm	Loss of footway, parking and loading bays to be replaced with bus shelters and bus stops. Could be viewed as having a negative impact on urban realm	1	3	3
	Section Score Subtotal						**52 / 100**
	Section 4. Safety and Security						
22	Bus - Pedestrian Conflict		space to ensure adequate pedestrian protection from all vehicles / facilitate safe movement on and accessing/ egressing site to achieve high score	Sufficient space to provide wide footways on either side of Priestpopple with waiting areas provided. Pedestrian crossings could be provided at either end of the on street section, or at any point along the corridor to meet identified desire lines	4	5	20
23	Bus - Bus Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Separate bus lay-bys could be provided for each of the five required bus stops. Conflicts would depend on time tabling to ensure bus stacking did not occur. It would be required to provide layover provision off site	4	5	20
24	Bus - Vehicle Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Buses would conflict with general traffic whilst entering and exiting stops. Timetabling reviews would be required to ensure bus stacking did not occur for specific stands as this could impact on general traffic. This option would interfere significantly with premises on Priestpopple that currently have frontage access for loading etc.	3	5	15
25	Personal security (customers & staff)	(e.g. Location/ lighting/ CCTV/ hidden areas)	commentary on personal safety concerns	Priestpopple is one of the main thoroughfares within Hexham. CCTV and street lighting is also present	5	5	25
	Section Score Subtotal						**80 / 100**
	Section 5. Costing						
26	Land availability/ ownership		site with no land availability issues/ no land purchase required to score highest	Majority Council owned however sections potenitally owned by 3rd parties	3	3	9
27	'Buildability' / cost estimate	(e.g. need for demolition / highway works/ funding from sale of existing site/ loss of CP revenues etc)	no implicit build issues and low cost (no high risk cost elements) to score highly	Potential for significant traffic disruption during construction phase. Phased construction would minimise disruption and reduced traffic management. Relatively low cost as no bus station building to be provided	5	3	15
	Section Score Subtotal						**24 / 30**
	Score Total						**406 / 570**

ASSESSMENT MATRIX – Option 8: Maiden's Walk

	Criteria		Scoring Notes	Surveyor Comments	Score (1-5)	Weighting	Weighted Score
	Section 1 - Accessibility						
1	Connectivity to town centre / amenities	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) plus commentary on nearby amenities (added value) score highest (i.e. 5/5)	Walking route to the town centre is within 400m; and adequately served by one uncontrolled crossing and one signalised crossing. The route navigates past the existing bus station	3	10	30
2	Connectivity to train station	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	Walking route to the station is longer than 400m. The route is served by an uncontrolled crossing on Priestpopple, near Loosing Hill Car Park. Dropped crossings over access points until the zebra crossing in front of the station. The overall journey is convoluted and crossing facilities are poor	3	5	15
3	Pedestrian network	(linkages to existing pedestrian routes)	sites with excellent links to pedestrian network	Access to the pedestrian network via existing footways possible	3	5	15
4	Limited mobility users		sites well serving users of limited mobility to score highly	Large walking distance to centre is a significant issue for limited mobility users	2	5	10
5	Road network (buses)	(diversion penalty 'time/ cost')	low impact on bus services (time/ cost) to achieve high score	Increase in bus journey times to access the site	1	4	4
6	Shuttle bus requirement		bus station locations requiring shuttle service to score lowly	No requirement for shuttle bus due to proximity to town centre	5	4	20
7	Bus access / egress		opportunities or obstacles to accessing site determine score	No access/ egress issues identified, potential improvements required to the 3 mini roundabouts	5	4	20
8	Road network (general traffic)	(e.g. Impact on general traffic, travel times/ queue lengths)	low impact on general traffic to achieve high score	Potential to remove / improve the mini roundabouts on Priestpopple Street. May require the mini roundabout at the existing car park to be improved to provide easier access to the site	5	3	15
9	Connectivity to taxi ranks	(distance, walking time and ease of access)	sites with excellent connectivity (proximity/ gradient/ ease of access) score highest	Existing taxi rank directly to the east of the existing bus station. Potential for taxi rank to be provided in the site, however it is only a short distance to the existing rank	4	2	8
10	Public car parking	(existing nearby provision)	nearby car parking provisions to score highly	Large car park is provided on the existing Maiden's Walk site. Some of these spaces would be removed in order to provide the site	5	2	10
	Section Score Subtotal						**147 / 220**
	Section 2. Bus Station Functionality						
11	Operational capacity	(bus stands - meet existing provision / including ability for bus circulation within station/ interaction with other users & functions/ site manoeuvre efficiency	Minimum capacity requirement of each bus station function has been calculated. Bus station functions have been subsequently prioritised (Basic operational needs/ Desirable none essential facilities/ Added value facilities) and sites scored based on the space available to support each function.	Existing car parking area is approximately 14,000m². This should enable the provision of all required facilities and retain approx 11,000m² of car parking facilities. In reality it is likely that a bus station development would be constrained to the northern section of the current car park area.	5	5	25
12		(drop-off/ layover/ maintenance)			5	4	20
13		(taxi rank)			5	2	10
14	Customer facilities	(waiting area/ toilets)			5	5	25
15	Staff facilities	(staff office etc as existing/toilets)			5	4	20
16	Cycling Provision	(Sheffield cycling stands *4)			5	4	20
	Section Score Subtotal						**120 / 120**
	Section 3. Sustainability						
17	Landscape/ Visual impact	(impact on landscape and visuals)	Slight impact on landscape effects/ visual effects to achieve high score	Slight impact on landscape/ visuals	5	5	25
18	Are there heritage buildings on site	(Impact on listed buildings, 'old, 'respectable and historic' buildings retention)	sites maintaining heritage to score highly	No heritage buildings on site	5	4	20
19	Current land use/ Impact on Environment	(e.g. Brownfield /greenfield; trees requiring removal)	Brownfield/ existing use sites to score highly	Site currently used as a private car park (including parking for supermarket customers)	3	4	12
20	Trade and Economy	(potential impact on trade/ existing site use)	minimal disruption/ positive impacts to achieve highest score	Reduced car parking revenue	1	4	4
21	Urban realm	(both at and around the new bus station)	commentary on coherent integration with urban realm	Sufficient shape to segregate car park and bus area using landscaped areas. Footways to be improved in the site vicinity as part of the redesign of the two mini roundabout junctions.	5	3	15
	Section Score Subtotal						**76 / 100**
	Section 4. Safety and Security						
22	Bus - Pedestrian Conflict		space to ensure adequate pedestrian protection from all vehicles / facilitate safe movement on and accessing/ egressing site to achieve high score	Sufficient space to minimise pedestrian conflicts with all vehicles i.e. Provision of wide footways and improved crossings over access points internal to the site	5	5	25
23	Bus - Bus Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Sufficient space to provide facilities which can all be accessed whilst other stops are in use	5	5	25
24	Bus - Vehicle Conflict	(operation and circulation within station)	space to allow for safe operation of vehicle to vehicle movements to achieve high score	Although not all bus / vehicle conflicts can be removed due to the mixed nature of the site, the site allows for conflicts to be successfully managed	4	5	20
25	Personal security (customers & staff)	(e.g. Location/ lighting/ CCTV/ hidden areas)	commentary on personal safety concerns	Site is behind Priestpopple Street and may feel isolated, particularly at night. CCTV and lighting is provided at the site	4	5	20
	Section Score Subtotal						**90 / 100**
	Section 5. Costing						
26	Land availability/ ownership		site with no land availability issues/ no land purchase required to score highest	Site covers a large area. It is assumed that this land is currently privately owned	1	3	3
27	'Buildability' / cost estimate	(e.g. need for demolition / highway works/ funding from sale of existing site/ loss of CP revenues etc)	no implicit build issues and low cost (no high risk cost elements) to score highly	No specific buildability issues. High costs due to land acquisition	4	3	12
	Section Score Subtotal						**15 / 30**
	Score Total						**448 / 570**

Appendix E – Section Tables

Site 1 - Existing Bus Station

Section 1 - Accessibility

	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
1	Connectivity to town centre/ amenities	Short distance into town centre. Route is all at one level with only one crossing of the carriageway required	Distance (m)	(Table 1)	148	4
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Excellent	5
			Gradient	(Table 3)	Flat	5
2	Connectivity to / from train station	A number of uncontrolled crossings to be negotiated. Adequate footways along majority of walking route to the station.	Distance (m)	(Table 1)	523	3
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Good	4
			Gradient	(Table 3)	Gentle Slope	3
3	Pedestrian network	Improvements required in the site also potential for improved crossing to the east of the site	(quality of existing pedestrian routes)	(Table 4)	Poor	2
4	Limited mobility users	Provision within site is poor. Large conflict with buses and cars	Suitability of provisions for Limited mobility users	(Table 5)	Poor	2
5	Road network (buses)	Bus stop locations as existing so no rerouting required	Impact of bus journey time (s)	(Table 6/7)	0	5
6	Shuttle bus requirement	Within close proximity of town centre, no requirement for Shuttle Bus	Required	(Table 8)	No	5
7	Bus Access / Egress	Observed buses accessing the site blocking Priestpopple. This was due to delivery vehicles partially blocking the route around the bus station	Space to turn in and out onto main road (based on indicative access point and initial swept path analysis)	(Y/N)	Obstruction observed	3
8	Road network (general traffic)	Bus stop locations as existing so no impact on general traffic envisaged	(e.g. Impact on general traffic, travel times/ queue lengths)	(Table 9)	Slight	5
9	Connectivity to taxi ranks	Existing taxi rank directly to the east of the existing bus station.	Distance (m)	(Table 1)	5	5
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Excellent	5
			Gradient	(Table 3)	Flat	5
10	Public car parking	Public car parking located at Loosing Hill which is approximately 150m from the bus station	Distance (m)	(Table 1)	180	4

Section 2 - Bus Station Functionality

	Criteria		Priority (Site capacity to be assessed based on ability to meet prioritised requirements(i.e. if Priority 1 facilities cannot be met site scores 1 for all)	Assessment Method	Notes/ Comments	Capacity requirement (m2)	Space to provide?	Score (1-5)
11	Operational capacity	Bus stands / Site Manoeuvre Efficiency	1	Geometry of site	5 stands (to meet existing provision 3 internal/ 2 external) following design guidance. In conduction with design guidance, analysis of existing bus station layouts in the region was completed and typical land take per bus stand established.	750	N	1
		Drop-off	2	Geometry of site	Typical provision of 3 spaces assumed (25m2 per space including access/ egress)	75	N	1
12		Layover	2	Geometry of site	Existing provision of 2 layover spaces assumed	180	Y	5
		Maintenance	2	Geometry of site	1 space - Parking guidance for light vans (2.4 metres x 5.5 metres)	13	N	1
13		Taxi Rank	3	guidance	Existing provision adjacent to HBS approx 6 vehicles (5.5 x 2.4 *6)	79	Y	5
14	Customer facilities	Waiting Area	1	guidance	24m2 per stand as per design guidelines and analysis of existing bus station layouts	120	N	1
		Toilet	1	guidance	Indicative figure based on minimum typical requirement	12.5	N	1
15	Staff facilities	Staff office space (maintain existing)	3	As existing	Existing bus station building dimensions (as per 60048531-BN-9003 (1) HBS Architect briefing note)	32	Y	5
16	Cycling	Cycle stands/ lockers	2	LTN 1-04/ TAL 6/99	LA guidance on cycle stand provision at bus interchanges refers to the number of car parking spaces provided. (1 space per 5 car parking spaces provided (minimum of 20 spaces). As car park provision is unknown/ not a specific requirement 4 stands are assumed (minimum). *TfL Cycling excellence* guidance used to determine dimensions required. 3950mm x 4800mm	19	N	1

	Section 3 - Sustainability					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
17	Landscape/ visual impact	Improvements to existing site unlikely to have significant impact on landscape	Landscape/ Visual Impact	(Table 10)	Slight	5
18	Are there heritage buildings on the site	Existing bus station building has historic value, but will be retained	Heritage buildings	(Table 11)	No	5
19	Current land use/ Impact on Environment	Existing bus station	Site Use	(Table 12)	Existing Bus Station	5
20	Trade and Economy	No impact as site doesn't currently generate an income	Impact on site income	(Table 13)	Neutral	3
21	Urban realm	No impact on urban realm as site will retain its existing operation	coherent integration with urban realm	(Table 14)	Neutral	3

	Section 4 - Safety and Security					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
22	Bus - Pedestrian Conflict	Improvements could provide sufficient crossing facilities at access points, however the existing width of the site doesnt permit space for 2m footways throughout the site. The width also means that there is insufficient space to provide any segregation between the pedestrian waiting areas (footway around bus station building) and buses pulling into the designated stops	crossing provided at site access	(Y/N)	Y	5
			space for 2m (min) footways internally	(Y/N)	N	1
			space to provide physical segregation between waiting area and buses pulling into stops	(Y/N)	N	1
			secure access to waiting area (if provided)	(Y/N)	N	1
23	Bus - Bus Conflict	If buses are stopped at Stand C there is insufficient space for buses to pass in order to access Stands A & B or the layover area	space for buses to access bays whilst other bays full	(Y/N)	N	1
			space for buses to egress bays whilst other bays full	(Y/N)	N	1
			access to layover bays (if provided)	(Y/N)	Y	5
24	Bus - Vehicle Conflict	Conflict with delivery vehicles serving the adjacent businesses would remain. Access to the car parking also creates conflicts. Potential to add a loading bay towards the north of the site in order to allow buses to access Stands A & B whilst deliveries are being made	conflict with car parking	(Y/N)	Y	1
			conflict with loading/unloading	(Y/N)	Y	1
			conflict with maintenance bay	(Y/N)	Y	1
25	Personal security (customers & staff)	Within close proximity of the town centre. Street lighting and CCTV are provided in the vicinity of the site. Some of the areas to the south of the site would have restricted visibility from Priestpopple	Site isolation	(Table 15)	No	5
			CCTV	(Y/N)	Y	5
			street lighting provided	(Y/N)	Y	5

	Section 5 - Costing					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
26	Land availability/ ownership	Existing bus station	land ownership	(Table 16)	Council Owned	5
27	'Buildability' / Cost estimate	No specific issues noted	access for construction	(Y/N)	Y	5
			Topography of site	(Table 17)	Gentle Slope	3
			demolition required	(Y/N)	N	5
			retaining walls needed	(Y/N)	N	5
			potential cost	(Table 18)	Low	5
			potential risk (optimism bias)	(Table 19)	Low	5

Site 2 - Existing Bus Station plus land to the south

Section 1 - Accessibility

	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
1	Connectivity to town centre/ amenities	Short distance into town centre. Route is all at one level with only one crossing of the carriageway required	Distance (m)	(Table 1)	210	3
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Excellent	5
			Gradient	(Table 3)	Flat	5
2	Connectivity to / from train station	A number of uncontrolled crossings to be negotiated. Adequate footways along majority of walking route to the station.	Distance (m)	(Table 1)	553	3
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Good	4
			Gradient	(Table 3)	Gentle Slope	3
3	Pedestrian network	Improvements required in the site. Potential for improved crossing to the east of the site	(quality of existing pedestrian routes)	(Table 4)	Poor	2
4	Limited mobility users	Provision within site is poor due to conflict with buses and cars	Suitability of provisions for Limited mobility users	(Table 5)	Poor	2
5	Road network (buses)	Bus stop locations as existing so no rerouting required	Impact of bus journey time (s)	(Table 6/7)	0	5
6	Shuttle bus journey time (if required)	Within close proximity of town centre, no requirement for Shuttle Bus	Required	(Table 8)	No	5
7	Bus Access / Egress	Observed buses accessing the site blocking Priestpopple Street. This was due to delivery vehicles partially blocking the route around the bus station	Space to turn in and out onto main road (based on indicative access point and initial swept path analysis)	(Y/N)	Obstruction observed	3
8	Road network (general traffic)	Bus stop locations as existing so no impact on general traffic envisaged	(e.g. Impact on general traffic, travel times/ queue lengths)	(Table 9)	Slight	5
9	Connectivity to taxi ranks	Existing taxi rank directly to the east of the existing bus station	Distance (m)	(Table 1)	35	5
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Excellent	5
			Gradient	(Table 3)	Flat	5
10	Public car parking	Public car parking located at Loosing Hill which is approximately 150m from the bus station	Distance (m)	(Table 1)	200	4

Section 2 - Bus Station Functionality

	Criteria		Priority (Site capacity to be assessed based on ability to meet prioritised requirements(i.e. if Priority 1 facilities cannot be met site scores 1 for all)	Assessment Method	Notes/ Comments	Capacity requirement (m2)	Space to provide?	Score (1-5)
11	Operational capacity	Bus stands / Site Manoeuvre Efficiency	1	Geometry of site	5 stands (to meet existing provision 3 internal/ 2 external) following design guidance. In conduction with design guidance, analysis of existing bus station layouts in the region was completed and typical land take per bus stand established.	750	N	1
		Drop-off	2	Geometry of site	Typical provision of 3 spaces assumed (25m2 per space including access/ egress)	75	N	1
12		Layover	2	Geometry of site	Existing provision of 2 layover spaces assumed	180	Y	5
		Maintenance	2	Geometry of site	1 space - Parking guidance for light vans (2.4 metres x 5.5 metres)	13	N	1
13		Taxi Rank	3	guidance	Existing provision adjacent to HBS approx 6 vehicles (5.5 x 2.4 *6)	79	Y	5
14	Customer facilities	Waiting Area	1	guidance	24m2 per stand as per design guidelines and analysis of existing bus station layouts	120	N	1
		Toilet	1	guidance	Indicative figure based on minimum typical requirement	12.5	N	1
15	Staff facilities	Staff office space (maintain existing)	3	As existing	Existing bus station building dimensions (as per 60048531-BN-9003 (1) HBS Architect briefing note)	32	Y	5
16	Cycling	Cycle stands/ lockers	2	LTN 1-04/ TAL 6/99	LA guidance on cycle stand provision at bus interchanges refers to the number of car parking spaces provided. (1 space per 5 car parking spaces provided (minimum of 20 spaces). As car park provision is unknown/ not a specific requirement 4 stands are assumed (minimum). *TfL Cycling excellence* guidance used to determine dimensions required. 3950mm x 4800mm	19	N	1

	Section 3 - Sustainability					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
17	Landscape/ visual impact	Improvements to existing bus station unlikely to have significant impact on landscape	Landscape/ Visual Impact	(Table 10)	Slight	5
18	Are there heritage buildings on the site	Existing bus station building has historic value, but will be retained	Heritage buildings	(Table 11)	Yes - Retained	5
19	Current land use/ Impact on Environment	Existing bus station, land to rear is used as private parking for bus operator staff/ adjacent businesses	Site Use	(Table 12)	Existing bus operator use	5
20	Trade and Economy	No impact as it doesn't currently generate an income	Impact on site income	(Table 13)	Neutral	3
21	Urban realm	Site will mostly be retained as existing with land to north improved to provide customer facilities	coherent integration with urban realm	(Table 14)	Neutral	3

	Section 4 - Safety and Security					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
22	Bus - Pedestrian Conflict	Design will provide sufficient crossing facilities at access points, however the existing width of the site doesn't permit space for 2m footways throughout the site. The width also means that there is insufficient space to provide any segregation between the pedestrian waiting areas (footway around bus station building) and buses pulling into the stops	crossing provided at site access	(Y/N)	Y	5
			space for 2m (min) footways internally	(Y/N)	N	1
			space to provide physical segregation between waiting area and buses pulling into stops	(Y/N)	N	1
			secure access to waiting area (if provided)	(Y/N)	N	1
23	Bus - Bus Conflict	If buses are stopped at Stand C there is insufficient space for buses to pass in order to access Stands A & B or the layover area	space for buses to access bays whilst other bays full	(Y/N)	N	1
			space for buses to egress bays whilst other bays full	(Y/N)	N	1
			access to layover bays (if provided)	(Y/N)	Y	5
24	Bus - Vehicle Conflict	As the car parking at the rear of the site is removed the only vehicular access in the site would be for maintenance vehicles. In order to improve the operational capacity of the site potential to prohibit loading and unloading from being undertaken within the bus station	conflict with car parking	(Y/N)	N	5
			conflict with loading/unloading	(Y/N)	Y	1
			conflict with maintenance bay	(Y/N)	Y	1
25	Personal security (customers & staff)	Within close proximity of the town centre. Street lighting and CCTV are provided in the vicinity of the site. Some of the areas to the rear of the site would have restricted visibility from Priestpopple	Site isolation	(Table 15)	Partial	3
			CCTV	(Y/N)	Y	5
			street lighting provided	(Y/N)	Y	5

	Section 5 - Costing					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
26	Land availability/ ownership	The land to the rear of the existing bus station is under council ownership	land ownership	(Table 16)	Council Owned	5
27	'Buildability' / Cost estimate	No specific issues noted	access for construction	(Y/N)	Y	5
			Topography of site	(Table 17)	Gentle Slope	3
			demolition required	(Y/N)	N	5
			retaining walls needed	(Y/N)	N	5
			potential cost	(Table 18)	Low	5
			potential risk (optimism bias)	(Table 19)	Low	5

Site 3 - Loosing Hill Car Park

Section 1 - Accessibility

	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
1	Connectivity to town centre/ amenities	Relatively short distance into town centre. Route is all at one level with only one or two crossings of the carriageway required depending on where they exit the site	Distance (m)	(Table 1)	320	3
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Average	3
			Gradient	(Table 3)	Flat	5
2	Connectivity to / from train station	A number of uncontrolled crossings to be negotiated. Narrow footways for significant distances near the station	Distance (m)	(Table 1)	382	4
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Average	3
			Gradient	(Table 3)	Gentle Slope	3
3	Pedestrian network	Improvements at site access will improve facilities at existing mini roundabouts	(quality of existing pedestrian routes)	(Table 4)	Adequate	3
4	Limited mobility users	Increased distance to centre is a larger issue for limited mobility users	Suitability of provisions for Limited mobility users	(Table 5)	Poor	2
5	Road network (buses)	Most existing bus routes pass the site currently so would only require minimal route changes	Impact of bus journey time (s)	(Table 6/7)	-261	5
6	Shuttle bus journey time (if required)	Within close proximity of town centre, no requirement for shuttle bus	Required	(Table 8)	No	5
7	Bus Access / Egress	No Access/ Egress issues identified. Single access/ egress junction on A695 likely	Space to turn in and out onto main road (based on indicative access point and initial swept path analysis)	(Y/N)	Y	5
8	Road network (general traffic)	Removal of mini roundabouts and junction signalisation likely to be required. Will have some impact on vehicles, however it should increase safety for vehicles and peds	(e.g. Impact on general traffic, travel times/ queue lengths)	(Table 9)	Slight	5
9	Connectivity to taxi ranks	Taxi rank directly to the east of the existing bus station (approx 150m away). Potential for a taxi rank to be provided on site	Distance (m)	(Table 1)	175	4
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Poor	2
			Gradient	(Table 3)	Flat	5
10	Public car parking	Site currently used as a car park	Distance (m)	(Table 1)	0	5

Section 2 - Bus Station Functionality

	Criteria		Priority (Site capacity to be assessed based on ability to meet prioritised requirements(i.e. if Priority 1 facilities cannot be met site scores 1 for all)	Assessment Method	Notes/ Comments	Capacity requirement (m2)	Space to provide?	Score (1-5)
11	Operational capacity	Bus stands / Site Manoeuvre Efficiency	1	Geometry of site	5 stands (to meet existing provision 3 internal/ 2 external) following design guidance. In conduction with design guidance, analysis of existing bus station layouts in the region was completed and typical land take per bus stand established.	750	Y	5
		Drop-off	2	Geometry of site	Typical provision of 3 spaces assumed (25m2 per space including access/ egress)	75	Y	1
12		Layover	2	Geometry of site	Existing provision of 2 layover spaces assumed	180	Y	1
		Maintenance	2	Geometry of site	1 space - Parking guidance for light vans (2.4 metres x 5.5 metres)	13	Y	1
13		Taxi Rank	3	guidance	Existing provision adjacent to HBS approx 6 vehicles (5.5 x 2.4 *6)	79	Y	1
14	Customer facilities	Waiting Area	1	guidance	24m2 per stand as per design guidelines and analysis of existing bus station layouts	120	Y	5
		Toilet	1	guidance	Indicative figure based on minimum typical requirement	12.5	Y	5
15	Staff facilities	Staff office space (maintain existing)	3	As existing	Existing bus station building dimensions (as per 60048531-BN-9003 (1) HBS Architect briefing note)	32	Y	1
16	Cycling	Cycle stands/ lockers	2	LTN 1-04/ TAL 6/99	LA guidance on cycle stand provision at bus interchanges refers to the number of car parking spaces provided. (1 space per 5 car parking spaces provided (minimum of 20 spaces). As car park provision is unknown/ not a specific requirement 4 stands are assumed (minimum). *TfL Cycling excellence* guidance used to determine dimensions required. 3950mm x 4800mm	19	Y	1

	Section 3 - Sustainability					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
17	Landscape/ visual impact	Slight impact on landscape/ visuals. Not classed as sensitive area	Landscape/ Visual Impact	(Table 10)	Slight	5
18	Are there heritage buildings on the site	No buildings on site. Likely that locating a bus station here the would result in the bus station building being demolished	Heritage buildings	(Table 11)	No	5
19	Current land use/ Impact on Environment	Site currently used as a car park	Site Use	(Table 12)	Site already in use	3
20	Trade and Economy	Reduced car parking spaces and income for Northumberland CC (in the event that paid parking is re-introduced). Should this option be taken forward, a detailed occupancy rate study is advised given the loss of existing spaces. If usage is currently high this could negatively impact on trade. Replacement/displaced parking on another site may be required	Impact on site income	(Table 13)	Negative	1
21	Urban realm	Space to separate car park and bus area using landscaped areas. Footways to be improved in the site vicinity as part of the redesign of the two mini roundabout junctions	coherent integration with urban realm	(Table 14)	Positive	5

	Section 4 - Safety and Security					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
22	Bus - Pedestrian Conflict	Design will provide sufficient crossing facilities at access points	crossing provided at site access	(Y/N)	Y	5
			space for 2m (min) footways internally	(Y/N)	Y	5
			space to provide physical segregation between waiting area and buses pulling into stops	(Y/N)	Y	5
			secure access to waiting area (if provided)	(Y/N)	Y	5
23	Bus - Bus Conflict	Car park to be a separate entity with a ped route through to the bus station building	space for buses to access bays whilst other bays full	(Y/N)	Y	5
			space for buses to egress bays whilst other bays full	(Y/N)	Y	5
			access to layover bays (if provided)	(Y/N)	Y	5
24	Bus - Vehicle Conflict	Sufficient capacity for bus/ vehicle segregation	conflict with car parking	(Y/N)	N	5
			conflict with loading/unloading	(Y/N)	N	5
			conflict with maintenance bay	(Y/N)	N	5
25	Personal security (customers & staff)	Not too far out of town centre, CCTV and lighting provided	Site isolation	(Table 15)	Partial	3
			CCTV	(Y/N)	Y	5
			street lighting provided	(Y/N)	Y	5

	Section 5 - Costing					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
26	Land availability/ ownership	Currently council owned car park	land ownership	(Table 16)	Council Owned	5
27	'Buildability' / Cost estimate	No specific issues noted	access for construction	(Y/N)	Y	5
			Topography of site	(Table 17)	Flat	5
			demolition required	(Y/N)	N	5
			retaining walls needed	(Y/N)	N	5
			potential cost	(Table 18)	High	1
			potential risk (optimism bias)	(Table 19)	Medium	3

Site 4 - Wentworth Car Park

Section 1 - Accessibility

	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
1	Connectivity to town centre/ amenities	Signed route to town centre has a significant gradient. A section of the route has no footways, and requires pedestrians to walk up Wentworth Place (a quiet road used for access only).	Distance (m)	(Table 1)	330	3
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Average	3
			Gradient	(Table 3)	Steep	1
2	Connectivity to / from train station	A walk way to the south of the site provides direct connectivity to the rail station via the eastern side of the sports centre	Distance (m)	(Table 1)	250	4
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Average	3
			Gradient	(Table 3)	Flat	5
3	Pedestrian network	Access to Hexham's pedestrian network is mixed. Connectivity to the train station is good; the route to the town centre suffers from a significant gradient with poor pedestrian provision.	(quality of existing pedestrian routes)	(Table 4)	Poor	2
4	Limited mobility users	A pedestrian ramp is provided from the car park to aid access to Wentworth Place. However, it does not appear to follow good practice guidance for limited mobility users.	Suitability of provisions for Limited mobility users	(Table 5)	Poor	2
5	Road network (buses)	The impact on bus routing is fairly low. This is because a number of routes originate north of Hexham, pass the site on route to the existing bus station, before returning back north of Hexham.	Impact of bus journey time (s)	(Table 6/7)	230	3
6	Shuttle bus journey time (if required)	Potential requirement for shuttle bus due to gradient in gaining access to the town centre	Required	(Table 8)	Yes	1
7	Bus Access / Egress	No Access/ Egress issues identified. Junction improvements at access maybe required to facilitate access for buses.	Space to turn in and out onto main road (based on indicative access point and initial swept path analysis)	(Y/N)	Y	5
8	Road network (general traffic)	No significantly impact on general traffic expected. Sufficient space for bus movements to be segregated, and queues contained, on site. Visibility to the north of the site is restricted due to the bridge	(e.g. Impact on general traffic, travel times/ queue lengths)	(Table 9)	Slight	5
9	Connectivity to taxi ranks	Nearest existing taxi rank is at the train station. There is sufficient space to provide some spaces within the proposed site as required	Distance (m)	(Table 1)	282	3
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Average	3
			Gradient	(Table 3)	Flat	5
10	Public car parking	Approximately 90% of existing car parking spaces likely to be retained	Distance (m)	(Table 1)	0	5

Section 2 - Bus Station Functionality

	Criteria		Priority (Site capacity to be assessed based on ability to meet prioritised requirements(i.e. if Priority 1 facilities cannot be met site scores 1 for all)	Assessment Method	Notes/ Comments	Capacity requirement (m2)	Space to provide?	Score (1-5)
11	Operational capacity	Bus stands / Site Manoeuvre Efficiency	1	Geometry of site	5 stands (to meet existing provision 3 internal/ 2 external) following design guidance. In conduction with design guidance, analysis of existing bus station layouts in the region was completed and typical land take per bus stand established.	750	Y	5
		Drop-off	2	Geometry of site	Typical provision of 3 spaces assumed (25m2 per space including access/ egress)	75	Y	1
12		Layover	2	Geometry of site	Existing provision of 2 layover spaces assumed	180	Y	1
		Maintenance	2	Geometry of site	1 space - Parking guidance for light vans (2.4 metres x 5.5 metres)	13	Y	1
13		Taxi Rank	3	guidance	Existing provision adjacent to HBS approx 6 vehicles (5.5 x 2.4 *6)	79	Y	1
14	Customer facilities	Waiting Area	1	guidance	24m2 per stand as per design guidlines and analysis of existing bus station layouts	120	Y	5
		Toilet	1	guidance	Indicative figure based on minimum typical requirement	12.5	Y	5
15	Staff facilities	Staff office space (maintain existing)	3	As existing	Existing bus station building dimensions (as per 60048531-BN-9003 (1) HBS Architect briefing note)	32	Y	1
16	Cycling	Cycle stands/ lockers	2	LTN 1-04/ TAL 6/99	LA guidance on cycle stand provision at bus interchanges refers to the number of car parking spaces provided. (1 space per 5 car parking spaces provided (minimum of 20 spaces). As car park provision is unknown/ not a specific requirement 4 stands are assumed (minimum). *TfL Cycling excellence* guidance used to determine dimensions required. 3950mm x 4800mm	19	Y	1

	Section 3 - Sustainability					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
17	Landscape/ visual impact	Slight impact on landscape/ visuals. Visual impact external to the site is minimised due to the natural landscape and topography	Landscape/ Visual Impact	(Table 10)	Slight	5
18	Are there heritage buildings on the site	No heritage buildings on site. Likely moving bus station here the would result in the bus station building being demolished	Heritage buildings	(Table 11)	No	5
19	Current land use/ Impact on Environment	Site currently used as a car park	Site Use	(Table 12)	Site already in use	3
20	Trade and Economy	Car park will generate income for Northumberland CC (in the event that paid parking is re-introduced). Should this option be taken forward, a detailed occupancy rate study is advised given the loss of existing spaces. If usage is currently high this could negatively impact on trade. Replacement/displaced parking on another site may be required.	Impact on site income	(Table 13)	Negative	1
21	Urban realm	Sufficient space for significantly landscaped areas. Footways to be improved in the site vicinity	coherent integration with urban realm	(Table 14)	Positive	5

	Section 4 - Safety and Security					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
22	Bus - Pedestrian Conflict	Sufficient site capacity to minimise pedestrian conflicts with all vehicles. Space to provide wide footways and improved crossings across internal and external site access points.	crossing provided at site access	(Y/N)	Y	5
			space for 2m (min) footways internally	(Y/N)	Y	5
			space to provide physical segregation between waiting area and buses pulling into stops	(Y/N)	Y	5
			secure access to waiting area (if provided)	(Y/N)	Y	5
23	Bus - Bus Conflict	Sufficient space to minimise bus - bus conflicts	space for buses to access bays whilst other bays full	(Y/N)	Y	5
			space for buses to egress bays whilst other bays full	(Y/N)	Y	5
			access to layover bays (if provided)	(Y/N)	Y	5
24	Bus - Vehicle Conflict	Some bus / vehicle conflicts are inevitable as the site will be mixed use. However, potential to minimise and control conflicts between buses and vehicles	conflict with car parking	(Y/N)	N	5
			conflict with loading/unloading	(Y/N)	N	5
			conflict with maintenance bay	(Y/N)	N	5
25	Personal security (customers & staff)	Relative isolation of the site from passing traffic and pedestrians in the evenings and early mornings. CCTV and lighting provided at the site; walking route to the town centre is only partially lit	Site isolation	(Table 15)	Yes	1
			CCTV	(Y/N)	Y	5
			Street lighting provided	(Y/N)	Y	5

	Section 5 - Costing					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
26	Land availability/ ownership	Currently council owned car park	land ownership	(Table 16)	Council Owned	5
27	'Buildability' / Cost estimate	No specfic issues noted	access for construction	(Y/N)	Y	5
			Topography of site	(Table 17)	Flat	5
			demolition required	(Y/N)	N	5
			retaining walls needed	(Y/N)	N	5
			potential cost	(Table 18)	High	1
			potential risk (optimism bias)	(Table 19)	Medium	3

Site 5 - Hexham Train Station

	Section 1 - Accessibility					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
1	Connectivity to town centre/ amenities	Long walking route into the town centre with uncontrolled crossings along its entirety. The route is flat as far as Wentworth Car Park and then steeply graded from that point	Distance (m)	(Table 1)	675	2
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Average	3
			Gradient	(Table 3)	Steep	1
2	Connectivity to / from train station	Site within train station boundary	Distance (m)	(Table 1)	0	
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Excellent	5
			Gradient	(Table 3)	Flat	5
3	Pedestrian network	Pedestrian crossing provided at site access serving the signed town centre route to the east. However, on site observation showed that the majority of people did not use this facility, as their preferred route navigated west towards Hallstile Bank	(quality of existing pedestrian routes)	(Table 4)	Poor	2
4	Limited mobility users	Poor provision for limited mobility users across majority of popular walking routes to Hexham town centre	Suitability of provisions for Limited mobility users	(Table 5)	Poor	2
5	Road network (buses)	This site has the largest impact on bus re-routing, with a substantial increase in bus travel distance and time likely	Impact of bus journey time (s)	(Table 6/7)	377	2
6	Shuttle bus journey time (if required)	A shuttle bus serving the town centre is required	Required	(Table 8)	Yes	1
7	Bus Access / Egress	Potential site access / egress issues due to blocking back from Station Road junction with Alemouth Road. This was observed during the afternoon peak	Space to turn in and out onto main road (based on indicative access point and initial swept path analysis)	(Y/N)	Y	5
8	Road network (general traffic)	Potential issues with buses exacerbating queuing back along Station Road from the junction with Alemouth Road	(e.g. Impact on general traffic, travel times/ queue lengths)	(Table 9)	Moderate	3
9	Connectivity to taxi ranks	Existing taxi rank situated within the station. Pedestrian access to the taxi rank from the station exit is currently poor	Distance (m)	(Table 1)	1	5
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Excellent	5
			Gradient	(Table 3)	Flat	5
10	Public car parking	Existing parking provision provided at the train station. It is likely that only a limited number of spaces would be retained following the installation of a bus station	Distance (m)	(Table 1)	0	5

	Section 2 - Bus Station Functionality							
	Criteria		Priority (Site capacity to be assessed based on ability to meet prioritised requirements(i.e. if Priority 1 facilities cannot be met site scores 1 for all)	Assessment Method	Notes/ Comments	Capacity requirement (m2)	Space to provide?	Score (1-5)
11	Operational capacity	Bus stands / Site Manoeuvre Efficiency	1	Geometry of site	5 stands (to meet existing provision 3 internal/ 2 external) following design guidance. In conduction with design guidance, analysis of existing bus station layouts in the region was completed and typical land take per bus stand established.	750	Y	5
		Drop-off	2	Geometry of site	Typical provision of 3 spaces assumed (25m2 per space including access/ egress)	75	Y	1
12		Layover	2	Geometry of site	Existing provision of 2 layover spaces assumed	180	Y	1
		Maintenance	2	Geometry of site	1 space - Parking guidance for light vans (2.4 metres x 5.5 metres)	13	Y	1
13		Taxi Rank	3	guidance	Existing provision adjacent to HBS approx 6 vehicles (5.5 x 2.4 *6)	79	Y	1
14	Customer facilities	Waiting Area	1	guidance	24m2 per stand as per design guidlines and analysis of existing bus station layouts	120	Y	5
		Toilet	1	guidance	Indicative figure based on minimum typical requirement	12.5	Y	5
15	Staff facilities	Staff office space (maintain existing)	3	As existing	Existing bus station building dimensions (as per 60048531-BN-9003 (1) HBS Architect briefing note)	32	Y	1
16	Cycling	Cycle stands/ lockers	2	LTN 1-04/ TAL 6/99	LA guidance on cycle stand provision at bus interchanges refers to the number of car parking spaces provided. (1 space per 5 car parking spaces provided (minimum of 20 spaces). As car park provision is unknown/ not a specific requirement 4 stands are assumed (minimum). *TfL Cycling excellence* guidance used to determine dimensions required. 3950mm x 4800mm	19	Y	1

	Section 3 - Sustainability					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
17	Landscape/ visual impact	No significant impact on current landscape/ visuals. With sensitive design a bus station would be in keeping with the existing train station. Development would have to be senstive due to being a Conservation Area location	Landscape/ Visual Impact	(Table 10)	Slight	5
18	Are there heritage buildings on the site	The railway station, goods shed, water tower, Station Cottages, and bridge abutment walls are all listed (all grade II) and are all in the Conservation Area. The buildings could be retained following the addition of a bus station on the site, however, development would require careful consideration. The location of the listed buildings create a “bottleneck” at the station around the existing bus / rail “interchange” that would impact on any potential location here.	Heritage buildings	(Table 11)	Yes - Retained	5
19	Current land use/ Impact on Environment	Site currently used as car parking for the station. A separate access/ egress route is provided serving existing bus stops on the site	Site Use	(Table 12)	Site already in use	3
20	Trade and Economy	No revenue impact as car parking is currently free of charge	Impact on site income	(Table 13)	Neutral	3
21	Urban realm	Sufficient space to provide segregated landscaped areas between train station, car park and bus station. Footways to be improved in the vicinity of the site	coherent integration with urban realm	(Table 14)	Neutral	3

	Section 4 - Safety and Security					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
22	Bus - Pedestrian Conflict	Space to provide wide footways and crossing facilities for pedestrians to remove conflict	crossing provided at site access	(Y/N)	Y	5
			space for 2m (min) footways internally	(Y/N)	Y	5
			space to provide physical segregation between waiting area and buses pulling into stops	(Y/N)	Y	5
			secure access to waiting area (if provided)	(Y/N)	Y	5
23	Bus - Bus Conflict	Sufficient space to allow bus manoeuvres to be made whilst other bays are occupied	space for buses to access bays whilst other bays full	(Y/N)	Y	5
			space for buses to egress bays whilst other bays full	(Y/N)	Y	5
			access to layover bays (if provided)	(Y/N)	Y	5
24	Bus - Vehicle Conflict	Potential for conflicts between buses and other vehicles. Car parking and bus operations will require careful consideration to minimise conflicts	conflict with car parking	(Y/N)	Y	1
			conflict with loading/unloading	(Y/N)	Y	1
			conflict with maintenance bay	(Y/N)	Y	1
25	Personal security (customers & staff)	Site is isolated from town centre. Extension of current street lighting and CCTV provision would contribute to providing a safer environment	Site isolation	(Table 15)	Yes	1
			CCTV	(Y/N)	Y	5
			street lighting provided	(Y/N)	Y	5

	Section 5 - Costing					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
26	Land availability/ ownership	Land likely to be part owned by Network Rail	land ownership	(Table 16)	Partially Council Owned	3
27	‘Buildability’ / Cost estimate	No specific issues noted	access for construction	(Y/N)	Y	5
			Topography of site	(Table 17)	Flat	5
			demolition required	(Y/N)	N	5
			retaining walls needed	(Y/N)	N	5
			potential cost	(Table 18)	High	1
			potential risk (optimism bias)	(Table 19)	Medium	3

Site 6: Land at south-west corner of junction between Priestpopple & Corbridge Road

	Section 1 - Accessibility						
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)	
1	Connectivity to town centre/ amenities	Relatively short distance into town centre. Route is all at one level with one / two crossings of the carriageway required depending on where potential passengers would exit the site	Distance (m)	(Table 1)	316	3	
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Average	3	
			Gradient	(Table 3)	Flat	5	
2	Connectivity to / from train station	A number of uncontrolled crossings to be negotiated. Adequate footways along route to station	Distance (m)	(Table 1)	403	3	
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Poor	2	
			Gradient	(Table 3)	Gentle Slope	3	
3	Pedestrian network	Improvements at site access would improve facilities at existing mini roundabouts	(quality of existing pedestrian routes)	(Table 4)	Adequate	3	
4	Limited mobility users	Increased distance to town centre is a more significant issue for limited mobility users	Suitability of provisions for Limited mobility users	(Table 5)	Poor	2	
5	Road network (buses)	Most existing bus routes pass the site currently. A reduction in overall bus distance/ journey time is considered likely	Impact on bus journey time (s)	(Table 6/7)	-368	5	
6	Shuttle bus journey time (if required)	No requirement for shuttle bus due to proximity to town centre	Required	(Table 8)	No	5	
7	Bus Access / Egress	Potential issues for access and egress due to limited space and location adjacent to existing junction. Access from Priestpopple Street and egress onto Maiden's Walk may be the preferred solution	Space to turn in and out onto main road (based on indicative access point and initial swept path analysis)	(Y/N)	Y	5	
8	Road network (general traffic)	Removal of mini roundabouts and junction signalisation likely to be required. This will have some impact on vehicles, however it should increase safety for vehicles and peds. Limited internal site space ensures a high probabiblty that buses waiting to access stands would be forced to wait on-carriageway. Likely to cause a substantial impact on general traffic.	(e.g. Impact on general traffic, travel times/ queue lengths)	(Table 9)	Substantial	1	
9	Connectivity to taxi ranks	Taxi rank directly to the east of the existing bus station (approx 150m away). Potential for a taxi rank to be provided on site	Distance (m)	(Table 1)	150	4	
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Poor	2	
			Gradient	(Table 3)	Flat	5	
10	Public car parking	Nearest car park is Loosing Hill	Distance (m)	(Table 1)	30	5	

	Section 2 - Bus Station Functionality							
	Criteria		Priority (Site capacity to be assessed based on ability to meet prioritised requirements(i.e. if Priority 1 facilities cannot be met site scores 1 for all)	Assessment Method	Notes/ Comments	Capacity requirement (m2)	Space to provide?	Score (1-5)
11	Operational capacity	Bus stands / Site Manoeuvre Efficiency	1	Geometry of site	5 stands (to meet existing provision 3 internal/ 2 external) following design guidance. In conduction with design guidance, analysis of existing bus station layouts in the region was completed and typical land take per bus stand established.	750	Y	5
		Drop-off	2	Geometry of site	Typical provision of 3 spaces assumed (25m2 per space including access/ egress)	75	N	1
12		Layover	2	Geometry of site	Existing provision of 2 layover spaces assumed	180	N	1
		Maintenance	2	Geometry of site	1 space - Parking guidance for light vans (2.4 metres x 5.5 metres)	13	N	1
13		Taxi Rank	3	guidance	Existing provision adjacent to HBS approx 6 vehicles (5.5 x 2.4 *6)	79	N	1
14	Customer facilities	Waiting Area	1	guidance	24m2 per stand as per design guidlines and analysis of existing bus station layouts	120	N	1
		Toilet	1	guidance	Indicative figure based on minimum typical requirement	12.5	N	1
15	Staff facilities	Staff office space (maintain existing)	3	As existing	Existing bus station building dimensions (as per 60048531-BN-9003 (1) HBS Architect briefing note)	32	N	1
16	Cycling	Cycle stands/ lockers	2	LTN 1-04/ TAL 6/99	LA guidance on cycle stand provision at bus interchanges refers to the number of car parking spaces provided. (1 space per 5 car parking spaces provided (minimum of 20 spaces). As car park provision is unknown/ not a specific requirement 4 stands are assumed (minimum). *TfL Cycling excellence* guidance used to determine dimensions required. 3950mm x 4800mm	19	N	1

	Section 3 - Sustainability					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
17	Landscape/ visual impact	Large impact visually as buildings removed. Lack of space for any landscaping or integration of a bus station design	Landscape/ Visual Impact	(Table 10)	Large	1
18	Are there heritage buildings on the site	No heritage buildings on site	Hertitage buildings	(Table 11)	No	5
19	Current land use/ Impact on Environment	Site currently consists of a used car garage and a clothes charity drop off shop	Site Use	(Table 12)	Site already in use	3
20	Trade and Economy	Lose of site revenue likely due to closure of existing businesses (although relocation may be possible)	Impact on site income	(Table 13)	Negative	1
21	Urban realm	No space within site to address urban realm considerations	coherent integration with urban realm	(Table 14)	Negative	1

	Section 4 - Safety and Security					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
22	Bus - Pedestrian Conflict	Space to provide a crossing across the site access. Limited internal to provide pedestrian facilities	crossing provided at site access	(Y/N)	Y	5
			space for 2m (min) footways internally	(Y/N)	N	1
			space to provide physical segregation between waiting area and buses pulling into stops	(Y/N)	N	1
			secure access to waiting area (if provided)	(Y/N)	N	1
23	Bus - Bus Conflict	Sufficient space to access each of the required bus stands, and manage bus interaction whilst bays were in operation. No capacity for layover could be provided within the site	space for buses to access bays whilst other bays full	(Y/N)	Y	5
			space for buses to egress bays whilst other bays full	(Y/N)	Y	5
			access to layover bays (if provided)	(Y/N)	N	1
24	Bus - Vehicle Conflict	There is no space for car parking on site. Similarly there is no space to provide loading/ unloading or a maintenance bay. Scoring has been set to reflect lack of space to provide successful segregation of buses/ vehicles; as some requirement for other vehicles to enter the site is inherent to the successful operation of a bus station	conflict with car parking	(Y/N)	Y	1
			conflict with loading/unloading	(Y/N)	Y	1
			conflict with maintenance bay	(Y/N)	Y	1
25	Personal security (customers & staff)	The site is relatively close to Hexham centre, CCTV and lighting provided	Site isolation	(Table 15)	No	5
			CCTV	(Y/N)	Y	5
			street lighting provided	(Y/N)	Y	5

	Section 5 - Costing					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
26	Land availability/ ownership	Land would need to be purchased from the current owners	land ownership	(Table 16)	Privately Owned	1
27	'Buildability' / Cost estimate	The site requires both existing buildings to be demolished. There is not sufficient space to constructed a bus station building which would reduce costs. However, difficulties are envisaged in providing access and egress to the site	access for construction	(Y/N)	Y	5
			Topography of site	(Table 17)	Gentle Slope	3
			demolition required	(Y/N)	Y	1
			retaining walls needed	(Y/N)	N	5
			potential cost	(Table 18)	Medium	3
			potential risk (optimism bias)	(Table 19)	High	1

Site 7 - Priestpopple On Street

	Section 1 - Accessibility					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
1	Connectivity to town centre/ amenities	Short distance into town centre, ideally placed for access to Hexham's principal amenities. Westbound pedestrian routes would require use of the existing signalised crossing	Distance (m)	(Table 1)	84	5
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Excellent	5
			Gradient	(Table 3)	Flat	5
2	Connectivity to / from train station	A number of uncontrolled crossings to be negotiated. Long walking route to the station with majority uncontrolled crossings along its entirety. Specific walking routes would be dependant on the start point within the option extents. There is a significant height difference between Priestpopple and the train station	Distance (m)	(Table 1)	394	4
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Good	4
			Gradient	(Table 3)	Gentle Slope	3
3	Pedestrian network	Access to the pedestrian network is excellent as the option is on street	(quality of existing pedestrian routes)	(Table 4)	Excellent	5
4	Limited mobility users	The on street nature of the option ensures the needs of limited mobility users should be well met providing design standards are followed	Suitability of provisions for Limited mobility users	(Table 5)	Good	4
5	Road network (buses)	This option would require the upgrading of the B6305/ Beamount Street Junction to facilitate buses u-turning (they currently turn around in the existing bus station). This movement represents an increase in journey distance and time over the existing situation.	Impact of bus journey time (s)	(Table 6/7)	794	1
6	Shuttle bus journey time (if required)	Within close proximity of town centre, no requirement for shuttle bus	Required	(Table 8)	No	5
7	Bus Access / Egress	Buses would have to contend with general traffic when accessing/ egressing on street stops. No specific issues envisaged	Space to turn in and out onto main road (based on indicative access point and initial swept path analysis)	(Y/N)	Y	5
8	Road network (general traffic)	This option would require the upgrading of the B6305/ Beamount Street Junction to facilitate buses u-turning. This will impact on general traffic (potentially a benefit if the junction is upgraded giving consideration to other traffic). The option would require removal of the vast majority of loading and parking spaces along Priestpopple Street in order to the fit in the required number of bus stops	(e.g. Impact on general traffic, travel times/ queue lengths)	(Table 9)	Substantial	1
9	Connectivity to taxi ranks	Existing taxi rank directly to the east of the existing bus station	Distance (m)	(Table 1)	0	
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Excellent	5
			Gradient	(Table 3)	Flat	5
10	Public car parking	Nearest car parking located at Loosing Hill / Maiden's Walk	Distance (m)	(Table 1)	180	4

	Section 2 - Bus Station Functionality							
	Criteria		Priority (Site capacity to be assessed based on ability to meet prioritised requirements(i.e. if Priority 1 facilities cannot be met site scores 1 for all)	Assessment Method	Notes/ Comments	Capacity requirement (m2)	Space to provide?	Score (1-5)
11	Operational capacity	Bus stands / Site Manoeuvre Efficiency	1	Geometry of site	5 stands (to meet existing provision 3 internal/ 2 external) following design guidance. In conduction with design guidance, analysis of existing bus station layouts in the region was completed and typical land take per bus stand established.	750	Y	5
		Drop-off	2	Geometry of site	Typical provision of 3 spaces assumed (25m2 per space including access/ egress)	75	N	1
12		Layover	2	Geometry of site	Existing provision of 2 layover spaces assumed	180	N	1
		Maintenance	2	Geometry of site	1 space - Parking guidance for light vans (2.4 metres x 5.5 metres)	13	Y	5
13		Taxi Rank	3	guidance	Existing provision adjacent to HBS approx 6 vehicles (5.5 x 2.4 *6)	79	Y	5
14	Customer facilities	Waiting Area	1	guidance	24m2 per stand as per design guidlines and analysis of existing bus station layouts	120	Y	5
		Toilet	1	guidance	Indicative figure based on minimum typical requirement	12.5	N	1
15	Staff facilities	Staff office space (maintain existing)	3	As existing	Existing bus station building dimensions (as per 60048531-BN-9003 (1) HBS Architect briefing note)	32	N	1
16	Cycling	Cycle stands/ lockers	2	LTN 1-04/ TAL 6/99	LA guidance on cycle stand provision at bus interchanges refers to the number of car parking spaces provided. (1 space per 5 car parking spaces provided (minimum of 20 spaces). As car park provision is unknown/ not a specific requirement 4 stands are assumed (minimum). *TfL Cycling excellence* guidance used to determine dimensions required. 3950mm x 4800mm	19	N	1

	Section 3 - Sustainability					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
17	Landscape/ visual impact	Significant visual impact on Priestpopple Street. Vast majority of existing parking and loading would be removed and replaced with bus stops and shelters etc. This option would have a significant impact on the conservation area.	Landscape/ Visual Impact	(Table 10)	Large	1
18	Are there heritage buildings on the site	A number of listed/ heritage building are located on Priestpopple Street. The presence of bus shelters and bus stops in the vicinity of their frontage could be considered damaging to the streetscape	Heritage buildings	(Table 11)	No	5
19	Current land use/ Impact on Environment	Site currently consists of on street parking, loading bays and footway areas	Site Use	(Table 12)	Site already in use	3
20	Trade and Economy	No impact on direct site revenue given current on street parking is free of charge. Loss of on-street parking and loading/ unloading may impact on trade	Impact on site income	(Table 13)	Neutral	3
21	Urban realm	Loss of footway, parking and loading bays to be replaced with bus shelters and bus stops. Could be viewed as having a negative impact on urban realm	coherent integration with urban realm	(Table 14)	Negative	1

	Section 4 - Safety and Security					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
22	Bus - Pedestrian Conflict	Sufficient space to provide wide footways on either side of Priestpopple with waiting areas provided. Pedestrian crossings could be provided at either end of the on street section, or at any point along the corridor to meet identified desire lines	crossing provided at site access	(Y/N)	Y	5
			space for 2m (min) footways internally	(Y/N)	Y	5
			space to provide physical segregation between waiting area and buses pulling into stops	(Y/N)	Y	5
			secure access to waiting area (if provided)	(Y/N)	N	1
23	Bus - Bus Conflict	Separate bus lay-bys could be provided for each of the five required bus stops. Conflicts would depend on time tabling to ensure bus stacking did not occur. It would be required to provide layover provision off site	space for buses to access bays whilst other bays full	(Y/N)	Y	5
			space for buses to egress bays whilst other bays full	(Y/N)	Y	5
			access to layover bays (if provided)	(Y/N)	N	1
24	Bus - Vehicle Conflict	Buses would conflict with general traffic whilst entering and exiting stops. Timetabling reviews would be required to ensure bus stacking did not occur for specific stands as this could impact on general traffic. This option would interfere significantly with premises on Priestpopple that currently have frontage access for loading etc.	conflict with car parking	(Y/N)	Y	1
			conflict with loading/unloading	(Y/N)	Y	1
			conflict with maintenance bay	(Y/N)	N	5
25	Personal security (customers & staff)	Priestpopple is one of the main thoroughfares within Hexham. CCTV and street lighting is also present	Site isolation	(Table 15)	No	5
			CCTV	(Y/N)	Y	5
			street lighting provided	(Y/N)	Y	5

	Section 5 - Costing					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
26	Land availability/ ownership	Majority Council owned however sections potenitally owned by 3rd parties	land ownership	(Table 16)	Partially Council Owned	3
27	'Buildability' / Cost estimate	Potential for significant traffic disruption during construction phase. Phased construction would minimise disruption and reduced traffic management. Relatively low cost as no bus station building to be provided	access for construction	(Y/N)	Y	5
			Topography of site	(Table 17)	Flat	5
			demolition required	(Y/N)	N	5
			retaining walls needed	(Y/N)	N	5
			potential cost	(Table 18)	Medium	3
			potential risk (optimism bias)	(Table 19)	Medium	3

Site 8 - Maiden's Walk

	Section 1 - Accessibility					
	Criteria	**Surveyor Comments**	**Parameters**		**Value**	**Score (1-5)**
1	Connectivity to town centre/ amenities	Walking route to the town centre is within 400m; and adequately served by one uncontrolled crossing and one signalised crossing. The route navigates past the existing bus station	Distance (m)	(Table 1)	333	3
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Average	3
			Gradient	(Table 3)	Gentle Slope	3
2	Connectivity to / from train station	Walking route to the station is longer than 400m. The route is served by an uncontrolled crossing on Priestpopple, near Loosing Hill Car Park. Dropped crossings over access points until the zebra crossing	Distance (m)	(Table 1)	536	3
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Poor	2
			Gradient	(Table 3)	Gentle Slope	3
3	Pedestrian network	Access to the pedestrian network via existing footways possible	(quality of existing pedestrian routes)	(Table 4)	Adequate	3
4	Limited mobility users	Large walking distance to centre is a significant issue for limited mobility users	Suitability of provisions for Limited mobility users	(Table 5)	Poor	2
5	Road network (buses)	Increase in bus journey times to access the site	Impact of bus journey time (s)	(Table 6/7)	432	1
6	Shuttle bus journey time (if required)	No requirement for shuttle bus due to proximity to town centre	Required	(Table 8)	No	5
7	Bus Access / Egress	No access/ egress issues identified, potential improvements required to the 3 mini roundabouts	Space to turn in and out onto main road (based on indicative access point and initial swept path analysis)	(Y/N)	Y	5
8	Road network (general traffic)	Potential to remove / improve the mini roundabouts on Priestpopple Street. May require the mini roundabout at the existing car park to be improved to provide easier access to the site	(e.g. Impact on general traffic, travel times/ queue lengths)	(Table 9)	Slight	5
9	Connectivity to taxi ranks	Existing taxi rank directly to the east of the existing bus station. Potential for taxi rank to be provided in the site, however it is only a short distance to the existing rank	Distance (m)	(Table 1)	158	4
			Pedestrian Crossing Facilities (across whole route)	(Table 2)	Average	3
			Gradient	(Table 3)	Gentle Slope	3
10	Public car parking	Large car park is provided on the existing Maiden's Walk site. Some of these spaces would be removed in order to provide the site	Distance (m)	(Table 1)	0	5

	Section 2 - Bus Station Functionality							
	Criteria		**Priority** (Site capacity to be assessed based on ability to meet prioritised requirements(i.e. if Priority 1 facilities cannot be met site scores 1 for all)	**Assessment Method**	**Notes/ Comments**	**Capacity requirement (m2)**	**Space to provide?**	**Score (1-5)**
11	Operational capacity	Bus stands / Site Manoeuvre Efficiency	1	Geometry of site	5 stands (to meet existing provision 3 internal/ 2 external) following design guidance. In conduction with design guidance, analysis of existing bus station layouts in the region was completed and typical land take per bus stand established.	750	Y	5
		Drop-off	2	Geometry of site	Typical provision of 3 spaces assumed (25m2 per space including access/ egress)	75	Y	1
12		Layover	2	Geometry of site	Existing provision of 2 layover spaces assumed	180	Y	1
		Maintenance	2	Geometry of site	1 space - Parking guidance for light vans (2.4 metres x 5.5 metres)	13	Y	1
13		Taxi Rank	3	guidance	Existing provision adjacent to HBS approx 6 vehicles (5.5 x 2.4 *6)	79	Y	1
14	Customer facilities	Waiting Area	1	guidance	24m2 per stand as per design guidelines and analysis of existing bus station layouts	120	Y	5
		Toilet	1	guidance	Indicative figure based on minimum typical requirement	12.5	Y	5
15	Staff facilities	Staff office space (maintain existing)	3	As existing	Existing bus station building dimensions (as per 60048531-BN-9003 (1) HBS Architect briefing note)	32	Y	1
16	Cycling	Cycle stands/ lockers	2	LTN 1-04/ TAL 6/99	LA guidance on cycle stand provision at bus interchanges refers to the number of car parking spaces provided. (1 space per 5 car parking spaces provided (minimum of 20 spaces). As car park provision is unknown/ not a specific requirement 4 stands are assumed (minimum). *TfL Cycling excellence* guidance used to determine dimensions required. 3950mm x 4800mm	19	Y	1

	Section 3 - Sustainability					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
17	Landscape/ visual impact	Slight impact on landscape/ visuals	Landscape/ Visual Impact	(Table 10)	Slight	5
18	Are there heritage buildings on the site	No heritage buildings on site	Heritage buildings	(Table 11)	No	5
19	Current land use/ Impact on Environment	Site currently used as a private car park (including parking for supermarket customers)	Site Use	(Table 12)	Site already in use	3
20	Trade and Economy	Reduced car parking revenue	Impact on site income	(Table 13)	Negative	1
21	Urban realm	Sufficient shape to segregate car park and bus area using landscaped areas. Footways to be improved in the site vicinity as part of the redesign of the two mini roundabout junctions.	coherent integration with urban realm	(Table 14)	Positive	5

	Section 4 - Safety and Security					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
22	Bus - Pedestrian Conflict	Sufficient space to minimise pedestrian conflicts with all vehicles i.e. Provision of wide footways and improved crossings over access points internal to the site	crossing provided at site access	(Y/N)	Y	5
			space for 2m (min) footways internally	(Y/N)	Y	5
			space to provide physical segregation between waiting area and buses pulling into stops	(Y/N)	Y	5
			secure access to waiting area (if provided)	(Y/N)	Y	5
23	Bus - Bus Conflict	Sufficient space to provide facilities which can all be accessed whilst other stops are in use	space for buses to access bays whilst other bays full	(Y/N)	Y	5
			space for buses to egress bays whilst other bays full	(Y/N)	Y	5
			access to layover bays (if provided)	(Y/N)	Y	5
24	Bus - Vehicle Conflict	Although not all bus / vehicle conflicts can be removed due to the mixed nature of the site, the site allows for conflicts to be successfully managed	conflict with car parking	(Y/N)	Y	1
			conflict with loading/unloading	(Y/N)	N	5
			conflict with maintenance bay	(Y/N)	N	5
25	Personal security (customers & staff)	Site is behind Priestpopple Street and may feel isolated, particularly at night. CCTV and lighting is provided at the site	Site isolation	(Table 15)	Yes	1
			CCTV	(Y/N)	Y	5
			street lighting provided	(Y/N)	Y	5

	Section 5 - Costing					
	Criteria	Surveyor Comments	Parameters		Value	Score (1-5)
26	Land availability/ ownership	Site covers a large area. It is assumed that this land is currently privately owned	land ownership	(Table 16)	Privately Owned	1
27	'Buildability' / Cost estimate	No specific buildability issues. High costs due to land acquisition	access for construction	(Y/N)	Y	5
			Topography of site	(Table 17)	Gentle Slope	3
			demolition required	(Y/N)	N	5
			retaining walls needed	(Y/N)	N	5
			potential cost	(Table 18)	High	1
			potential risk (optimism bias)	(Table 19)	Medium	3

Appendix F – Evidence Base Tables

Table 1. Distances Q1, 2, 9 and 10

		Distance (m)										
	Score	5		4		3		2		1		Methodology
Connectivity to	Town Centre	0	100	101	200	201	400	401	800	801	+	• Suggested acceptable walking distances were adapted from Table 3.2 of the Guidelines for providing journeys on foot (IHT, 2000). • 'Town centres' suggested acceptable distances were applied to the assessment of connectivity to town centre and taxi ranks. • 'Elsewhere' distances were applied to the assessment of connectivity to the rail station in recognition of the none town centre location of Hexham Rail Station.
	Train Station	0	200	201	400	401	800	801	1200	1201	+	
	Taxi Rank	0	100	101	200	201	400	401	800	801	+	
	Car Park	0	100	101	250	251	400	401	550	551	+	

Table 2. Ped Crossing Facilities Q1, 2 and 9

Rating	Score	Description	Methodology
Excellent	5	Appropriate crossings across whole route	• Guidelines set out by the DfT (2014) provide a list of considerations for assessing whether formal or informal crossings are most appropriate and whether pedestrian crossings are placed where they will be most beneficial. The criteria considers factors such as: - numbers of pedestrians crossing - traffic flow - traffic composition - road use - site characteristics - surrounding environment - accident history - traffic speeds - accessibility and visibility. • Formal Crossings (Zebra Crossings/ Signal Controlled Crossings - Pelican, Puffin, Toucan, Pegasus) and Informal Crossing Facilities (Pedestrian Refuges (Islands)/ Courtesy Crossings) where considered and their fit for purpose assessed • Ped crossing facilities where reviewed across a full route and scored on a complete route basis
Good	4	Majority of crossings fit for purpose	
Average	3	Safe crossings. Alternatives considered more appropriate	
Poor	2	Unsafe / inappropriate crossings	
None	1	No facilities	

Table 3. Gradient along walking route Q1, 2 and 9

Rating	Score	Description	Methodology
Flat	5	Entire walking route is at one level	• On any pedestrian route, longitudinal gradients should not exceed 1 in 20 (5%) (IHT, 2000) • In exceptional circumstances ramps can be as steep as 1 in 12 (8%) but this gradient will cause an evident nuisance to people with a mobility impairment.
Gentle Slope	3	Walking route is generally flat with minor inclines in places (< 5%)	
Steep	1	Walking route includes a steep slope (i.e. > 5% e.g. Hallstile Bank)	

Table 4. Links to Pedestrian Facilities Q3

Rating	Score	Description	Methodology
Excellent	5	Excellent ped provision	• When assessing the overall quality of the walking environment and pedestrian network we were careful to incorporate "the five Cs" (Connected; Comfortable; Convenient; Convivial; and Conspicuous). This approach is recommend in Encouraging Walking: Advice to local authorities (DETR, 2000). • Whilst it was not appropriate to conduct a full pedestrian audit, given proposed schemes for the sites are not yet in place and access to the existing pedestrian network is yet to be decided, the basic principles and systematic processing adopted in a pedestrian audit were applied in our assessment. See for example, Guidelines for Cycle Audit and Cycle Review (IHT, 1998). • For the purpose of consistent scoring across the potential sites, these principles were adapted and incorporated in to a five point scale. The point headings are designed to reflect the overall quality of the pedestrian network whilst giving consideration to the aforementioned review guidance documents.
Good	4	Safe ped links / improvements beneficial	
Adequate	3	Minimum standards met	
Poor	2	Unsafe ped links	
None	1	No ped links	

Table 5. Limited Mobility Users Q4

Rating	Score	Description	Methodology
Excellent	5	Excellent provision for limited mobility users	• Throughout the assessment of potential locations for Hexham bus station a measured effort was made to consider the needs of some groups of disabled pedestrians and wheel chair users of limited mobility. • It is estimated that some two million people in the UK are unable to walk more than 400m (IHT, 2000). This illustrates the importance of minimising walking distances when considering the location of facilities likely to be accessed by pedestrians. When reviewing pedestrian routes and connectivity across Hexham's key facilities thought was given to aspects of the pedestrian environment where reported difficulties occur. • Key aspects of the pedestrian environment often leading to reported difficulties include, but are not limited to; kerbs; steps; hills/ramps; uneven narrow pavements; crowds; traffic/ crossing roads (IHT, 2000). • For the purpose of consistent scoring across the potential sites, these principles were adapted and incorporated in to a five point scale. The point headings are designed to reflect the overall suitability of the potential site area with specific consideration to vulnerable road users, whilst giving consideration to the aforementioned review guidance documents.
Good	4	Needs of limited mobility users well served	
Adequate	3	Minimum consideration for limited mobility users	
Poor	2	Difficulties for limited mobility users likely	
None	1	No limited mobility users needs met	

Table 6. Bus Diversion Time (s) Q5

	Time (s)										
Score	5		4		3		2		1		Methodology
Route Diversions	-1000	100	101	200	201	300	301	400	401	+	• Bus diversion times where calculated by assessing the impact of bus station relocation across all bus routes • Likely route diversions of existing services where established based on knowledge of the network (Appendix E) • Total impact on bus journey times where calculated based on route distance changes and average bus speed data obtained from analysis of time table data (See Table 7) • Scores were determined after reviewing the impact across all sites to ensure those sites with highest impact scored lowest

Table 7. Impact on Bus Routes Q5

Route Number	Distance (m)	Bus Speed (mph)	Journey Time (s)	Methodology
AD122	198	18.3	25	An average bus network speed was calculated based on time table information for three bus routes currently using the bus station (Route numbers 10, 74 and 683). The bus network speed was calculated across route sections travelling through Hexham; and includes dwell times at bus stops. Table A. below shows the results of the bus time table analysis. Table A. Average bus network speed calculation
10	22		3	
74	112		14	
85	402		50	
613	198		25	
681	776		95	
685	112		14	
688	402		50	
689	112		14	
880	112		14	
882	112		14	
883	112		14	
888	402		50	
X84	198		25	
X85	198		25	
Total	3468	-	432	

Route Number	Distance (miles)	Time (mins)	Average speed
10	23	80	17.4
74	23	83	16.6
683	8	22	21.0
Average	**18**	**62**	**18.3**

Table 8. Shuttle Bus Required Q6

Required	Bands		Score	Methodology
No	0	400	5	• 400m is the recommended maximum distance to a bus stop (IHT walking routes to Town Centres). It is assumed that a shuttle bus is required if the access distance exceeds this guideline. • In cases where other factors have a strong influence on accessibility, the requirement for a shuttle bus has been considered even if the distance criteria is met. For example, it is considered that a shuttle bus is required at Wentworth car park due to the gradient in gaining access to the town centre.
Yes	401	+	1	

Table 9. Impact on Road Network Q8

Rating	Score	Description	Methodology
Slight	5	Slight impact on the considered themes	• The Institute of Environmental Assessment's (IEA) note 'Guidelines for the Environmental Assessment of Road Traffic (Guidance Note No. 1)' provided the framework for the assessment of the effects of the Development on the road network, including the consideration of the following: - Construction; - Severance; - Driver stress and delay; - Fear and intimidation; and - Accidents and safety. • Whilst these factors were considered, it is acknowledged that the impact of traffic changes on various ecological systems will also vary according to such factors as: - existing traffic levels - the location of traffic movements - time of day - temporal and seasonal variation of traffic - design and layout of the road - ambient conditions of adjacent land-users • It should be noted that in broad terms the impact on general traffic from relocation a bus station could be regarded as high (i.e. as it is likely to increase heavy goods vehicles by more than 30% (in this case buses). Even though the impact on none HGVs is likely to be low (i.e. less than 30%, and less than 10% if the area is considered specifically sensitive). However, it is recognised that traffic growth rules only form a small element of the assessment. • For the purpose of consistent scoring across the potential sites, these principles were adapted and incorporated in to a three point scale. The point headings are designed to reflect the overall impact on the road network whilst giving consideration to the aforementioned review guidance document.
Moderate	3	Moderate impact on the considered themes	
Substantial	1	Substantial impact on the considered themes	

Table 10. Landscape/ Visual Impact Q17

Rating	Score	Description	Methodology
Slight	5	Minor loss or alteration to part of an existing landscape element/ view	• Landscape and Visual Impact Assessment (LVIA) is a separate but closely linked process that operates within the overall framework of EIA (Landscape Institute, 2011). • Whilst completing an LVIA for the potential sites falls significantly beyond the scope of this assessment, and many of the details required to complete an LVIA have not yet been established, the guidelines provide a helpful reference when considering visual assessment. For example: • The scope of the consideration was divided in to two areas: - Effects on the landscape as a resource - its overall character, and the individual elements and aesthetic and perceptual qualities contributing to that character (the landscape effects); and - Effects on views and visual amenity as experienced by people (the visual effects). • Consideration was given to the 'receptors', the sensitivity of the area, and the viewpoints selected for the assessment were regarded to be representative of the range of views and receptors around the site. • Thought was given to positive or beneficial effects; as well as negative, adverse or detrimental effects. • Potential mitigation was considered e.g. planting, and other potential enhancement measures. • The nature of the change or effect was considered (magnitude/ geographical extent of the area which the change will influence/ duration of the effect and its reversibility). • The categories of significance for landscape and visual effects were created in accordance to the guidelines (SLIGHT/ MODERATE/ LARGE).
Moderate	3	Some loss or alteration to part of an existing landscape element/ view	
Large	1	Total or major loss of an existing landscape element/ view	

Table 11. Are there any Heritage Buildings on site Q18

Rating	Score	Description	Methodology
No	5	No heritage buildings on site	• It is recognised that the assessment of heritage is derived not only from its physical presence and historic fabric but also from its setting – the surroundings in which it is experienced (English Heritage Guidance, 2012). However, it was felt that the detailed assessment of heritage fell beyond the scope of this initial site assessment given layouts and plans for a bus station are not yet envisaged. • In order to capture some element of the importance of heritage in Hexham, the presence of heritage buildings across all sites was recorded. • Sites which would explicitly require the removal of heritage buildings scored lowly. • Sites currently containing heritage buildings, which would not require their removal to support a bus station development, may still negatively impact on the heritage of the site. However, it was deemed unfair to score such a site negatively, as suitable mitigation measures may be provided at design stage. • It is recognised that all sites with the exception of Site 1 (Existing Bus Station), may inherently impact on heritage should they be favoured over the existing site, as the relocation of the bus station could potentially result in the demolition of the existing bus station building (which has heritage value). However, as this is not a direct factor of the alternative sites themselves, they were not negatively scored in this regard. Furthermore, in this scenario, it is not explicit that any redevelopment of the existing site would occur, or that any redevelopment would specifically require the demolition of the existing bus station building.
Yes - Retained	5	Heritage buildings on site (retained)	
Yes - Removed	1	Heritage buildings on site (removed)	

Table 12. Land Use Q19

Rating	Score	Description	Methodology
Brownfield	5	Previously developed site	• The land use assessment was conducted following guidelines set out in the National Planning Policy Framework, 2012. For example: - The highest scores where awarded to brownfield sites. In recognition that planning should encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value; - Current use sites scored well in recognition of the value in promoting mixed use developments; and - Greenfield sites scored lowly.
Site already in use	3	Site in current use	
Greenfield	1	Undeveloped land	

Table 13. Impact on Trade and Economy Q20

Rating	Score	Description	Methodology
Positive	5	Increase in site income expected e.g. Additional retail space	• The potential scale, range and distribution of economic impacts associated with Hexham Bus Station are wide and far reaching. • Conventional transport appraisal guidance from the Department for Transport (DfT) is primarily focused on the welfare benefits to transport users, such as the value of time savings and other associated impacts on safety and the environment. • Guidance is also provided for capturing some of the impacts of transport on the economy but this is limited to the assumption of fixed land use and business behaviour. • Alternative analytical approaches to conventional appraisal techniques range from qualitative approaches and survey-based techniques to quantitative modelling approaches. • For the purpose of this assessment it was necessary to condense this significant body of approach methodologies and guidance. • Whilst it is recognised that much of the impact on trade and economy will come from external factors relating to the site location, it was deemed appropriate for this stage of assessment to limit the scope to internal considerations regarding the sites ability to generate income. For example, car parking revenue, and the potential for retail/ development space within the bus station. • A simple 3 point scale has been designed to categorise internal trade and economy factors. The point headings are designed to reflect the overall impact on the site income.
Neutral	3	No significant net impact on site income expected	
Negative	1	Loss of site income expected e.g. Reduction in car parking revenue	

Table 14. Urban Realm? Q21

Rating	Score	Description	Methodology
Positive	5	Space to enhance urban realm/ enhance the landscape within the urban context	• An interchange zone will typically include spaces that are both integral to and related to, but not necessarily a part of, the interchange facility itself. These spaces are as much a part of the interchange zone design overall as its built elements. Their quality therefore needs to be evaluated in a similar manner (Tfl, 2013). • Considerations include: - Are the size of the spaces provided appropriate for predicted current and future uses? - Does the spatial design feel open, connected and safe? - Do activities within the interchange add value and convenience? - Does the design of the interchange zone integrate with the urban context? • Whilst only some of these considerations are relevant given layout designs are not yet envisaged, efforts where made to capture the likely impact on urban realm. • A simple 3 point scale has been designed to assessment the impact on urban realm as a result of a bus station being sited in the location.
Neutral	3	Adequate space to consider urban realm/ successful integration within the urban context	
Negative	1	Insufficient space to consider urban realm	

Table 15. Site Isolation Q25

Rating	Score	Description	Methodology
No	5	Site not considered isolated	• Consideration must be given to the health, safety and security of all users of the bus station. These will include bus passengers, passing pedestrians, cyclists, bus drivers and other bus operator and supervisory staff (GMPTE Bus / Rail Design Guide, 2009). • This assessment considers only external security (as internal bus station designs are yet to be envisaged). • This table considers an important element of personal safety; isolation. The isolation of both of the site itself, and within the site is assessed.
Partial	3	Site partial isolated/ isolated areas on site	
Yes	1	Isolated site	

Table 16. Land Ownership Q26

Land Ownership	Score
Council Owned	5
Partially Council Owned	3
Privately Owned	1

Table 17. Topography of site of site Q27

Rating	Score	Description	Methodology
Flat	5	Entire site is at one level	• Sites with gradients less than 1 in 20 (5%) regarded as having a gentle slope (IHT, 2000).
Gentle Slope	3	Generally flat site with minor inclines in places (< 5%)	
Steep	1	Steep slopes within site (i.e. > 5%)	

Table 18. potential cost Q27

Rating	Score	Description	Methodology
Low	5	Comparably low cost option	• Developing a cost estimate for the construction of a Bus station requires detailed information on multiple themes; including but not limited to: - Site Clearance - General civils work - Signs, markings and street furniture - Preliminaries and Traffic Management - Statutory Diversions - Project Management - Consultation and Detail Design - Legal and Traffic Orders - Site Supervision and H&S - Land Acquisition • There is currently inadequate information or design work completed to develop accurate costs for the majority of these cost items. However, for the purpose of this assessment attempt has been made to provide an indicative projected cost, comparable to the alternative sites under consideration. These indicative costs have been categorised on a three point scale; and developed based on knowledge of similar schemes and high level factors likely to impact on cost. For example, requirement of a bus station building; scale of required ground and highway works; and potential land acquisition requirement.
Medium	3	Medium cost option	
High	1	Comparably high cost option	

Table 19. potential risk Q27

Rating	Score	Description	Methodology
Low	5	Comparably low risk option	• Both known and unknown risks and uncertainties are inevitably encountered when undertaking any construction project. To account for this "Optimism Bias" is added to total construction costs. Government (HM Treasury) provide guidelines on how best to account for optimism bias in projects. • Greater risk factors may be applicable on a site by site basis. For example, the need to modify and incorporate existing infrastructure or buildings within a scheme; or building partially on a brownfield site. • In should be noted that factors such as the ground conditions will not be fully understood until a great deal more investigative work has been undertaken, or in some cases, until work actually commences. • As with the costs element of the assessment risk has been categorised on a three point scale; and developed based on knowledge of similar schemes and high level factors likely to impact on risk following the guidance set out above.
Medium	3	Medium risk option	
High	1	Comparably high risk option	