



The Stations of the Tyne Valley Line



A review of the buildings, facilities and environment at the stations on the Tyne Valley Line, carried out on behalf of the Tyne Valley Community Rail Partnership (TVCRP)

October 2021

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Revision Notes

First Draft:	23.08.21	ARW/SWG
Second Draft:	14.09.21	ARW/SWG
Presented to the Board:	21.09.21	



1.0 Introduction

At the Governance Day in January 2021, the directors of TVCRP discussed and approved strategies for the year 2021 - 22. These were allied to the Pillars of the Community Rail Development Strategy document. A series of Action Plans were also set for the same period and onwards into the future.

Under Pillar Two, an Action Plan for Infrastructure includes an item which states “Conduct a survey at each station, recording how accessible they are by both public transport and private car (e.g. record availability of car parking, proximity to bus stops, level access, etc.)”.

Pillar Two promotes sustainable and healthy travel and focuses on working to improve the local environment of the stations and provide healthy routes by which to access the stations.

At the Board Meeting on the 16th February 2021, it was agreed to set up a Station Working Group (SWG), chaired by the Infrastructure Director, Allan White and comprising Malcolm Chainey, Fiona Forsythe, Sarah Kennedy, Marie Addison, David Williams and Patrick Rice. A target date for reporting back to the Board was set for the Annual General Meeting to be held in October 2021.

The setting up of the SWG was subsequently supported by the Travel Integration and Accessibility Manager for Northern Rail in so far as it will look at the problems of step-free access to stations and platforms and to try to find pragmatic solutions.



2.0 Objectives

At the first meeting of the SWG on the 25th March 2021, the first item for discussion was - “ What do we want to achieve out of this study and what are the deliverables which will help us in the future? ” It was agreed that we needed a comprehensive review/survey of each of the 14 intermediate stations along the line, the terminal stations of Newcastle and Carlisle being outside of this study.

It was recognised that the reviews might identify shortcomings at the stations but that there may not be funding available to immediately rectify them. It was agreed that we should distinguish between short term projects that can be easily and cheaply achieved, medium term and long term projects that may require significant amounts of time and money to achieve.

The outcome of the study should be to identify a series of projects that can be made ready to bid for in the event that funding streams become available.

When access issues are identified and there are no viable solutions, they should be fed into the information available on the National Rail Access Map so that passengers get the correct information about the travel difficulties they may experience.



3.0 Methodology

3.1 Programme

The programme for the study hangs on the framework of the regular monthly Board meetings with intermediate meetings of the SWG. This creates a system where the progress on the study can be reported regularly to the SWG, comments received and then reported to the next full Board meeting for comments and discussion.

3.2 Existing Documentation

The following documents were received and reviewed during the early part of the study:

- Station plans and lease boundary plans.
- Station Improvement Fund works spreadsheets.
- Existing photographs.
- Audit Route and Station Maps.
- Leaflets.
- Outlines of earlier station surveys.

3.3 Review Checklist.

The SWG agreed that there should be a standard checklist against which to check the facilities at each station. Earlier survey documentation including a TVCRP survey pro-forma from 2016 and the ADAPT station survey of 2006, were used to help formulate a list of items for inclusion on the new standard checklist. It was at this stage that Northern Rail made a similar document available to the SWG. It was a comprehensive checklist which they had used to audit the stations on the Tees Valley Line. It was felt that we could use this list as the basis of our reviews so that the stations on the Tyne Valley line could be usefully compared with those on the Tees Valley line. With a few minor additions and modifications, the checklist was adopted and a copy is included in Appendix 7.1. of this report.



3.4 Station Visits

It was agreed that each station should be visited and reviewed using the checklist, looking at the station location, access issues, buildings, equipment, signage, lighting etc., particularly including notes on general ambience, state of repair and environment.

The Chairman of the SWG has visited all of the stations to ensure a consistent approach to the study. Several of the initial audits have been carried out by other directors who have a local interest in individual stations. Our thanks go to Malcolm Chainey (Riding Mill), Joseph Codling (Blaydon), David Williams (Prudhoe and Stocksfield), Colin Moore (Bardon Mill) and Julie Gibbon for her input on Haltwhistle.

Two days were also set aside for visits to stations to meet station ambassadors and volunteers. These visits were carried out by the Chairman, Marie Addison from Northern Rail and Fiona Forsythe (the officer from TVCRP). They visited Wetheral, Brampton, Bardon Mill, Haydon Bridge, Hexham, Corbridge and Prudhoe on the 27th July 2021. On the 25th August 2021 the Chairman and Fiona Forsythe visited Riding Mill, Stocksfield, Wylam, Blaydon and Metrocentre.

3.5 Station Reviews

The initial station reviews were circulated to the SWG as they were produced, for comment by the 27th August 2021. They were subsequently updated following receipt of comments from the SWG together with further information gleaned from station visits noted in the last paragraph of section 3.4 above.

3.6 Study Report

The first draft of the text of this report was issued to the SWG on the 24th August 2021 - again for their comment. It was updated following receipt of comments at a SWG meeting on 1st September 2021.

The updated draft of the report, including all of the updated station reviews, were issued to the Board as a paper on the 14th September 2021 for consideration by the Board at the meeting on the 21st September 2021. Subject to Board approval, the full study report is now being presented to the Annual General Meeting of the TVCRP on the 19th October 2021.



4.0 General Findings

The specific proposals/actions resulting from the station visits/reviews are noted on page 3 of the individual station review forms included in Appendix 7.2 of this report.

A spreadsheet is in preparation which will list all of the specific proposals/actions and will highlight the public/private bodies which are responsible for them e.g. work to footbridges is the responsibility of Network Rail etc. A copy of the spreadsheet will be included in Appendix 7.5 of this report.

Each item has been nominally allocated a time-frame, during which the work might be carried out - subject to funding availability. These are:-

- Short term - up to 2022
- Medium term - up to 2025
- Long term - up to 2030

There is an undeniable logic to addressing the short term items first as they are generally of lower cost and could provide most benefit for the majority of users. Firstly, items which have a Health & Safety implication should be addressed e.g. repairing areas of flooring which are trip or slip hazards such as at Blaydon and Bardon Mill, repainting the white lines and signage to the front edge of the platforms, fitting tactile pavings at Bardon Mill and Brampton, improving the guarding on some footbridges, provision of help points, etc. Secondly, providing parity between platforms so that each has adequate lighting, signage, CIS, CCTV, shelter, seating, access to TVM, audible LLPA announcements, etc.

When the basics have been achieved, the highly desirable but more difficult work items can be addressed in the medium and long term.

The types of work covered by the proposals/actions come under a variety of headings:

4.1 Station Improvement Fund (SIF) Works

This covers station works that were completed under the SIF programme but still have snagging issues eg. at Riding Mill, one of the new LED lights does not work and the CIS is not functioning.

It also covers incomplete installations e.g. fitting CCTV cameras on the columns already erected - albeit some columns have been erected in unfortunate places.

There are also outstanding SIF works. Some were contracted and not delivered and others received no action at all.

4.2 Shortfalls with no simple solutions

These are issues which need to be addressed but where no solution has been found eg. The shelter provision on the eastbound platform at Prudhoe and the use of the level crossing at Haydon Bridge which can hinder passenger access between platforms. Provision of step-free access to the westbound at Corbridge also comes into this category although the solution lies with the owner of the adjoining property rather than the railway.

4.3 Shortfalls that have solutions

An example of this is the shelter on the eastbound platform at Bardon Mill. The flat roof is rotting away and the solid frontage to the shelter creates a dark, dank and unwelcoming space, redolent of a motorway underpass. Many solutions are available, revolving around the removal of the roof and front panels, restoring the stonework and then either inserting a standard shelter within the stonework, adding a sloping roof such as the one at Haydon Bridge, or adding a glazed roof.

4.4 Improvements relating to the 'Accessibility for All' Strategy

This relates to the provision of step-free access to and between platforms which is reliant upon DDA compliant ramps etc.

This issue comes in many guises from the Metrocentre where maintenance of the lifts and the communications between Metrocentre/Northern Rail/Network Rail is critical to the accessibility of the platforms, to the barrow crossing at Hexham. At various stations such as Brampton, Haltwhistle, Hexham, Riding Mill, Stocksfield and Blaydon the step-free routes are away from the station and are lengthy, poorly lit and poorly sign-posted.

4.5 Works to improve the station ambience and environment

These can be works which involve the use of voluntary labour e.g. The installation and maintenance of plants and planters, painting fences, installation of artworks and installations which improve bio-diversity such as bug hotels and beehives.



5.0 Specific Issues

5.1 Accessible Railway Stations

“Accessible Travel Policy - Guidance for Train & Station Operators” (published by HMG Office of Rail & Road in July 2019) requires that every station should have an Accessible Travel Policy. On page 46 of the Guidance, it sets out the categories of station accessibility. It would appear that all of our stations come under category B in that they all have step-free access to at least one platform. A category A station has step-free access to each platform and between platforms while a category C station has no step-free access.

Section B4 covers access improvements and states that they shall be in compliance with PRM-TSI (Persons with Reduced Mobility - Technical Specification for Interoperability) and the Joint Code of Practice. The Joint Code of Practice is the document “Design Standards for Accessible Railway Stations” published in March 2015. The guidance relating to physical access i.e. the design of ramps (Section P1 - p149) and steps and stairs (Section Q2 - p160) all refer to the requirements of BS 8300:2009 and A1:2010.

As an example of the design requirements for ramps, the maximum gradient on the maximum length of ramp (10m) is 1 in 20, giving a maximum allowable rise of 500mm before reaching a landing. If we consider the hypothetical improvements to the ramped access at the ends of platforms such as at Wylam, Prudhoe, Haydon Bridge, Bardon Mill and Brampton - the ramps rise from the adjacent highways, approximately 1m to the platform. A compliant ramp access would comprise of two 10m long ramps with a landing, giving an overall length of 21.2m.

This indicates the scale of difficulty in achieving compliance but a standard, pragmatic solution may be possible, given sufficient thought.

5.2 Achieving step-free access at Hexham Station

Step-free access is available at both platforms at Hexham Station, but step-free access between the platforms can only be achieved by barrow crossing the lines and is only available when the station is manned. The alternative route is very long and tortuous, involving the crossing of two major roads.

Achieving permanent step-free access between platforms is possible with the installation of two lifts and a bridge over the tracks. Ambulant disabled compliant steps at each end would be a great advantage as the existing footbridge does not comply with BS8300 due to the number of rises in two flights of stairs.

A case could be made for funding via the “Access for All” initiative launched in 2006, especially as the user numbers at Hexham are 372,090 per annum. This is directly comparable with stations such as Mill Hills, Northallerton and others where “Access for All” funding has been made available for similar improvements.

5.3 Road Signage to stations

While signage to the stations at the eastern end of the line is good along the A695 from Corbridge to Blaydon, the signage on the A69 to stations from Hexham westwards is non-existent.

Representations to the Northumberland and Cumbria County Councils and the National Highways should be made to improve the situation. A direct comparison could be made to the A171, the Moors road across to Whitby, where every station along the Middlesborough to Whitby line is signposted.

5.4 Planters

There is a haphazard approach to the provision of planters at the 14 stations along the Tyne Valley line. This is partly driven by the voluntary nature of their provision and maintenance. At present, there are approximately 70 planters along the line, ranging from none at Dunston and the Metrocentre, to 13 ceramic pots at Bardon Mill. A lot of the existing 14 barrel and other planters have seen better days and should be replaced.

We would suggest replacing/renewing all of the planters along the line with types to be selected by the Board. This will impart a consistent visual design approach along the line. They will improve the ambience at the stations, with improvements to bio-diversity if insect-friendly planting is installed.



6.0 Future Considerations

6.1 Use of the Report

This report, particularly the station reviews in section 7.2 and the spreadsheet of specific proposals/actions in section 7.5, should be considered as live documents. It should be possible to update them on a bi-annual basis so that gains and losses can be reported and actions taken to maintain a general improvement to the passenger/rail user experience.

6.2 Draft Improvement Plans

The station improvements on the Hereward line in East Anglia are an example of how to be prepared. They carried out similar studies to this one and then produced outline plans for station improvements. These were no more than feasibility sketches, using blocks of colour on the station plans to indicate proposed improvements. They were then able to use the plans to apply for funding when it became available.

TVCRP should consider taking this approach and carrying out such project feasibility studies in 2022/23.

6.3 Integration of Audit Route Maps

The Audit Route Maps for each individual station, produced several years ago, contain a fund of local information:- pedestrian and cycle routes, local tourist attractions etc.

The use of a digital mapping tool - such as "Mapping for Change" by University College, London - incorporating all of this information and more, could be a long term strategy to improve access to the railway.



Appendices

Appendix 1: Standard Sheet for Station Reviews

Tyne Valley CRP Station Facilities Review

Station Name/Code:	SFO: Northern		DfT Cat:
Station Address:			
Station Co-ordinates:			
Station OS Grid Ref:			
History/Points of interest:			
Station Plan:			

Tyne Valley CRP Station Facilities Review

Station Name/Code:	SFO: Northern	Patronage (2019/20):	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
<ul style="list-style-type: none"> • Provision of modern/fit for purpose waiting shelter(s) on all platforms? 			
<ul style="list-style-type: none"> • Provision of adequate additional seating on both platforms? 			
<ul style="list-style-type: none"> • Provision of adequate lighting to modern standards covering the whole station area? 			
<ul style="list-style-type: none"> • Provision of CCTV covering the whole station area? 			
<ul style="list-style-type: none"> • Provision of LLPA adequately covering all platforms/waiting areas? 			
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 			
<ul style="list-style-type: none"> • Provision of level/Step-free access onto all/between all platforms? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 			
<ul style="list-style-type: none"> • Provision of Customer Information Screens (CIS) on all platforms? 			
<ul style="list-style-type: none"> • Provision of Timetable Information on all platforms? 			
<ul style="list-style-type: none"> • Provision of full and clear signage throughout the station including: <ul style="list-style-type: none"> • Clear platform numbering? • Running in boards? • Wayfinding within the station? • Wayfinding beyond the station? • Other appropriate signage within the station? 			
<ul style="list-style-type: none"> • Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers? 			
<ul style="list-style-type: none"> • Provision of Help Points on all platforms clearly accessible to all passengers? 			
<ul style="list-style-type: none"> • Provision of cycle parking (NB this is acceptable either within or directly outside the station area)? <ul style="list-style-type: none"> • Number of spaces? • Is this covered/secure? 			
<ul style="list-style-type: none"> • Provision of onward travel and other useful information? <ul style="list-style-type: none"> • Is there specific taxi information? • Is there specific bus information? 			
<ul style="list-style-type: none"> • Provision of litter/recycling bins on all platforms? 			
<ul style="list-style-type: none"> • Is the station in an acceptable state of general repair? 			
<ul style="list-style-type: none"> • Are all trees/any other vegetation kept under control to prevent obstruction? 			
Facilities Within the Station (only realistically expected at larger stations)			
<ul style="list-style-type: none"> • Provision of a fully staffed and accessible ticket office? 			
<ul style="list-style-type: none"> • Provision of fully accessible enclosed, heated waiting rooms? 			
<ul style="list-style-type: none"> • Provision of fully accessible customer toilets? 			
<ul style="list-style-type: none"> • Wider provision of CIS throughout the station? 			
<ul style="list-style-type: none"> • Provision of retail/catering facilities? 			
<ul style="list-style-type: none"> • Provision of ticket gates? 			
<ul style="list-style-type: none"> • Well signed taxi rank outside station with accessible taxis? 			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	
Specific proposals/actions resulting from the Audit	L/M/S Term

Tyne Valley CRP Station Facilities Review

Station Name/Code:	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Environmental/planting/ecology/bio-diversity:			
Photographs:			

Appendix 2: Station Reviews

1. Dunston
2. Metrocentre
3. Blaydon
4. Wylam
5. Prudhoe
6. Stocksfield
7. Riding Mill
8. Corbridge
9. Hexham
10. Haydon Bridge
11. Bardon Mill
12. Haltwhistle
13. Brampton
14. Wetheral

Tyne Valley CRP Station Facilities Review

Station Name/Code: DUNSTON/DOT	SFO: Northern		DfT Cat:
Station Address: Kensington Terrace, Dunston, Gateshead. NE11 9SS			
Station Co-ordinates: 54° 57' 00" N 1° 38' 29" W			
Station OS Grid Ref: NZ 230617			
History/Points of interest: Opened 1984 (originally opened in 1909.)			
Station Plan:			



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Plot Scale	1:1250
Plot Date	21/6/2012
Subject Created from the GJ Portal - All Licences	

Tyne Valley CRP Station Facilities Review

Station Name/Code: DUNSTON/DOT	SFO: Northern	Patronage (2019/20): 19,698	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			No
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			Yes
• Are any ramps DDA compliant?			No
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			No
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			No
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			5 hoops
• Is this covered/secure?			Yes
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes No Yes Yes
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	
1. Re painting road bridge over station is needed (last painted for Garden Festival.)	MT
2. Replace existing ramped access to the island platform with a DDA compliant ramp and landings etc. (Existing ramp is over 40m long with only one landing. The steelwork is in generally poor condition and needs some attention.)	LT

Tyne Valley CRP Station Facilities Review

Station Name/Code: DUNSTON/DOT	SFO: Northern	
General ambience/state of repair/maintenance/cleanliness/graffiti etc		
1. While the station is clean and tidy and the CCTV cameras are operational, the single entry and exit point from the platforms gives a general feeling of insecurity.		
Environmental/planting/ecology/bio-diversity:		
1. There is an opportunity to introduce some planting either in planters or in the area at the foot of the ramp.		
Photographs:		

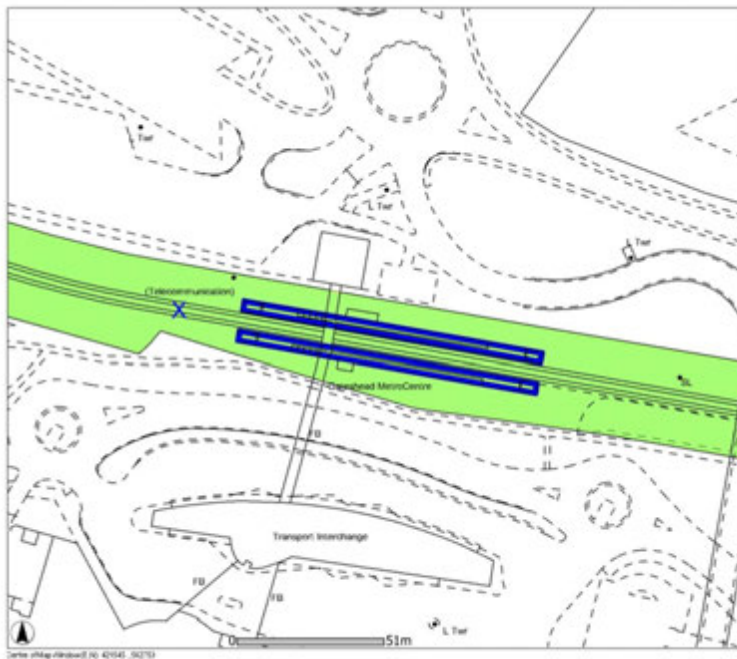






Tyne Valley CRP Station Facilities Review

Station Name/Code: METROCENTRE/MCE	SFO: Northern	DfT Cat:
Station Address: Metrocentre, Gateshead, NE11 6XX		
Station Co-ordinates: 54* 57' 00" N 1* 38' 29" W		
Station OS Grid Ref: NZ 215627		
History/Points of interest:		
Station Plan:		



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Plot Scale	1:1250
Plot Date	25/6/2012
Digital Created from the OS VectorMap®	

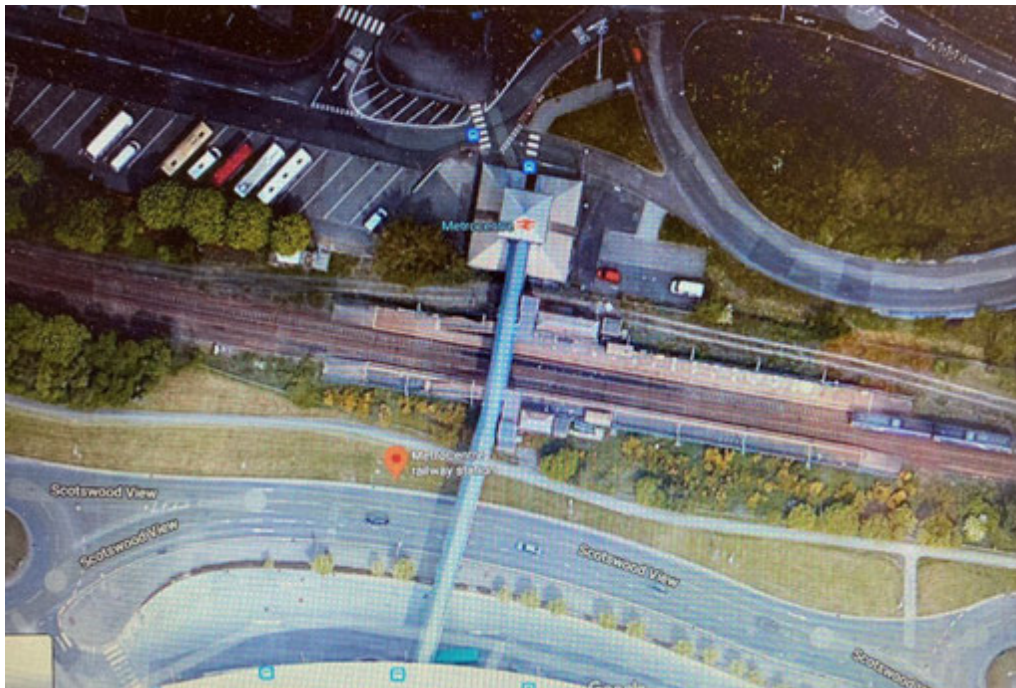
Tyne Valley CRP Station Facilities Review

Station Name/Code: METROCENTRE/MCE	SFO: Northern	Patronage (2019/20): 298,940	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			N/A
• Provision of level/Step-free access onto all/between all platforms?			Yes
• Are any ramps DDA compliant?			N/A (lifts)
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes
• Provision of Help Points on all platforms clearly accessible to all passengers?			Yes
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			10 hoops
• Is this covered/secure?			No/Yes
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			
• Provision of a fully staffed and accessible ticket office?			No
• Provision of fully accessible enclosed, heated waiting rooms?			Yes (locked)
• Provision of fully accessible customer toilets?			Yes
• Wider provision of CIS throughout the station?			Yes
• Provision of retail/catering facilities?			Yes
• Provision of ticket gates?			No
• Well signed taxi rank outside station with accessible taxis?			No
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes 1000+ Yes Yes Yes ?
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes Yes
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	No
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes Yes Yes Yes
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1. Drop kerb/ramp up to coach park entrance is steep - adjust	ST
2. Make better use of poster boxes at coach park entrance	ST
3. Provide visible station totems	ST
4. Adjust springs and replace handles to doors at head of platform access stairs	MT
5. Address the security issues of the lift door locations (tucked in secluded corners - consider mirrors etc?)	LT
6. Review steep stair access from the coach park	LT
7. Concrete plinth by the TVM on platform 2 is a trip hazard. Complete installation of equipment or fit handrail protection.	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: METROCENTRE/MCE	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
1. Generally very good. Repainting of platform access stairs needed			
Environmental/planting/ecology/bio-diversity:			
1. Opportunities for planting on platforms in free-standing planters, or on raised plinth under the stairs etc.			
Photographs:			














Tyne Valley CRP Station Facilities Review

Station Name/Code: BLAYDON/BLO	SFO: Northern		DfT Cat: F2
Station Address: Tyne Street, Blaydon on Tyne, NE21 5BY			
Station Co-ordinates: 54° 57' 57" N 18 42' 46" W			
Station OS Grid Ref: NZ 184634			
History/Points of interest: Station opened originally in March 1835 and re-opened in its present form in May 1967			
Station Plan:			



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Plot Scale	1:1250
Plot Date	21/6/2012
	

Digitized from the OS MasterMap Landmark

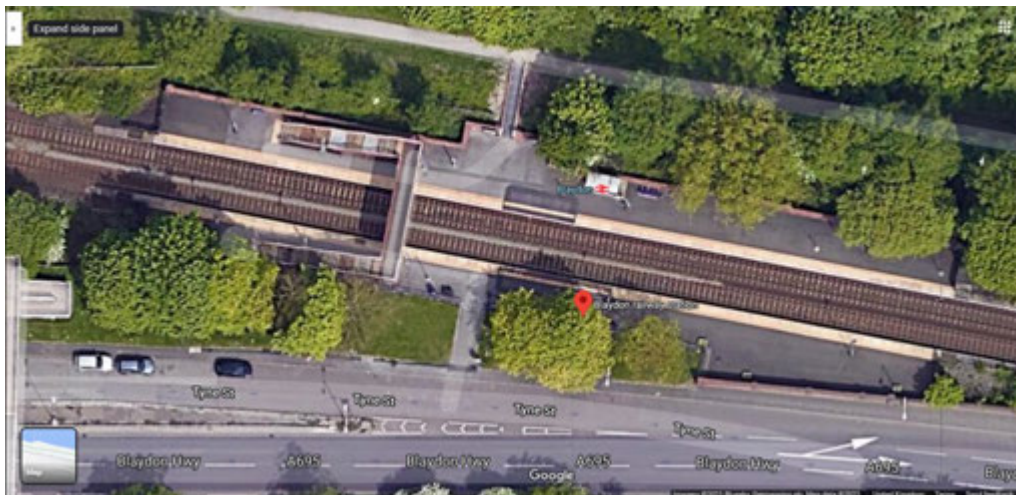
Tyne Valley CRP Station Facilities Review

Station Name/Code: BLAYDON/BLO	SFO: Northern	Patronage (2019/20): 32,842	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			No
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes (quiet)
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			N/A
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			No
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No (W bound only)
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			10 hoops
• Is this covered/secure?			Yes/Yes
• Provision of onward travel and other useful information?			
• Is there specific taxi information?			No
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> Provision of a car park? (Limited parking on Tyne St, and by signal box) <ul style="list-style-type: none"> Number of spaces (total/disabled)? Are spaces fully marked out? Is there a parking charge? Is the car park fully lit? EV Charging points? 	Town centre ? Yes No Yes ?
<ul style="list-style-type: none"> Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> Provision of adequate signage to/from the immediate and wider highway network? 	No
<ul style="list-style-type: none"> Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> Do buses serve the station? <ul style="list-style-type: none"> Bus stops directly at the station? Bus stops within an acceptable walking distance (up to 400m)? Do these stops have shelters/information? 	Yes No Yes Yes/Yes
<ul style="list-style-type: none"> Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Paint and repairs to footbridge and railings	ST
2.Additional/more accessible car parking.	LT
3.CIS screens and better, up to date passenger information	MT
4.Improved signage to and from town centre and residential areas.	ST
5.Modern shelter with more seats.	MT
6.Disabled access between platforms and via riverside walk.	LT
7.Improved frequency of stopping train services.	MT
8.Ticket machine on both platforms.	MT
9.Repair trip hazards on flooring to footbridge.	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: BLAYDON/BLO	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
1. Generally good but many large puddles form on the platforms, bridge and riverside walk during rain.			
2. Footbridge access to/from town centre not DDA compliant, the ramps being too long, steep and with too few landings.			
Environmental/planting/ecology/bio-diversity:			
1. Opportunity for more planters.			
Photographs			









Tyne Valley CRP Station Facilities Review

Station Name/Code: WYLAM/WYM	SFO: Northern		DfT Cat: F1
Station Address:			
Wylam, Northumberland			
NE41 8HR			
Station Co-ordinates:			
54° 58' 29" N 1° 48' 53" W			
Station OS Grid Ref:			
NZ 120644			
History/Points of interest:			
Station originally opened in March 1835 and was closed for a short period in 1966 - 1967 due to land slip.			
Overline elevated signal box Grade 2* listed. (Designated Feb. 1972)			
Stationmaster's house and Footbridge Grade 2 listed. (Designated Feb. 1972)			
Plaque commemorating Benjamin Thompson (1779-1867) Engineer and Ironmaster - responsible for Wylam Bridge,			
Station Plan:			



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Plot Scale	1:1250
Plot Date	25/6/2012
	

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Tyne Valley CRP Station Facilities Review

Station Name/Code: WYLAM/WYM	SFO: Northern	Patronage (2019/20): 107,854	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			Yes
• Are any ramps DDA compliant?			No
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes (Not on P1)
• Provision of Help Points on all platforms clearly accessible to all passengers?			Yes
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			10 hoops
• Is this covered/secure?			6 Yes/Yes
• Provision of onward travel and other useful information?			
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes 37/2 Yes No No No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes No Yes No
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Both TVMs are on the north of the line which can cause inconvenience to users approaching from the south.	MT
2.Connect CIS in shelter on platform 1	ST
3.Car park markings to be re-painted.	ST
4. Re-paint footbridge.	MT
5.Re-paint edge of platform and signage 'Mind the Gap' etc.	ST
6.Remove two redundant cycle lockers in the car park.	ST
7.Install car park lighting.	MT

Tyne Valley CRP Station Facilities Review

Station Name/Code: WYLAM/WYM	SFO: Northern	
General ambience/state of repair/maintenance/cleanliness/graffiti etc		
Generally very good. Some rubble and waste under footbridge could be tidied up.		
There is some outward bowing to the dwarf wall to the rear of platform 2 which should be inspected regularly. Fit new stone copings to wall at east end of the station building.		
Environmental/planting/ecology/bio-diversity:		
Only one rectangular timber trough planter on platform 1. Opportunities for improved planting.		
Photographs:		









Tyne Valley CRP Station Facilities Review

Station Name/Code: PRUDHOE/PRU	SFO: Northern	DfT Cat: F2
Station Address:		
Station Road, Prudhoe, Northumberland		
NE 42 6NR		
Station Co-ordinates:		
54° 57' 57"N 18 52' 53"W		
Station OS Grid Ref:		
NZ 087634		
History/Points of interest:		
Footbridge Grade 2 listed		
Platforms lengthened in 2019		
Originally opened in March 1835. Re-opened May 1974		
Station Plan:		



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Plot Scale	1:1250
Plot Date	25/6/2012
<small>Image created from the OS VectorMap</small>	

Tyne Valley CRP Station Facilities Review

Station Name/Code: PRUDHOE/PRU	SFO: Northern	Patronage (2019/20): 159,668	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			Yes
• Provision of level/Step-free access onto all/between all platforms?			Yes
• Are any ramps DDA compliant?			No
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes
• Provision of Help Points on all platforms clearly accessible to all passengers?			No/?
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			10hoops + 6
• Is this covered/secure?			No/Yes
• Provision of onward travel and other useful information?			
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	31/2+12unlit Yes No Yes No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes Yes
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes Yes Yes
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Remove the 6 redundant cycle lockers	ST
2.Replace grit bins	ST
3,Remove remaining yellow coatings from buffer rails to ramps and repaint (NCC).	ST
4.Replace missing pedestrian gates at platform entrances off the road.	ST
Thomas Bewick artwork?	

Tyne Valley CRP Station Facilities Review

Station Name/Code: PRUDHOE/PRU	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc Generally very good as befits a transport interchange.			
Station is 'out on a limb', being distant from the town centre which is located up a steep hill.			
Environmental/planting/ecology/bio-diversity: 4 planters to be replaced/augmented			
Photographs:			

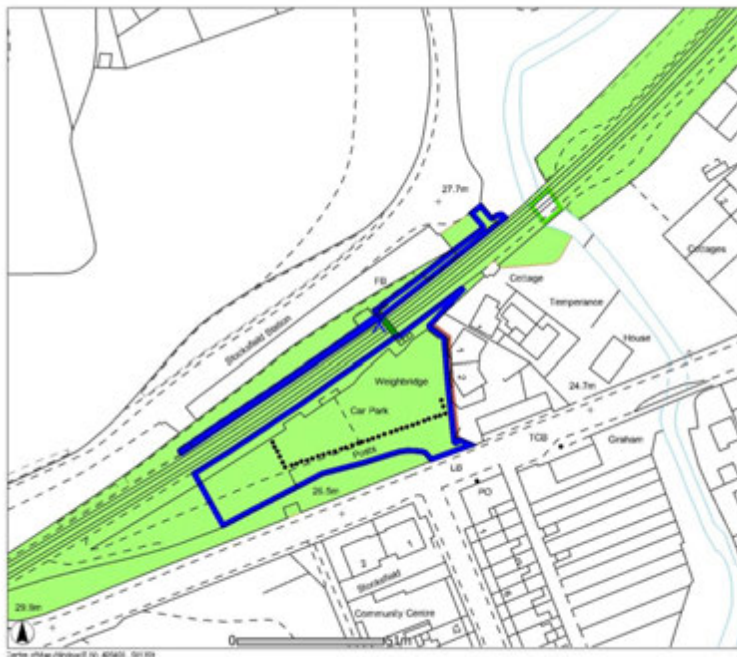






Tyne Valley CRP Station Facilities Review

Station Name/Code: STOCKSFIELD/SKS	SFO: Northern	DfT Cat: F2
Station Address: B6309, Stocksfield, Northumberland NE43 7NH		
Station Co-ordinates: 54° 56' 49" N 1° 55' 02" W		
Station OS Grid Ref: NZ 054613		
History/Points of interest: Originally opened March 1835		
Station Plan:		



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STOCKSFIELD	
Plot Scale	1:1250
Plot Date	25/6/2012
<small>Image created from the OS VectorMap</small>	

Tyne Valley CRP Station Facilities Review

Station Name/Code: STOCKSFIELD/SKS	SFO: Northern	Patronage (2019/20): 59,352	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			No
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			No
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			Yes
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			N/A
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			Yes
• Clear platform numbering?			No 1 hidden
• Running in boards?			No
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No
• Provision of Help Points on all platforms clearly accessible to all passengers?			Yes
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			10
• Is this covered/secure?			7 Yes/Yes
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Litter only
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes 42/2 Yes (6 not) No Yes No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes Yes
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes South No North
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes Yes Yes/Yes
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1. Remove redundant cycle lockers.	ST
2. Fit baffle to light on footbridge.	ST
3. Fit CCTV cameras to posts already in position.	MT
4. Improve drainage at main entrance from car park - floods during rain.	ST
5. Solve the noise issue from the TVM	ST
6. Ensure that contractors for hedge trimming etc take the waste off site.	ST
7. Trim bushes etc at the main entrance of car park to improve visibility.	ST
8. Fit gates to access road to prevent fly tipping/HGV parking.	MT
9. Improve guarding to footbridge.	MT
10. Relocate CIS to a more visible location - hidden by CCTV post	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: STOCKSFIELD/SKS	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally good			
Environmental/planting/ecology/bio-diversity:			
Generally very good but contractors who cut hedges etc dump the waste on site rather than taking it away. The planting on the bank to the rear of platform 1 is poorly maintained by Network Rail. Could it be done by local volunteers?			
Photographs:			









Tyne Valley CRP Station Facilities Review

Station Name/Code: RIDING MILL/RDM	SFO: Northern	DfT Cat: F2
Station Address: Riding Close, Riding Mill, Northumberland NE44 6EP		
Station Co-ordinates: 54° 56' 56" N 1° 58' 19" W		
Station OS Grid Ref: NZ 019615		
History/Points of interest: Originally opened March 1835 and re-opened as an unmanned halt 1967.		
Station Plan:		



Tyne Valley CRP Station Facilities Review

Station Name/Code: RIDING MILL/RDM	SFO: Northern	Patronage (2019/20): 32,532	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Partial
• Other appropriate signage within the station?			
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			8 hoops
• Is this covered/secure?			No
• Provision of onward travel and other useful information?			Onward travel
• Is there specific taxi information?			Poster at P2
• Is there specific bus information?			Exit
• Provision of litter/recycling bins on all platforms?			No
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes 6/0 No No Street light No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	No
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Partial
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Partial
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	No
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	No
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes No Yes Yes
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.CIS on each platform exists but is not operational	ST
2.Stepped footbridge between platforms. Step free route is 700m via local roads and not well signposted	ST
3.Signs on platforms show available destinations but are old and should be replaced.	ST
4.Wayfinding beyond the station is incomplete. There is no sign from the A695 to the level access route to platform 1.	ST
5.The help point in the TVM on platform2 is not operational	ST
6. Car park needs to be relined.	ST
7.The ramp up to the platform from the car park is steep and should be eased.	MT
8.Improve guarding to the footbridge.	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: RIDING MILL/RDM	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally good			
Environmental/planting/ecology/bio-diversity:			
Planters to be replaced			
Photographs:			

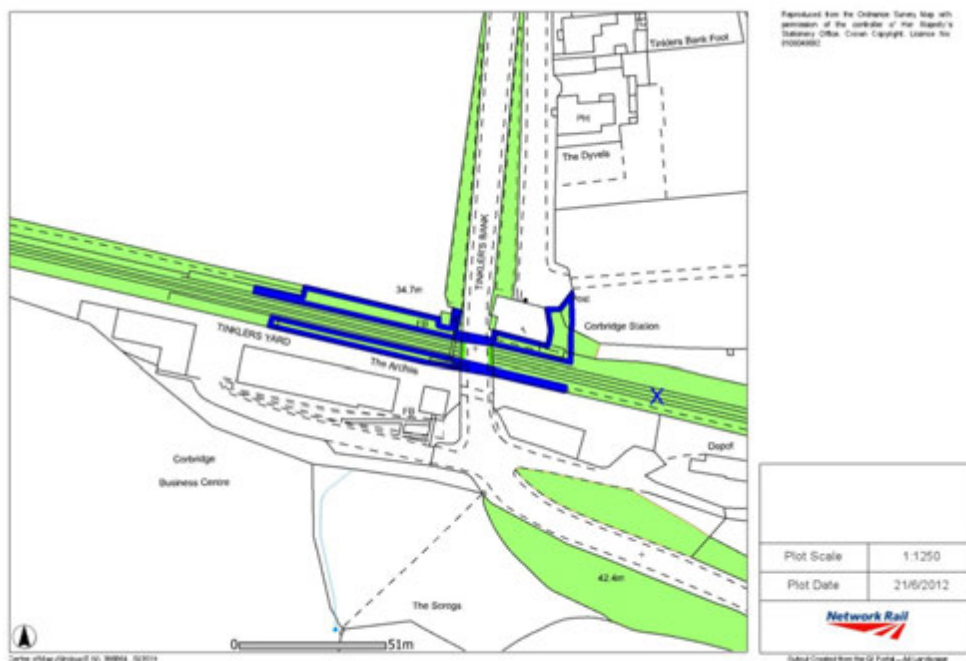






Tyne Valley CRP Station Facilities Review

Station Name/Code: CORBRIDGE/CBR	SFO: Northern	DfT Cat: F1
Station Address: B6529, Corbridge, Northumberland NE45 5AY		
Station Co-ordinates: 54° 57' 59" N 2° 01' 09" W		
Station OS Grid Ref: NY 989635		
History/Points of interest: Originally opened March 1835.		
Station Plan:		



Tyne Valley CRP Station Facilities Review

Station Name/Code: CORBRIDGE/CBR	SFO: Northern	Patronage (2019/20): 62,522	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes (6 cam.)
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			No
• Are any ramps DDA compliant?			Yes
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No (P 1 only)
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			No
• Number of spaces?			
• Is this covered/secure?			
• Provision of onward travel and other useful information?			
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes ?/? No No No No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	No
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	?
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m?)? • Do these stops have shelters/information? 	Yes No Yes ?
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1. Provide step-free disabled access to platform 2. (Via proposed housing development on south side of station.)	LT
2. Paint fence	ST
3. Installation of artwork to bridge	ST
4. Clean down and paint the glazed canopy attached to the Valley. (NR)	ST
5. Improve car parking and cycle parking facilities.	MT
6. Repair spalling concrete to road bridge over station.	LT
7. Re-open discussions with bus-operating companies to improve the connectivity of the station to Town Centre and the Roman Town.	S/MT

Tyne Valley CRP Station Facilities Review

Station Name/Code: CORBRIDGE/CBR	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally good			
Environmental/planting/ecology/bio-diversity:			
There are opportunities			
Photographs:			

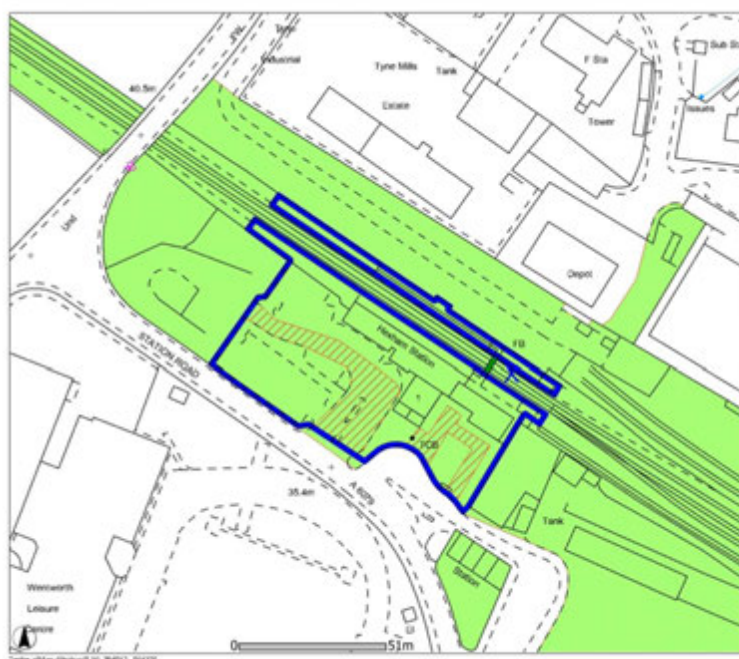






Tyne Valley CRP Station Facilities Review

Station Name/Code: HEXHAM/HEX	SFO: Northern	DfT Cat: D
Station Address: Station Road (A6079), Hexham, Northumberland. NE46 1ET.		
Station Co-ordinates: 54° 58' 25" N 2° 05' 41" W		
Station OS Grid Ref: NY 940643		
History/Points of interest: Station opened in March 1835 and is one of the oldest purpose built stations in the world with an early example of a purpose built goods shed. Signal box is Grade 2 listed. Designated in February 1988.		
Station Plan:		



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Plot Scale	1:1250
Plot Date	21/6/2012

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Tyne Valley CRP Station Facilities Review

Station Name/Code: HEXHAM/HEX	SFO: Northern	Patronage (2019/20): 372,090	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			Yes
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes
• Provision of Help Points on all platforms clearly accessible to all passengers?			No (P2 only)
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			14 hoops
• Is this covered/secure?			Yes/Yes
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			
• Provision of a fully staffed and accessible ticket office?			Yes
• Provision of fully accessible enclosed, heated waiting rooms?			Yes
• Provision of fully accessible customer toilets?			Yes
• Wider provision of CIS throughout the station?			Yes
• Provision of retail/catering facilities?			Yes (Bar)
• Provision of ticket gates?			No
• Well signed taxi rank outside station with accessible taxis?			No
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	<p>Yes 73/4 Yes Yes Yes No</p>
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No (Drop off provided)
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	<p>Yes Yes</p>
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	<p>Yes Yes Yes Yes</p>
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Replace missing hanging baskets and planters.	ST
2.Repair stonework to walls flanking the main entrance.	MT
3.Repair gables to goods yard and complete repairs to the water tower.	MT
4.Repair paint and rusting structure to footbridge	MT
5.Clean rooflights and clean down and re-paint structure over platforms	ST/MT
6.Replace trees in existing planting area in station forecourt.	MT
7.Provide step and new floor finish and paint interior of kiosk	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: HEXHEM/HEX	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc Generally very good			
Environmental/planting/ecology/bio-diversity: Generally very good but there are more opportunities for planting etc in the forecourt etc.			
Photographs:			









Tyne Valley CRP Station Facilities Review

Station Name/Code: HAYDON BRIDGE/HDB	SFO: Northern	DfT Cat: F2
Station Address: Station Road, Haydon Bridge, Northumberland, NE47 6HD		
Station Co-ordinates: 54° 58' 31" N 2° 14' 50" W		
Station OS Grid Ref: NY 842645		
History/Points of interest: Station opened in June 1836.		
Station Plan:		



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Plot Scale	1:1250
Plot Date	16/5/2012
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Tyne Valley CRP Station Facilities Review

Station Name/Code: HAYDON BRIDGE/HDB	SFO: Northern	Patronage (2019/20): 46,438	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes?
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			Yes(P1)/No(P2)
• Provision of level/Step-free access onto all/between all platforms?			Yes
• Are any ramps DDA compliant?			Yes(P1)/No(P2)
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			7hoops (5-P1)
• Is this covered/secure?			Yes/Yes
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes 16/1 Poorly No No No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes Yes(P1)/No(P2)
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes No Yes Yes/Yes
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Fully mark out car park and improve lighting	ST
2.Improve ramp to Platform 2 by making DDA compliant	MT
3.Install CIS screens to both platforms	MT
4.Install CCTV to both platforms (camera only in shelter P1)	MT
5.Improve wayfinding signage on platform 1	ST
6.Repaint platform edge.	ST
7.Cut back weeds to the rear of platform 1 to allow for the sowing of wild flowers. Install RWP and water butt by shelter.	MT

Tyne Valley CRP Station Facilities Review

Station Name/Code: HAYDON BRIDGE/HDB	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally very good			
Environmental/planting/ecology/bio-diversity:			
Opportunity to improve planting to the back of platform 1 and the installation of a rain water butt beside the shelter.			
Photographs:			

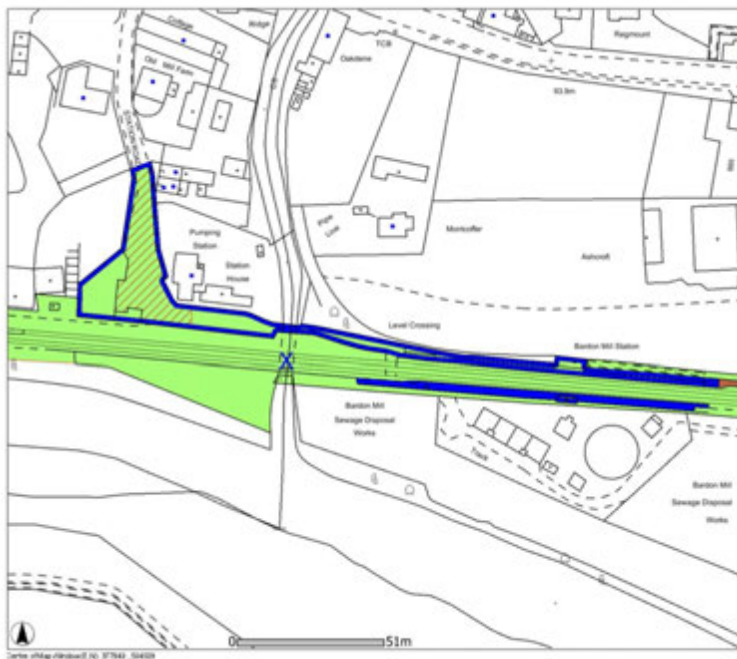






Tyne Valley CRP Station Facilities Review

Station Name/Code: BARDON MILL/BLL	SFO: Northern	DfT Cat: F2
Station Address: Station Road, Bardon Mill, Northumberland, NE47 7AN		
Station Co-ordinates: 54° 58' 28" N 2° 20' 42" W		
Station OS Grid Ref: NY 778645		
History/Points of interest: Station opened in June 1838. Signalbox Grade 2 listed. Constructed in 1870, it is one of the earliest surviving NER Type N1 signal boxes.		
Station Plan:		



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Plot Scale	1:1250
Plot Date	10/5/2012
	
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Tyne Valley CRP Station Facilities Review

Station Name/Code: BARDON MILL/BLL	SFO: Northern	Patronage (2019/20): 9,394	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			No
• Provision of adequate additional seating on both platforms?			No
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No?
• Provision of level/Step-free access onto all/between all platforms?			Yes
• Are any ramps DDA compliant?			No?
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			No
• Wayfinding beyond the station?			No
• Other appropriate signage within the station?			No
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No P1 only
• Provision of Help Points on all platforms clearly accessible to all passengers?			No P1 only
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			5 hoops
• Is this covered/secure?			No/Yes
• Provision of onward travel and other useful information?			NT info board
• Is there specific taxi information?			
• Is there specific bus information?			
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	5 Yes No Yes No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	No
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	No
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	No
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	No
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	No Yes No
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	No
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1. Improve covered waiting facilities on P1 - open up front of shelter and install seating and lighting.	MT
2. Install tactile paving strip to front of P1.	ST
3. Install CIS to both platforms.	ST
4. Ensure CCTV covers the whole station.	ST
5. Install TVM on platform 2.	ST
6. Improve directional signage from platform 1 to platform 2	ST
7. Improve signage to main street and to tourist attractions (Vindolanda, Hadrian's Wall etc)	ST
8. Fit help point to platform 2.	ST
9. Improve drainage to station approach road entry and on platform 1	ST
10. Fix down tactile paving on platform 2 and improve surface - trip hazard	ST
11. Remove redundant cycle lockers.	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: Bardon Mill/BLL	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc Generally very good.			
Unadopted station approach road in a poor state of repair with potholes etc			
Environmental/planting/ecology/bio-diversity: Excellent planting in ceramic planters.			
Photographs:			

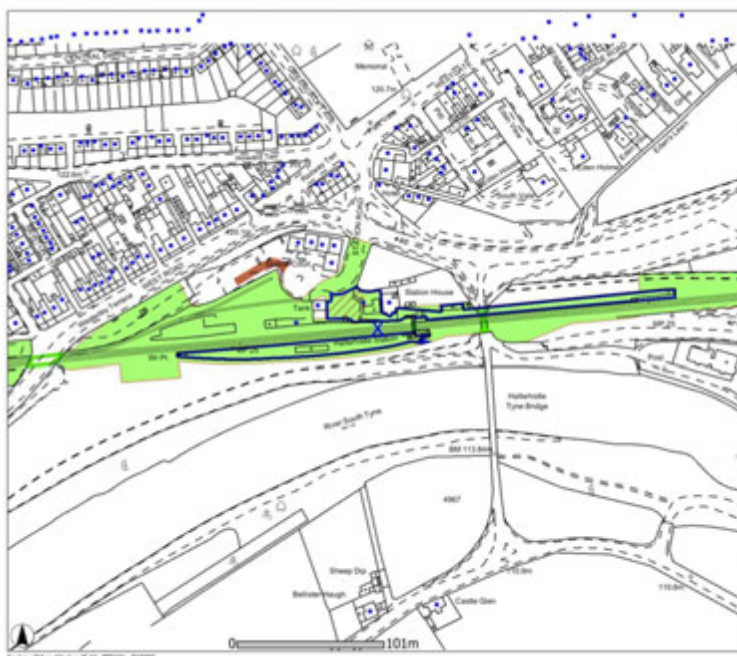






Tyne Valley CRP Station Facilities Review

Station Name/Code: HALTWHISTLE/HWH	SFO: Northern	DfT Cat: F1
Station Address:		
Station Road, Haltwhistle, Northumberland, NE49 9HN		
Station Co-ordinates:		
54° 58' 05'' N 2° 27' 46'' W		
Station OS Grid Ref:		
NY 704638		
History/Points of interest:		
Station opened June 1838.		
Water Tower, water crane, signalbox, footbridge, Old Booking Hall (leased by TVCRP), Station House (in private ownership), all Grade 2 listed. Wooden buildings now being used as waiting rooms and studios originally constructed c1907 are not listed but are in the curtilage of listed buildings. Station signalbox constructed 1901		
Station Plan:		



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Plot Scale	1:2500
Plot Date	10/5/2012

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Tyne Valley CRP Station Facilities Review

Station Name/Code: HALTWHISTLE/HWH	SFO: Northern	Patronage (2019/20): 81,244	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			No
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			No
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No(P1 only)
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			12 hoops
• Is this covered/secure?			No/Yes
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			No(P1only)
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes 20 Yes No Yes Yes (1)
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Yes(P2)?(P1)
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes Yes No/Yes
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Remove redundant cycle lockers.	ST
2.Install CCTV to both platforms using posts already installed	MT
3.Improve platform numbering	ST
4.Provide TVM to both platforms	MT
5.Provide litter bins to both platforms (Platform 2 bin to be re-installed soon)	ST
6.Rectify drainage to underpass serving platform 2 as it floods during heavy rainfall.	MT
7.Improve ramped access by OBH.	MT

Tyne Valley CRP Station Facilities Review

Station Name/Code: HALTWHISTLE/HWH	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally very good. Underpass to platform 2 floods during heavy rainfall. Drainage to be improved.			
The Network Rail compound is very untidy. Installation of a fence or wall between it and the platform/water tower would improve the visual amenity of the station and improve the utility of the paved area in front of the water tower.			
Installation of a gate through the fence on platform 2 would improve links to the existing local footpaths.			
Environmental/planting/ecology/bio-diversity:			
Opportunity for significant improvements			
Photographs:			







Tyne Valley CRP Station Facilities Review

Station Name/Code: BRAMPTON/BMP	SFO: Northern	DfT Cat: F2
Station Address:		
Station Road, Brampton, Cumbria, CA8 1HR		
Station Co-ordinates:		
54° 55' 56'' N 2° 42' 14'' W		
Station OS Grid Ref:		
NY 550599		
History/Points of interest:		
Station opened July 1836.		
The first Station Master was Thomas Edmondson, inventor/person who introduced the first cardboard tickets.		
Station Plan:		



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Plot Scale	1:1250
Plot Date	10/5/2012

Output Created from the QI Portal - All in House

Tyne Valley CRP Station Facilities Review

Station Name/Code: BRAMPTON/BMP	SFO: Northern	Patronage (2019/20): 15,850	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			No
• Provision of adequate additional seating on both platforms?			No
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches? • Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms? • Are any ramps DDA compliant?			No
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including: • Clear platform numbering? • Running in boards? • Wayfinding within the station? • Wayfinding beyond the station? • Other appropriate signage within the station?			Yes Yes Yes Yes Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No P1 only
• Provision of Help Points on all platforms clearly accessible to all passengers?			No Phone P1
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)? • Number of spaces? • Is this covered/secure?			No
• Provision of onward travel and other useful information? • Is there specific taxi information? • Is there specific bus information?			Yes Yes Yes-no buses
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	No 8 on road No No No No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	No
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	No signage on A69
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	North only
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	No
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Install tactile paving to both platforms	ST
2.Provide ramped access into shelter on platform 1.	ST
3.Replace nosing trims to footbridge.	ST
4.Improve the guarding to the footbridge and repaint.	ST
5.Repaint floor signage and platform edges.	ST
6. Provide step-free access from Station Road and improve drainage at entry.	ST
7. Explore avenues to improve car parking - possibly via S106 agreement.	MT
8. Re-stain timber fences to both platforms	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: BRAMPTON/BMP	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally good, but station is very remote from the town (half an hour walk).			
Buses should be provided and car parking provision improved.			
Fences to be re-stained			
Environmental/planting/ecology/bio-diversity:			
Plenty of opportunities here given its proximity to Talkin Tarn nature reserve.			
Two nests of House Martins in the shelter, both with families being fed.			
Photographs:			

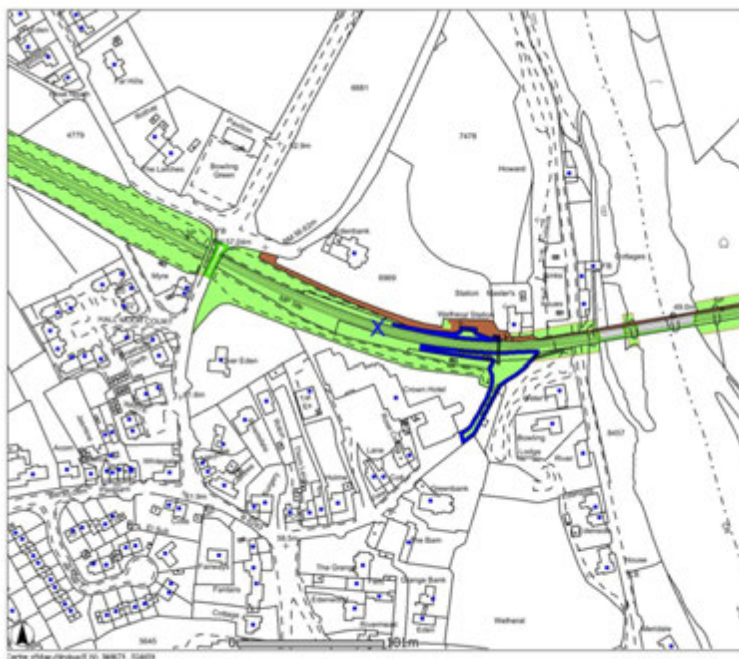






Tyne Valley CRP Station Facilities Review

Station Name/Code: WETHERAL/WRL	SFO: Northern	DfT Cat: F2
Station Address: Wetheral, Cumbria CA4 8LR		
Station Co-ordinates: 54° 53' 01'' N 2° 49' 55'' W		
Station OS Grid Ref: NY 467546		
History/Points of interest: Station opened in 1836 The Corby Bridge/Wetheral Viaduct was built in 1830 - 34 and is 660feet long		
Station Plan:		



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Plot Scale	1:2500
Plot Date	16/5/2012
<small>Signal located from the GJ Forum - All-ur-Station</small>	

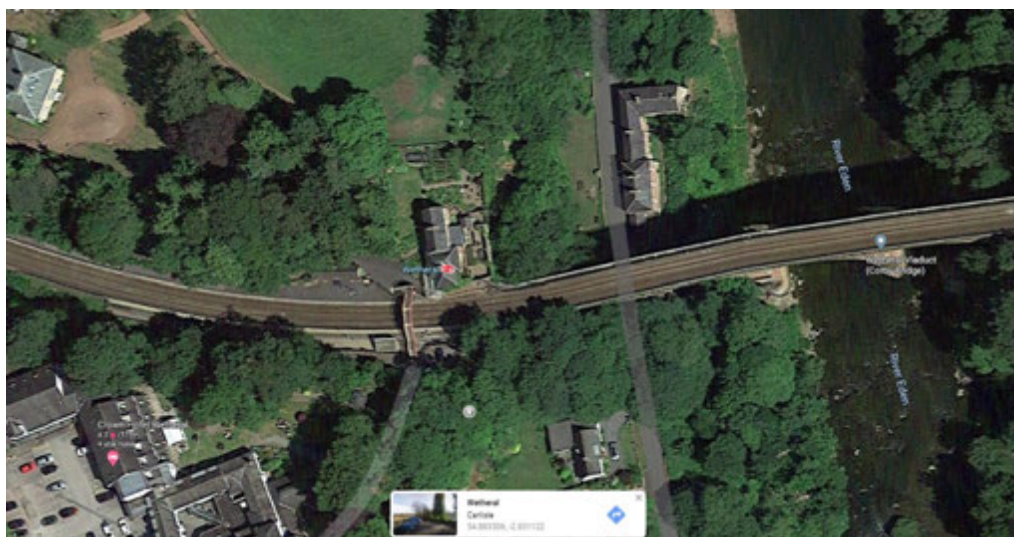
Tyne Valley CRP Station Facilities Review

Station Name/Code: WETHERAL/WRL	SFO: Northern	Patronage (2019/20): 39,014	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			No
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			No
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No P2 only
• Provision of Help Points on all platforms clearly accessible to all passengers?			No P2 only
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			No
• Number of spaces?			
• Is this covered/secure?			
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes 3/4 No No No No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes?
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	No
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	No?
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	No?
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	No
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes No Yes No/Yes
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	No (P1)
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Improve guarding and repaint steelwork to footbridge	ST
2.Level tarmac to the first riser on the footbridge on platform 1.	MT
3.Install CCTV	MT
4.Install CIS	MT
5.Provide ramp access to the existing shelter on platform 1	ST
6.Clean out roof gutters, fix loose slate and repaint all of the timberwork to the shelter on platform 1	ST
7.Clean out floor drain in front of shelter on platform 2	ST
8. Restrain timber fencing	ST
9.Replant area on platform 1 and add planters to gravelled area by platform 2	ST
10.Replace community notice board and add paving slab access to it.	MT

Tyne Valley CRP Station Facilities Review

Station Name/Code: WETHERAL/WRL	SFO: Northern	
General ambience/state of repair/maintenance/cleanliness/graffiti etc		
Generally very good. Fences need a fresh coat of stain, steelwork to the footbridge in need of repainting and the floor drain in front of the shelter on platform 2 needs to be cleaned out.		
Environmental/planting/ecology/bio-diversity:		
Additional planting in the planting area on platform 1 and planters on the gravelled area on platform 2 would improve it enormously.		
Photographs:		





Appendix 3: Glossary of Terms

CCTV	Closed Circuit Television
CIS	Customer Information System
DDA	Disability Discrimination Act
EV	Electric Vehicle
LED	Light Emitting Diode
LLPA	Long Line Public Address
SIF	Station Improvement Fund
TVM	Ticket Vending Machine

Appendix 4: Bibliography

Community Rail Development Strategy

National Rail Access Map

Station and Lease Boundary Plans

Station Improvement Fund works spreadsheet

Audit Routes and Station Maps

Various TVCRP leaflets

ADAPT Station Surveys

Accessible Travel Policy - Guidance for Train & Station Operators
(Published by HMG Office of Rail & Road July 2019)

Design Standards for Accessible Railway Stations
(Joint Code of Practice published March 2015)

Building Regulations Part M

BS 8300:2009 and A1:2010

Access for All strategy document

Appendix 5: Spreadsheet of specific proposals/actions

TBC



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