

# 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)

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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 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, Haltwhiste, 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 the 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

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

Provi		Northern See station plan			
Provi	thin the Station (red				
Provi	ision of modern/fit	quired all stations			
Provi	ision of modern/fit	14 Ca a statioi	s. irrespective of size)	YES/NO/N-A	
Provistation Provistation Provistation Provision Provisi		for nurnose waiti	ng shelter(s) on all platforms?	120/110/11071	
Provistation Provistation Provies Prov			on both platforms?		
static Provi			standards covering the whole		
Provi	on area?	sitting to modern	standards covering the whole		
Provi	ision of CCTV coveri	ng the whole stat	ion area?		
Provi			platforms/waiting areas?		
Provi			e station from all approaches?		
Provi	Are any ramps DDA		e station from an approaches.		
Provi			II/between all platforms?		
Provi	Are any ramps DDA		ny seeween an placionnis.		
Provi			ns (CIS) on all platforms?	†	
Provi	ision of Timetable Ir		· · · · · · · · · · · · · · · · · · ·	+	
• Provi			nout the station including:	†	
• Provi	Clear platform num		iout the station melaunig.		
• Provi	Running in boards?	_			
• Provi	Wayfinding within t				
Provi	Wayfinding beyond				
Provi locat     Provi	Other appropriate		e station?		
locat • Provi			Ms) on all platforms/or in		
Provi	locations easily accessible by all passengers?				
passe	passengers?				
-					
	ide the station area		•		
•	Number of spaces?				
•	Is this covered/secu	ıre?			
Provi	ision of onward trav	el and other usef	ul information?		
•	Is there specific tax	i information?			
•	Is there specific bus	information?			
Provi	ision of litter/recycl	ing bins on all pla	tforms?		
• Is the	e station in an accep	otable state of ge	neral repair?		
Are a	all trees/any other v	egetation kept ur	nder control to prevent		
obsti	obstruction?				
	Facilities Within the Station (only realistically expected at larger stations)				
	ision of a fully staffe				
	Provision of fully accessible enclosed, heated waiting rooms?				
• Provi	<ul> <li>Provision of fully accessible customer toilets?</li> </ul>				
• Wide	er provision of CIS th	roughout the sta	tion?		
• Provi	Provision of retail/catering facilities?				
• Provi					
• Well					
		tside station with	accessible taxis?		
Facilities Out		tside station with	accessible taxis?		

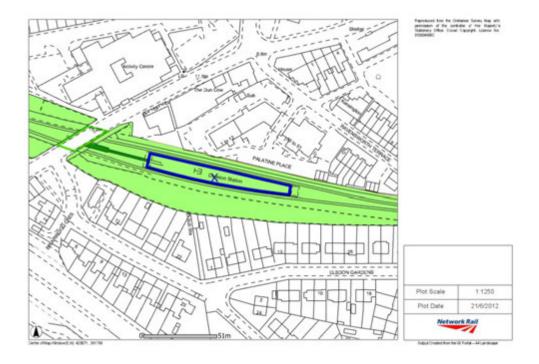
pecific proposals/actions resulting from the Audit	L/M/S Term
control to prevent obstruction:	
control to prevent obstruction?	
Are all trees/any other vegetation on all station approaches kept under	
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	
·	
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> <li>Do these stops have shelters/information?</li> </ul>	
Bus stops directly at the station?  Bus stops within an acceptable welling distance (up to 400m2)?  The stops within an acceptable welling distance (up to 400m2)?	
entrances?  • Do buses serve the station?	
Provision of well positioned, clearly visible station totem signs close to all	
cycling/walking networks?	
Provision of adequate signage to/from the immediate and wider	
network?	
Provision of adequate signage to/from the immediate and wider highway	
Are all approaches safe and well lit?	
Is the station well connected to the local cycling network?	
Is the station well connected to the local pedestrian network?	
Are any ramps DDA compliant?	
• Provision of level/step-free access into the station from all approaches?	
NB: Only expected at larger stations	
• Provision of a well signed taxi rank outside station with accessible taxis?	
<ul><li>EV Charging points?</li></ul>	
<ul><li>Is the car park fully lit?</li></ul>	
<ul><li>Is there a parking charge?</li></ul>	
<ul> <li>Are spaces fully marked out?</li> </ul>	
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	

Station Name/Code:	SFO: Northern		
General ambience/state of	repair/maintenance	/cleanliness/graffiti etc	
Environmental/planting/o	pology/bio diversity		
Environmental/planting/ed	ology/bio-diversity:		
Photographs:			
i ilotograpiis.			

## 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

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



Station Name/Code: DUNSTON/DOT	SFO: Northern	Patronage (2019/20): 19,698	
Platform Lengths (approx.):	ns		
			T
Facilities Within the Station (re	•		YES/NO/N-A
		ing shelter(s) on all platforms?	Yes
Provision of adequate a		-	No
	ghting to modern	standards covering the whole	Yes
station area?	to the body		Ves
Provision of CCTV cover	-		Yes
·	, ,	platforms/waiting areas?	Yes
-		ne station from all approaches?	Yes No
Are any ramps DDA	•	H/I - 1 H - I - I - I 2	
·		III/between all platforms?	Yes
Are any ramps DDA     Provision of Customer In		ns (CIS) on all platforms?	No
		ns (CIS) on all platforms?	No
Provision of Timetable II      Provision of full and class		1	No
		hout the station including:	No
<ul><li>Clear platform num</li><li>Running in boards?</li></ul>	_		Yes
<del>_</del>			Yes
<ul><li>Wayfinding within</li><li>Wayfinding beyond</li></ul>			Yes
Other appropriate		e station?	Yes
		'Ms) on all platforms/or in	Yes
locations easily accessib	•	, ,	163
Provision of Help Points			No
passengers?	•	,	
	g (NB this is acce	ptable either within or directly	Yes
outside the station area	)?		
<ul><li>Number of spaces?</li></ul>	•		5 hoops
<ul> <li>Is this covered/sec</li> </ul>	ure?		Yes
<ul> <li>Provision of onward trav</li> </ul>	vel and other use	ful information?	Yes
<ul> <li>Is there specific tax</li> </ul>	i information?		Yes
<ul> <li>Is there specific but</li> </ul>	s information?		Yes
<ul> <li>Provision of litter/recycl</li> </ul>	ing bins on all pla	atforms?	Yes
<ul> <li>Is the station in an accept</li> </ul>			Yes
<ul> <li>Are all trees/any other v</li> </ul>	egetation kept u	nder control to prevent	Yes
obstruction?			
Facilities Within the Station (on	ly realistically ov	nected at larger stations)	N/A
Provision of a fully staffe			14/74
Provision of a fully access:			
Provision of fully access		-	
Wider provision of CIS to			
Provision of retail/cater			
Provision of ticket gates			
Well signed taxi rank ou		accessible taxis?	
· · · · · · · · · · · · · · · · · · ·	torac station with	. accessione turns.	I
Facilities Outside the Station			

Provision of a car park?	No
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	
<ul> <li>Are spaces fully marked out?</li> </ul>	
<ul><li>Is there a parking charge?</li></ul>	
<ul><li>Is the car park fully lit?</li></ul>	
<ul><li>EV Charging points?</li></ul>	
<ul> <li>Provision of a well signed taxi rank outside station with accessible taxis?</li> <li>NB: Only expected at larger stations</li> </ul>	No
<ul> <li>Provision of level/step-free access into the station from all approaches?</li> </ul>	Yes
<ul> <li>Are any ramps DDA compliant?</li> </ul>	No
<ul> <li>Is the station well connected to the local pedestrian network?</li> </ul>	Yes
Is the station well connected to the local cycling network?	Yes
Are all approaches safe and well lit?	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider highway network?</li> </ul>	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	Yes
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	Yes
Do buses serve the station?	Yes
<ul> <li>Bus stops directly at the station?</li> </ul>	No
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	Yes
<ul> <li>Do these stops have shelters/information?</li> </ul>	Yes
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	Yes
<ul> <li>Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction?</li> </ul>	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

Station Name/Code:	SFO:				
DUNSTON/DOT	Northern				
General ambience/state of repa	ir/maintenance/	cleanliness/graffiti etc			
1. While the station is clean and	tidy and the CC	TV cameras are operational, the			
single entry and exit point from	the platforms gi	ves a general feeling of			
insecurity.					
Environmental/planting/ecolog	Environmental/planting/ecology/bio-diversity:				
1. There is an opportunity to int	roduce some pla	nting either in planters or in			
the area at the foot of the ramp	) <b>.</b>				
Photographs:		·			



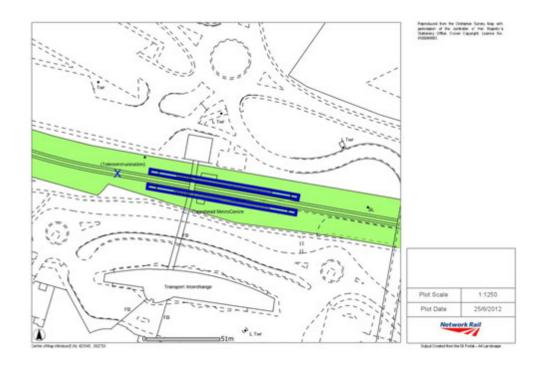








Station Name/Code:	SFO:	DfT Cat:
METROCENTRE/MCE	Northern	
Station Address:		
Metrocentre, Gateshead,		
NE11 6XX		
Station Co-ordinates:		
54* 57' 00" N 1* 38' 29" W		
Station OS Grid Ref:		
NZ 215627		
History/Points of interest:		
Station Plan:		



	n Name/Code: DCENTRE/MCE	SFO: Northern	Patronage (2019/20): 298,940	
Platfor				
Faciliti	es Within the Station (red	nuivad all station	as impospostive of size)	YES/NO/N-A
				Yes
•			ing shelter(s) on all platforms?	
•	Provision of adequate ac			Yes
•	station area?	gnting to moderr	standards covering the whole	Yes
•	Provision of CCTV coveri	ing the whole sta	tion area?	Yes
				Yes
•	•		platforms/waiting areas?	Yes
•			ne station from all approaches?	N/A
	Are any ramps DDA		- II /I + II I - + f 2	+
•			all/between all platforms?	Yes N/A ( lifts )
	Are any ramps DDA  Bravisian of Customers In	· · · · · · · · · · · · · · · · · · ·	no (CIC) on all platforms?	
•			ns (CIS) on all platforms?	Yes
•	Provision of Timetable In			Yes
•			hout the station including:	Yes
	Clear platform num     Dunning in boards2	-		Yes
	Running in boards?			Yes
	Wayfinding within to the second			Yes
	Wayfinding beyond		o station ?	Yes
	Other appropriate s			Yes
•		•	/Ms) on all platforms/or in	res
•	locations easily accessib Provision of Help Points			Yes
•	passengers?	on an plationins	clearly accessible to all	165
•			ptable either within or directly	Yes
	outside the station area			
	<ul><li>Number of spaces?</li></ul>			10 hoops
	Is this covered/secu			No/Yes
•	Provision of onward trav		ful information?	Yes
	<ul> <li>Is there specific tax</li> </ul>			Yes
	<ul> <li>Is there specific bus</li> </ul>			Yes
•	Provision of litter/recycl			Yes
•	Is the station in an accep	otable state of ge	eneral repair?	Yes
•	Are all trees/any other v	egetation kept u	nder control to prevent	Yes
	obstruction?			
Faciliti	es Within the Station (on	ly realistically ex	pected at larger stations)	
•	Provision of a fully staffe	ed and accessible	ticket office?	No
•	Provision of fully accessi	ble enclosed, he	ated waiting rooms?	Yes (locked)
•				Yes
•	Wider provision of CIS th	nroughout the st	ation?	Yes
•	Provision of retail/cateri	ng facilities?		Yes
•	Provision of ticket gates	-		No
•	Well signed taxi rank ou		n accessible taxis?	No

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

Station Name/Code:	SFO:		
METROCENTRE/MCE	Northern		
	•		•
General ambience/state of r	epair/maintenance	/cleanliness/graffiti etc	
1.Generally very good. Repa	inting of platform a	ccess stairs needed	
Environmental/planting/eco	logy/bio-diversity:		
1.Opportunities for planting	on platforms in free	e-standing planters, or on raised	
plinth under the stairs etc.			
Photographs:			







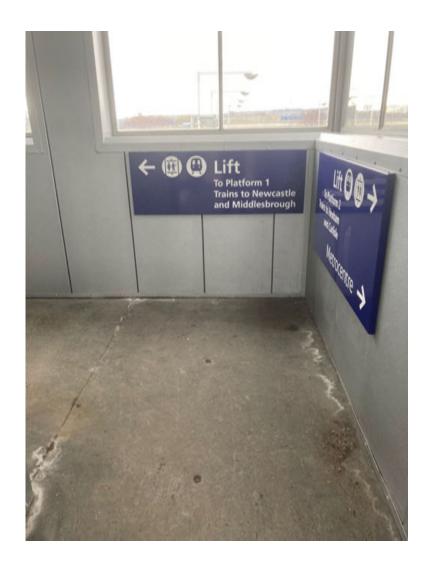












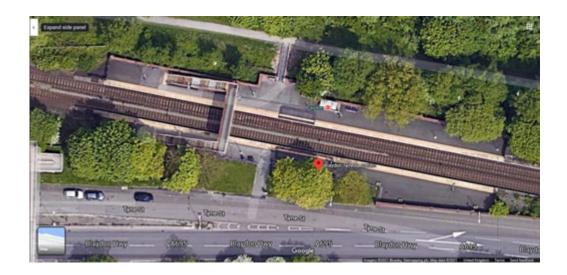
Station Name/Code:	SFO:		DfT Cat:
BLAYDON/BLO	Northern		F2
Station Address:			
Tyne Street, Blaydon on Tyne,			
NE21 5BY			
Station Co-ordinates:			
54* 57′ 57″ N 18 42′ 46″ W			
Station OS Grid Ref:			
NZ 184634			
History/Points of interest:			
Station opened originally in Mar			
May 1967			
Station Plan:			



Station Name/Code: BLAYDON/BLO	SFO: Northern	Patronage (2019/20): 32,842		
Platform Lengths (approx.):	See station plan	ns		
E. Maria Maria Control			V55 (NO (N A	
Facilities Within the Station (re	•		YES/NO/N-A No	
	Provision of modern/fit for purpose waiting shelter(s) on all platforms?			
	Provision of adequate additional seating on both platforms?			
<ul> <li>Provision of adequate I station area?</li> </ul>	lighting to modern	standards covering the whole	Yes	
	win = thehe alo ata	tion ones?	Yes	
Provision of CCTV cove      Provision of LLBA adag.				
<ul> <li>Provision of LLPA adequately covering all platforms/waiting areas?</li> <li>Provision of level/step-free access into the station from all approaches?</li> </ul>			Yes ( quiet ) Yes	
		le station from all approaches?	No	
Are any ramps DD     Provision of level/Stop		2 مسرم کیا مار ال	No	
•	Provision of level/Step-free access onto all/between all platforms?  Assume PDA compliant?			
	Are any ramps DDA compliant?  Provision of Customer Information Screens (CIS) on all platforms?			
			Yes	
	<ul> <li>Provision of full and clear signage throughout the station including:</li> <li>Clear platform numbering?</li> </ul>			
	_		Yes Yes	
	<ul><li>Running in boards?</li><li>Wayfinding within the station?</li></ul>			
	and the second s			
	e signage within the	e station?	No	
Provision of Ticket Ven	ding Machines (TV	'Ms) on all platforms/or in	No ( W bound	
	locations easily accessible by all passengers?			
<ul> <li>Provision of Help Point passengers?</li> </ul>	s on all platforms of	clearly accessible to all	No	
<ul> <li>Provision of cycle parki</li> </ul>	Provision of cycle parking (NB this is acceptable either within or directly			
outside the station are	outside the station area)?			
<ul> <li>Number of spaces</li> </ul>	<ul><li>Number of spaces?</li></ul>			
<ul> <li>Is this covered/see</li> </ul>	cure?		Yes/Yes	
<ul> <li>Provision of onward tra</li> </ul>		ful information?		
•	and the second s		No	
Is there specific but			Yes	
Provision of litter/recycles			Yes Yes	
	Is the station in an acceptable state of general repair?			
<ul> <li>Are all trees/any other obstruction?</li> </ul>	vegetation kept u	nder control to prevent	Yes	
	mlu na altatt II.		N/2	
Facilities Within the Station (o			N/A	
Provision of a fully staf      Provision of fully assess				
•				
Wider provision of CIS     Dravision of rate il/cate		HUUII!		
Provision of retail/cate				
Well signed taxi rank o	utside station with	accessible taxis?		
Facilities Outside the Station				

<ul> <li>Provision of a car park? (Limited parking on Tyne St, and by signal box)</li> </ul>	Town centre
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	?
<ul> <li>Are spaces fully marked out?</li> </ul>	Yes
<ul><li>Is there a parking charge?</li></ul>	No
Is the car park fully lit?	Yes
EV Charging points?	?
<ul> <li>Provision of a well signed taxi rank outside station with accessible taxis?</li> <li>NB: Only expected at larger stations</li> </ul>	No
<ul> <li>Provision of level/step-free access into the station from all approaches?</li> </ul>	Yes
<ul> <li>Are any ramps DDA compliant?</li> </ul>	No
Is the station well connected to the local pedestrian network?	Yes
Is the station well connected to the local cycling network?	Yes
Are all approaches safe and well lit?	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider highway network?</li> </ul>	No
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	Yes
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	Yes
Do buses serve the station?	Yes
Bus stops directly at the station?	No
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	Yes
Do these stops have shelters/information?	Yes/Yes
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	Yes
<ul> <li>Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction?</li> </ul>	Yes
	1 /2 4 /C T
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.  6.Disabled access between platforms and via riverside walk.	MT 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
אינים	31

Station Name/Code:	SFO:		
BLAYDON/BLO	Northern		
			•
General ambience/state of repa	ir/maintenance/	cleanliness/graffiti etc	
1.Generally good but many larg riverside walk during rain.	e puddles form o	n the platforms, bridge and	
2.Footbridge access to/from tov	wn centre not DD	A compliant, the ramps being	
to long, steep and with too few	landings.		
Environmental/planting/ecolog	y/bio-diversity:		
1.Opportunity for more planters	s.		
Photographs			





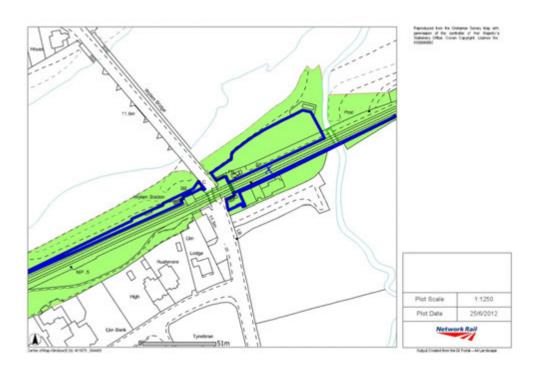








Station Name/Code:	SFO:		DfT Cat:
WYLAM/WYM	Northern		F1
Station Address:			
Wylam, Northumberland			
NE41 8HR			
Station Co-ordinates:			
54* 58' 29"N 1* 48' 53"W			
Station OS Grid Ref:			
NZ 120644			
History/Points of interest:			
Station originally opened in Ma	rch 1835 and was	closed for a short period in	
1966 - 1967 due to land slip.			
Overline elevated signal box Gra	ade 2* listed. ( De	signated Feb. 1972 )	
Stationmaster's house and Foot	bridge Grade 2 lis	ted. ( Designated Feb. 1972 )	
Plaque commemorating Benjan	nin Thompson ( 17	779-1867 ) Engineer and	
Ironmaster - responsible for Wy	lam Bridge,		
Station Plan:			



Station Name/Code: WYLAM/WYM	SFO: Northern	Patronage (2019/20): 107,854	
Platform Lengths (approx.):	•		
Facilities Within the Chaties Iv.		- investigation of size)	VEC/NO/N A
Facilities Within the Station (re		-	YES/NO/N-A
		ing shelter(s) on all platforms?	Yes
Provision of adequate a			Yes
·	ignting to moderr	standards covering the whole	Yes
<ul><li>station area?</li><li>Provision of CCTV cove</li></ul>	ring the whole sta	tion area?	Yes
		I platforms/waiting areas?	Yes
		ne station from all approaches?	Yes
Are any ramps DD		le station from an approaches:	No
		all/between all platforms?	Yes
Are any ramps DD		an platforms:	No
	•	ns (CIS) on all platforms?	Yes
Provision of Timetable			Yes
		hout the station including:	
Clear platform nui		mode the station melading.	Yes
Running in boards	_		Yes
Wayfinding within			Yes
Wayfinding beyon			Yes
Other appropriate		e station?	Yes
Provision of Ticket Ven	ding Machines (T	/Ms) on all platforms/or in	Yes
locations easily accessible by all passengers?		(Not on P1)	
<ul> <li>Provision of Help Points passengers?</li> </ul>	s on all platforms	clearly accessible to all	Yes
Provision of cycle parking (NB this is acceptable either within or directly		Yes	
outside the station are		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
<ul> <li>Number of spaces</li> </ul>	•		10 hoops
<ul> <li>Is this covered/sec</li> </ul>			6 Yes/Yes
Provision of onward tra	ivel and other use	ful information?	
<ul> <li>Is there specific ta</li> </ul>	xi information?		Yes
Is there specific bu	us information?		Yes
Provision of litter/recycles		atforms?	Yes
Is the station in an acce			Yes
		inder control to prevent	Yes
obstruction?		•	
Facilities Within the Station (o	nly realistically ex	pected at larger stations)	N/A
<ul> <li>Provision of a fully staff</li> </ul>	fed and accessible	ticket office?	
<ul> <li>Provision of fully access</li> </ul>	sible enclosed, he	ated waiting rooms?	
<ul> <li>Provision of fully access</li> </ul>	sible customer toi	lets?	
Wider provision of CIS	throughout the st	ation?	
<ul> <li>Provision of retail/cate</li> </ul>	ring facilities?		
<ul> <li>Provision of ticket gate</li> </ul>	s?		
Well signed taxi rank or	utside station witl	n accessible taxis?	
Facilities Outside the Station			

Provision of a car park?	Yes
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	37/2
Are spaces fully marked out?	Yes
Is there a parking charge?	No
Is the car park fully lit?	No
EV Charging points?	No
<ul> <li>Provision of a well signed taxi rank outside station with accessible taxis?</li> <li>NB: Only expected at larger stations</li> </ul>	No
Provision of level/step-free access into the station from all approaches?	Yes
Are any ramps DDA compliant?	No
Is the station well connected to the local pedestrian network?	Yes
Is the station well connected to the local cycling network?	Yes
Are all approaches safe and well lit?	Yes
Provision of adequate signage to/from the immediate and wider highway network?	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	Yes
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	Yes
Do buses serve the station?	Yes
Bus stops directly at the station?	No
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	Yes
<ul> <li>Do these stops have shelters/information?</li> </ul>	No
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	Yes
<ul> <li>Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction?</li> </ul>	Yes
	. /2 . /2 =
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

Station Name/Code: WYLAM/WYM	SFO: Northern		
			1
General ambience/state of repa	ir/maintenance/	cleanliness/graffiti etc	
Benerally very good. Some rubb	le and waste und	der footbridge could be tidied	
up.			
There is some outward bowing		•	
which should be inspected regu	larly. Fit new sto	ne copings to wall at east end	
of the station building.			
Environmental/planting/ecolog	y/bio-diversity:		
Only one rectangular timber tro	ugh planter on p	latform 1. Opportunities for	
improved planting.			
Photographs:			

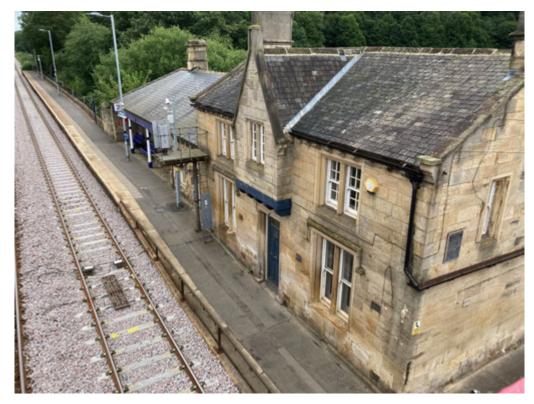














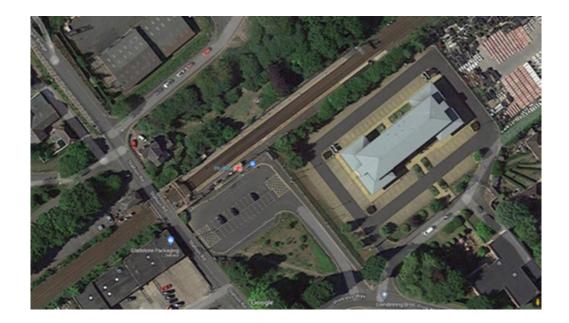
Station Name/Code:	SFO:		DfT Cat:	
PRUDHOE/PRU	Northern		F2	
			·	
Station Address:				
Station Road, Prudhoe, Northum	berland			
NE 42 6NR				
Station Co-ordinates:				
54* 57′ 57″N 18 52′ 53″W				
Station OS Grid Ref:				
NZ 087634				
History/Points of interest:				
Footbridge Grade 2 listed				
Platforms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



	Name/Code: OE/PRU	SFO: Northern	Patronage (2019/20): 159,668	
Platfori	m Lengths (approx.):	See station plan	ns	
				V55 /N 0 /N 4
	es Within the Station (rec		•	YES/NO/N-A
•			ng shelter(s) on all platforms?	Yes
•	Provision of adequate ac			Yes
•	-	hting to modern	standards covering the whole	Yes
	station area?		tion area?	Yes
•	Provision of CCTV coveri			
•			platforms/waiting areas?	Yes
•			e station from all approaches?	Yes
	Are any ramps DDA		11/1	Yes
•	•		II/between all platforms?	Yes
	Are any ramps DDA	•	(0.0)	No
•	Provision of Customer In			Yes
•	Provision of Timetable Ir			Yes
•			nout the station including:	Vaa
	Clear platform num	bering?		Yes
	Running in boards?			Yes Yes
	Wayfinding within to			Yes
	Wayfinding beyond			Yes
	Other appropriate s	ignage within the	e station?	163
•		_	Ms) on all platforms/or in	Yes
	locations easily accessible			No/?
•	Provision of Help Points passengers?	on all platforms (	clearly accessible to all	NO/ ?
•	·	(NR this is acce	ptable either within or directly	Yes
	outside the station area		peable cities within or an ectry	1.63
	<ul> <li>Number of spaces?</li> </ul>	•		10hoops + 6
	<ul> <li>Is this covered/secu</li> </ul>	ire?		No/Yes
•	Provision of onward trav		ful information?	•
	<ul> <li>Is there specific tax</li> </ul>		idi ililorinacion.	Yes
	<ul> <li>Is there specific bus</li> </ul>			Yes
•	Provision of litter/recycli		tforms?	Yes
•	Is the station in an accep			Yes
•	Are all trees/any other v			Yes
	obstruction?	egetation kept ai	nder control to prevent	163
• ••••	. water die een de	1		21/2
-acilitie	es Within the Station (on Provision of a fully staffe		pected at larger stations)	N/A
•	Provision of fully accessi			
•	Provision of fully accessi			
	Wider provision of CIS th			
•	•		iuon:	
•	Provision of retail/cateri	_		
•	Provision of ticket gates			
•	Well signed taxi rank out	side station with	accessible taxis?	

Provision of a car park?	
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	31/2+12unlit
<ul> <li>Are spaces fully marked out?</li> </ul>	Yes
<ul><li>Is there a parking charge?</li></ul>	No
<ul><li>Is the car park fully lit?</li></ul>	Yes
<ul><li>EV Charging points?</li></ul>	No
<ul> <li>Provision of a well signed taxi rank outside station with accessible taxis?</li> <li>NB: Only expected at larger stations</li> </ul>	No
<ul> <li>Provision of level/step-free access into the station from all approaches?</li> </ul>	Yes
Are any ramps DDA compliant?	Yes
Is the station well connected to the local pedestrian network?	Yes
Is the station well connected to the local cycling network?	Yes
Are all approaches safe and well lit?	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider highway network?</li> </ul>	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	Yes
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	Yes
<ul> <li>Do buses serve the station?</li> </ul>	Yes
<ul> <li>Bus stops directly at the station?</li> </ul>	Yes
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	
<ul> <li>Do these stops have shelters/information?</li> </ul>	Yes
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	Yes
<ul> <li>Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction?</li> </ul>	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?	

Station Name/Code:	SFO:		
PRUDHOE/PRU	Northern		
	•		•
General ambience/state of	repair/maintenance	/cleanliness/graffiti etc	
Generally very good as befit	ts a transport intercl	nange.	
Station is 'out on a limb', be	ing distant from the	town centre which is located	
up a steep hill.			
Environmental/planting/ec	ology/bio-diversity:		
4 planters to be replaced/a	ugmented		
Photographs:			











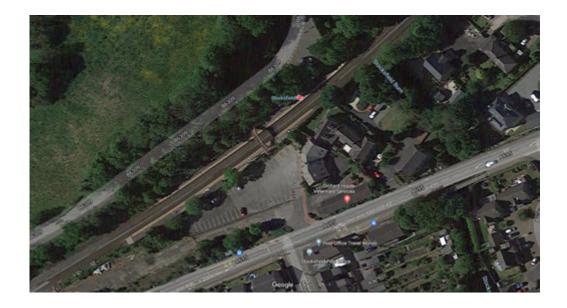
Station Name/Code:	SFO:		DfT Cat:
STOCKSFIELD/SKS	Northern		F2
		·	
Station Address:			
B6309, Stocksfield, Northumber	land		
NE43 7NH			
Station Co-ordinates:			
54* 56′ 49′′N 1* 55′ 02′′W			
Station OS Grid Ref:			
NZ 054613			
History/Points of interest:			
Originally opened March 1835			
	•		
		·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



Station Name/Code: STOCKSFIELD/SKS	SFO: Northern	Patronage (2019/20): 59,352	
Platform Lengths (approx.):			
Facilities Within the Station (re	auirod all station	s irrespective of size)	YES/NO/N-A
	-	ing shelter(s) on all platforms?	Yes
		• • • • • • • • • • • • • • • • • • • •	No
Provision of adequate a			Yes
<ul> <li>Provision of adequate light</li> <li>station area?</li> </ul>	gitting to modern	standards covering the whole	res
Provision of CCTV cover	ing the whole sta	tion area?	No
		platforms/waiting areas?	No
		ne station from all approaches?	Yes
Are any ramps DDA		ie station nom an approaches:	Yes
		all/between all platforms?	No
Are any ramps DDA		in between an platforms:	N/A
	·	ns (CIS) on all platforms?	Yes
Provision of Timetable I			Yes
		hout the station including:	Yes
Clear platform num			No 1 hidden
<ul> <li>Running in boards?</li> </ul>	-		No
Wayfinding within			Yes
Wayfinding beyond			Yes
Other appropriate		e station?	Yes
Provision of Ticket Vend locations easily accessib	_	/Ms) on all platforms/or in	No
<ul> <li>Provision of Help Points</li> </ul>			Yes
passengers?	•	•	
<ul> <li>Provision of cycle parking (NB this is acceptable either within or directly</li> </ul>		Yes	
outside the station area	)?		
<ul> <li>Number of spaces?</li> </ul>	)		10
<ul> <li>Is this covered/sec</li> </ul>	ure?		7 Yes/Yes
<ul> <li>Provision of onward trav</li> </ul>		ful information?	
<ul> <li>Is there specific tax</li> </ul>			Yes
<ul> <li>Is there specific bu</li> </ul>	s information?		Yes
<ul> <li>Provision of litter/recycle</li> </ul>			Litter only
<ul> <li>Is the station in an acce</li> </ul>		-	Yes
<ul> <li>Are all trees/any other value</li> </ul>	egetation kept u	nder control to prevent	Yes
obstruction?			
Facilities Within the Station (on			N/A
Provision of a fully staffe			
Provision of fully access			<del> </del>
Provision of fully access			<del> </del>
Wider provision of CIS t	_	ation?	
<ul> <li>Provision of retail/cater</li> </ul>			
<ul> <li>Provision of ticket gates</li> </ul>			
Well signed taxi rank ou	tside station with	accessible taxis?	
Facilities Outside the Station			

Provision of a car park?	Yes
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	42/2
<ul> <li>Are spaces fully marked out?</li> </ul>	Yes ( 6 not )
<ul><li>Is there a parking charge?</li></ul>	No
Is the car park fully lit?	Yes
EV Charging points?	No
Provision of a well signed taxi rank outside station with accessible taxis?	No
NB: Only expected at larger stations	
<ul> <li>Provision of level/step-free access into the station from all approaches?</li> </ul>	Yes
<ul> <li>Are any ramps DDA compliant?</li> </ul>	Yes
<ul> <li>Is the station well connected to the local pedestrian network?</li> </ul>	Yes
Is the station well connected to the local cycling network?	Yes
Are all approaches safe and well lit?	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider highway network?</li> </ul>	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	Yes
Provision of well positioned, clearly visible station totem signs close to all	Yes South
entrances?	No North
Do buses serve the station?	Yes
Bus stops directly at the station?	
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	Yes
<ul> <li>Do these stops have shelters/information?</li> </ul>	Yes/Yes
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	Yes
Are all trees/any other vegetation on all station approaches kept under	Yes
control to prevent obstruction?	163
control to prevent obstruction.	
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

Station Name/Code:	SFO:		
STOCKSFIELD/SKS	Northern		
General ambience/state of repa	air/maintenance/	cleanliness/graffiti etc	
Generally good			
Environmental/planting/ecolog	y/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:			
	·		















Station Name/Code:	SFO:		DfT Cat:
RIDING MILL/RDM	Northern		F2
Station Address:			
Riding Close, Riding Mill, Northu	mberland		
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:			



RIDING	n Name/Code: G MILL/RDM	SFO: Northern	Patronage (2019/20): 32,532	
Platfor	m Lengths (approx.):	See station plan	ns	
				T
Faciliti	es Within the Station (rec	•	-	YES/NO/N-A
•			ng shelter(s) on all platforms?	Yes
•	Provision of adequate ac			Yes
•		thting to modern	standards covering the whole	Yes
	station area?			
•	Provision of CCTV coveri	-		No
•			platforms/waiting areas?	Yes
•			e station from all approaches?	Yes
	Are any ramps DDA	· · · · · · · · · · · · · · · · · · ·		No
•			ll/between all platforms?	No
	Are any ramps DDA			
•	Provision of Customer In			Yes
•	Provision of Timetable Ir			Yes
•			nout the station including:	
	<ul> <li>Clear platform num</li> </ul>	bering?		Yes
	<ul><li>Running in boards?</li></ul>			Yes
	<ul> <li>Wayfinding within t</li> </ul>			Yes
	<ul> <li>Wayfinding beyond</li> </ul>		_	Partial
	Other appropriate s			
•		•	Ms) on all platforms/or in	No
	locations easily accessib			
•	Provision of Help Points passengers?	on all platforms o	clearly accessible to all	No
•		g (NR this is acce	otable either within or directly	Yes
	outside the station area)		stable chiler within or an early	. 55
	<ul><li>Number of spaces?</li></ul>			8 hoops
	Is this covered/secu	ıre?		No .
•	Provision of onward trav		ul information?	Onward travel
	<ul> <li>Is there specific tax</li> </ul>	i information?		Poster at P2
	<ul> <li>Is there specific bus</li> </ul>			Exit
•	Provision of litter/recycl		tforms?	No
•	Is the station in an accep			Yes
•	Are all trees/any other v		-	Yes
	obstruction?			
Faciliti	es Within the Station (on	ly realistically ev	nected at larger stations)	N/A
•	Provision of a fully staffe			14/4
•	Provision of fully accessi			
•	Provision of fully accessi		-	
<del>.</del>				
	Wider provision of CIS the		uon:	
•	Provision of retail/cateri	_		+
	<ul><li>Provision of ticket gates?</li><li>Well signed taxi rank outside station with accessible taxis?</li></ul>			
•	vven signed taxi rank out	iside Station With	accessinie raxis;	1
Faciliti	es Outside the Station			
				<u>I</u>

Provision of a car park?	Yes
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	6/0
Are spaces fully marked out?	No
<ul><li>Is there a parking charge?</li></ul>	No
Is the car park fully lit?	Street light
EV Charging points?	No
Provision of a well signed taxi rank outside station with accessible taxis?	No
NB: Only expected at larger stations	
<ul> <li>Provision of level/step-free access into the station from all approaches?</li> </ul>	Yes
<ul> <li>Are any ramps DDA compliant?</li> </ul>	No
<ul> <li>Is the station well connected to the local pedestrian network?</li> </ul>	Yes
<ul> <li>Is the station well connected to the local cycling network?</li> </ul>	No
Are all approaches safe and well lit?	Partial
<ul> <li>Provision of adequate signage to/from the immediate and wider highway network?</li> </ul>	Partial
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	No
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	No
Do buses serve the station?	Yes
Bus stops directly at the station?	No
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	Yes
<ul> <li>Do these stops have shelters/information?</li> </ul>	Yes
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	Yes
<ul> <li>Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction?</li> </ul>	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

Station Name/Code:	SFO:		
RIDING MILL/RDM	Northern		
	<u>'</u>		<b>'</b>
General ambience/state of re	pair/maintenance	c/cleanliness/graffiti etc	
Generally good			
Environmental/planting/ecolo	ogy/bio-diversity:		
Planters to be replaced			
Photographs:			



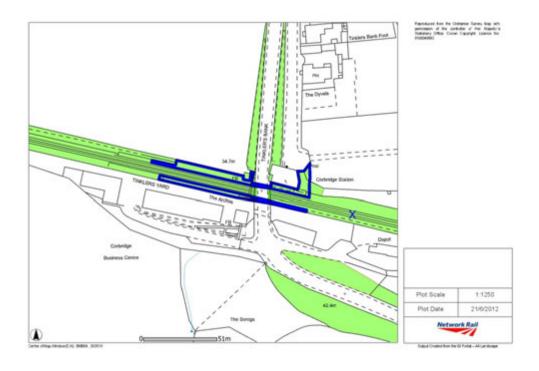








Station Name/Code:	SFO:		DfT Cat:
CORBRIDGE/CBR	Northern		F1
		•	
Station Address:			
B6529, Corbridge, Northumberla	and		
NE45 5AY			
Station Co-ordinates:			
54* 57' 59"N 2* 01' 09"W			
Station OS Grid Ref:			
NY 989635			
History/Points of interest:			
Originally opened March 1835.			
		·	
Station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



Station Name/Code: CORBRIDGE/CBR	SFO: Northern	Patronage (2019/20): 62,522		
Platform Lengths (approx.): See station plans				
Facilities Within the Station (vo.	nuivad all station	s irrespective of size)	VEC/NO/N A	
<ul> <li>Facilities Within the Station (required all stations, irrespective of size)</li> <li>Provision of modern/fit for purpose waiting shelter(s) on all platforms?</li> </ul>			YES/NO/N-A Yes	
· · · · · · · · · · · · · · · · · · ·		· · · · · · · · · · · · · · · · · · ·	Yes	
Provision of adequate accounts live			Yes	
<ul> <li>Provision of adequate light station area?</li> </ul>	gitting to modern	standards covering the whole	res	
	ing the whole sta	tion area?	Yes (6 cam. )	
<ul> <li>Provision of CCTV covering the whole station area?</li> <li>Provision of LLPA adequately covering all platforms/waiting areas?</li> </ul>		Yes		
		e station from all approaches?	No	
Are any ramps DDA		e station from an approaches:	Yes	
		II/between all platforms?	No	
Are any ramps DDA		ii/ between an platforms:	140	
	•	ns (CIS) on all platforms?	Yes	
Provision of Timetable II			Yes	
		nout the station including:	. 55	
Clear platform num		iout the station melaums.	Yes	
<ul> <li>Running in boards?</li> </ul>	_		Yes	
Wayfinding within			Yes	
Wayfinding beyond			Yes	
Other appropriate:		e station?	Yes	
<ul> <li>Provision of Ticket Vend locations easily accessib</li> </ul>	_	Ms) on all platforms/or in	No (P 1 only)	
Provision of Help Points on all platforms clearly accessible to all			No	
passengers?	·	·		
<ul> <li>Provision of cycle parking</li> </ul>	g (NB this is acce	ptable either within or directly	No	
	outside the station area)?			
<ul><li>Number of spaces?</li></ul>	1			
<ul> <li>Is this covered/second</li> </ul>	ure?			
<ul> <li>Provision of onward trav</li> </ul>	el and other use	ful information?		
<ul> <li>Is there specific tax</li> </ul>	i information?		Yes	
<ul> <li>Is there specific bus</li> </ul>	s information?		Yes	
<ul> <li>Provision of litter/recycl</li> </ul>	ing bins on all pla	tforms?	Yes	
<ul> <li>Is the station in an accep</li> </ul>	otable state of ge	neral repair?	Yes	
<ul> <li>Are all trees/any other v</li> </ul>	egetation kept u	nder control to prevent	Yes	
obstruction?				
Facilities Within the Station (on			N/A	
<ul> <li>Provision of a fully staffe</li> </ul>				
•	<ul> <li>Provision of fully accessible customer toilets?</li> </ul>			
<ul> <li>Wider provision of CIS throughout the station?</li> </ul>				
Provision of retail/catering facilities?				
<ul> <li>Provision of ticket gates</li> </ul>				
Well signed taxi rank ou	tside station with	accessible taxis?		
Facilities Outside the Station				

Provision of a car park?	Yes
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	?/?
Are spaces fully marked out?	No
<ul><li>Is there a parking charge?</li></ul>	No
<ul><li>Is the car park fully lit?</li></ul>	No
EV Charging points?	No
<ul> <li>Provision of a well signed taxi rank outside station with accessible taxis?</li> <li>NB: Only expected at larger stations</li> </ul>	No
Provision of level/step-free access into the station from all approaches?	No
Are any ramps DDA compliant?	
Is the station well connected to the local pedestrian network?	Yes
Is the station well connected to the local cycling network?	Yes
Are all approaches safe and well lit?	No
Provision of adequate signage to/from the immediate and wider highway network?	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	?
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	Yes
Do buses serve the station?	Yes
<ul><li>Bus stops directly at the station?</li></ul>	No
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	Yes
<ul> <li>Do these stops have shelters/information?</li> </ul>	?
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	Yes
<ul> <li>Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction?</li> </ul>	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	S/MT
connectivity of the station to Town Centre and the Roman Town.	

Station Name/Code:	SFO:		
CORBRIDGE/CBR	Northern		
	<u>'</u>	-	1
General ambience/state of re	pair/maintenance	e/cleanliness/graffiti etc	
Generally good			
Environmental/planting/ecol	ogy/bio-diversity:		
There are opportunities			
Photographs:			

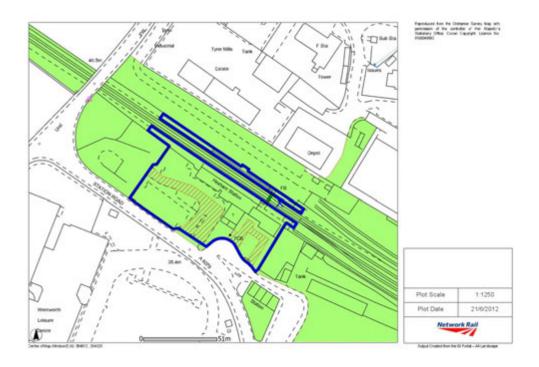








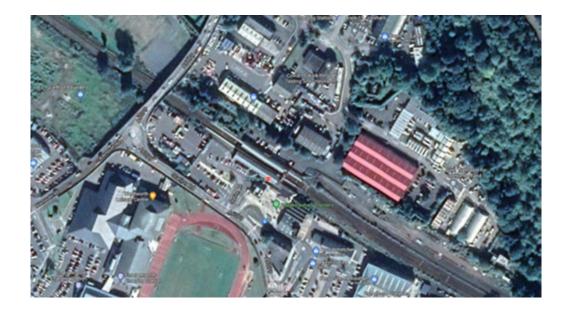
Station Name/Code:	SFO:		DfT Cat:
HEXHAM/HEX	Northern		D
Station Address:	Station Address:		
Station Road (A6079), Hexham, I	Northumberland.		
NE46 1ET.			
Station Co-ordinates:	·		
54* 58' 25"N 2* 05' 41"W			
Station OS Grid Ref:			
NY 940643			
History/Points of interest:			
Station opened in March 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:	·		



<ul> <li>Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?</li> <li>Provision of Help Points on all platforms clearly accessible to all passengers?</li> <li>Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?         <ul> <li>Number of spaces?</li> <li>Is this covered/secure?</li> </ul> </li> <li>Provision of onward travel and other useful information?</li> <li>Is there specific taxi information?</li> <li>Is there specific bus information?</li> <li>Provision of litter/recycling bins on all platforms?</li> <li>Is the station in an acceptable state of general repair?</li> </ul>		n Name/Code: M/HEX	SFO: Northern	Patronage (2019/20): 372,090	
Provision of modern/fit for purpose waiting shelter(s) on all platforms? Provision of adequate additional seating on both platforms? Provision of adequate lighting to modern standards covering the whole station area? Provision of CCTV covering the whole station area? Provision of LLPA adequately covering all platforms/waiting areas? Provision of LLPA adequately covering all platforms? Provision of Evel/Step-free access onto all/between all platforms? Provision of Customer Information Screens (CIS) on all platforms? Provision of Customer Information on all platforms? Provision of Timetable Information? Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible to all passengers? Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers? Provision of Help Points on all platforms clearly accessible to all passengers? Provision of Ocycle parking (NB this is acceptable either within or directly outside the station area)? Provision of orycle parking (NB this is acceptable either within or directly outside the station area)? Provision of Information? Provision of Information? Provision of Information? Provision of Information acceptable state of general repair? Provision of Information acceptable state of general repair? Provision of fully saccessible enclosed, heated waiting rooms? Provision of fully accessible customer toilets? Provision of fully accessible customer toilets? Provision of fully accessible customer toilets? Provision of fully a	Platfor	m Lengths (approx.):	See station plan	ns	
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<ul><li>Provision of retail/catering facilities?</li><li>Provision of ticket gates?</li><li>No</li></ul>		,			
Provision of ticket gates?     No					
- Well signed taxi rails outside station with accessible taxis:				arressible taxis?	
		vveli signeu taxi rank ou	iside Station Willi	מננבסטוטוב נמאוס:	140
Facilities Outside the Station	Faciliti	es Outside the Station			

Provision of a car park?	Yes
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	73/4
<ul> <li>Are spaces fully marked out?</li> </ul>	Yes
<ul><li>Is there a parking charge?</li></ul>	Yes
Is the car park fully lit?	Yes
EV Charging points?	No
Provision of a well signed taxi rank outside station with accessible taxis?	No ( Drop off
NB: Only expected at larger stations	provided)
<ul> <li>Provision of level/step-free access into the station from all approaches?</li> </ul>	Yes
Are any ramps DDA compliant?	Yes
<ul> <li>Is the station well connected to the local pedestrian network?</li> </ul>	Yes
<ul> <li>Is the station well connected to the local cycling network?</li> </ul>	Yes
Are all approaches safe and well lit?	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider highway network?</li> </ul>	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	Yes
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	Yes
Do buses serve the station?	Yes
Bus stops directly at the station?	Yes
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	Yes
<ul> <li>Do these stops have shelters/information?</li> </ul>	Yes
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	Yes
Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction?	Yes
Consider an annual of a strong and a strong from the Audit	L/NA/C Towns
Specific proposals/actions resulting from the Audit	L/M/S Term ST
1.Replace missing hanging baskets and planters.	
2.Repair stonework to walls flanking the main entrance.	MT
3.Repair gables to goods yard and complete repairs to the water tower.      4.Repair paint and rusting structure to footbridge	MT MT
5.Clean rooflights and clean down and re-paint structure over platforms	ST/MT MT
6.Replace trees in existing planting area in station forecourt.	ST
7.Provide step and new floor finish and paint interior of kiosk	31
	-
	-
	-

Station Name/Code:	SFO:		
HEXHEM/HEX	Northern		
			-
General ambience/state of	repair/maintenance	c/cleanliness/graffiti etc	
Generally very good			
Environmental/planting/ed	cology/bio-diversity:		
Generally very good but th	ere are more opport	unities for planting etc in the	
forecourt etc.			
Photographs:			







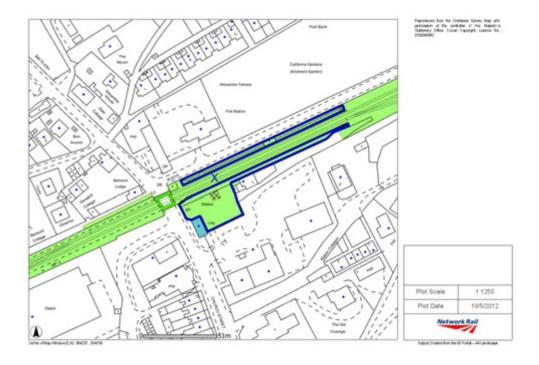








Station Name/Code:	SFO:		DfT Cat:
HAYDON BRIDGE/HDB	Northern		F2
Station Address:			
Station Road, Haydon Bridge, No	orthumberland,		
NE47 6HD			
Station Co-ordinates:			
54* 58′ 31″ N 2* 14′ 50″ W			
Station OS Grid Ref:			
NY 842645			
History/Points of interest:			
Station opened in June 1836.			
_		·	·
Station Plan:			



	Name/Code: ON BRIDGE/HDB	SFO: Northern	Patronage (2019/20): 46,438	
	m Lengths (approx.):	See station plan	· ·	
	J (11 )			
Facilitie	YES/NO/N-A			
•	Provision of modern/fit	for purpose wait	ing shelter(s) on all platforms?	Yes
•	Provision of adequate a			Yes
•			standards covering the whole	Yes
	station area?		· ·	
•	Provision of CCTV cover	ing the whole sta	tion area?	No
•			platforms/waiting areas?	Yes?
•	Provision of level/step-f	ree access into th	ne station from all approaches?	Yes
	<ul> <li>Are any ramps DDA</li> </ul>		• •	Yes(P1)/No(P2)
•			all/between all platforms?	Yes
	Are any ramps DDA		·	Yes(P1)/No(P2)
•		•	ns (CIS) on all platforms?	No
•	Provision of Timetable II			Yes
•			hout the station including:	
	Clear platform num		<b>5</b>	Yes
	<ul> <li>Running in boards?</li> </ul>	_		Yes
	Wayfinding within			Yes
	<ul> <li>Wayfinding beyond</li> </ul>			Yes
	Other appropriate:		e station?	Yes
•			/Ms) on all platforms/or in	Yes
	locations easily accessib	le by all passenge	ers?	
•	Provision of Help Points			No
	passengers?			
•	Provision of cycle parkin	g (NB this is acce	ptable either within or directly	Yes
	outside the station area	)?		
	<ul><li>Number of spaces?</li></ul>			7hoops (5-P1)
	<ul> <li>Is this covered/second</li> </ul>	ure?		Yes/Yes
•	Provision of onward trav	el and other use	ful information?	Yes
	• Is there specific tax	i information?		Yes
	<ul> <li>Is there specific bus</li> </ul>	s information?		Yes
•	Provision of litter/recycl	ing bins on all pla	atforms?	Yes
•	Is the station in an accep	otable state of ge	neral repair?	Yes
•	Are all trees/any other v	egetation kept u	nder control to prevent	Yes
	obstruction?			
Facilitie			pected at larger stations)	N/A
•	Provision of a fully staffe			
•	Provision of fully accessi	ble enclosed, he	ated waiting rooms?	
•	Provision of fully accessi	ble customer toi	lets?	
•	Wider provision of CIS tl	nroughout the sta	ation?	
•	Provision of retail/cater	ing facilities?		
•	Provision of ticket gates	?		
•	Well signed taxi rank ou		n accessible taxis?	
				•

Provision of a car park?	Yes
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	16/1
<ul> <li>Are spaces fully marked out?</li> </ul>	Poorly
Is there a parking charge?	No
Is the car park fully lit?	No
EV Charging points?	No
<ul> <li>Provision of a well signed taxi rank outside station with accessible taxis?</li> <li>NB: Only expected at larger stations</li> </ul>	No
Provision of level/step-free access into the station from all approaches?	Yes
Are any ramps DDA compliant?	Yes(P1)/No(P2)
Is the station well connected to the local pedestrian network?	Yes
Is the station well connected to the local cycling network?	Yes
Are all approaches safe and well lit?	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider highway network?</li> </ul>	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	Yes
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	Yes
Do buses serve the station?	Yes
Bus stops directly at the station?	No
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	Yes
<ul> <li>Do these stops have shelters/information?</li> </ul>	Yes/Yes
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	Yes
<ul> <li>Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction?</li> </ul>	Yes
Considir proposals / askings requisiting from the Access	L /NA/C T
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
	1

Station Name/Code:	SFO:		
HAYDON BRIDGE/HDB	Northern		
	<u>.</u>	•	
General ambience/state of r	epair/maintenance	c/cleanliness/graffiti etc	
Generally very good			
Environmental/planting/eco	logy/bio-diversity:		
Opportunity to improve plar	nting to the back of	platform 1 and the installation	
of a rain water butt beside t	he shelter.		
Photographs:			



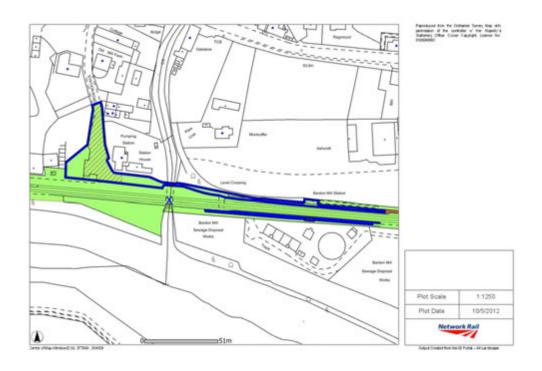








Station Name/Code:	SFO:		DfT Cat:
BARDON MILL/BLL	Northern		F2
			·
Station Address:			
Station Road, Bardon Mill, North	umberland,		
NE47 7AN			
Station Co-ordinates:			
54* 58' 28"N 2* 20' 42" W			
Station OS Grid Ref:			
NY 778645			
History/Points of interest:			
Station opened in June 1838.			
Signalbox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



	n Name/Code: DN MILL/BLL	SFO: Northern	Patronage (2019/20): 9,394	
Platfor	m Lengths (approx.):	See station plan	ns	
Facilities Within the Station (required all stations, irrespective of size)			-	YES/NO/N-A
•			ng shelter(s) on all platforms?	No
•	Provision of adequate ac			No
•		thting to modern	standards covering the whole	Yes
	station area?			NI-
•	Provision of CCTV coveri			No
•			platforms/waiting areas?	Yes
•			e station from all approaches?	Yes
	Are any ramps DDA	· · · · · · · · · · · · · · · · · · ·		No?
•			ll/between all platforms?	Yes
	Are any ramps DDA		(2.2)	No?
•	Provision of Customer In		· · · · · · · · · · · · · · · · · · ·	No
•	Provision of Timetable Ir			Yes
•			nout the station including:	, , , , , , , , , , , , , , , , , , ,
	Clear platform num	bering?		Yes
	<ul><li>Running in boards?</li></ul>			Yes
	Wayfinding within t			No No
	Wayfinding beyond			No
	Other appropriate s			
•		•	Ms) on all platforms/or in	No
	locations easily accessib			P1 only
•	Provision of Help Points	on all platforms o	learly accessible to all	No D1 l
	passengers?	(NID III.)	and the state of the state of the state of	P1 only
•			otable either within or directly	Yes
	outside the station area	ľ		5 hoops
	Number of spaces?      Is this severed/see.	uro J		No/Yes
	<ul> <li>Is this covered/secular Provision of onward travel</li> </ul>		interpreties 2	NT info board
•			ui miormation?	INT IIIIO DOALC
	Is there specific tax      Is there specific bus			
	Is there specific bus  Browing a of litter / requel		+60,00000	Voc
•	Provision of litter/recycl			Yes
•	Is the station in an accep			Yes
•	Are all trees/any other v obstruction?	egetation kept ur	nder control to prevent	Yes
	ODSTRUCTIONS			
Faciliti	es Within the Station (on	ly realistically evi	nected at larger stations)	N/A
. acmt	Provision of a fully staffe			14/7
•	Provision of fully accessi			+
<del>.</del>	Provision of fully accessi		-	
•	Wider provision of CIS the		LIOIT:	
•	Provision of retail/cateri	_		+
•	Provision of ticket gates		accessible taxis?	+
•	Well signed taxi rank out	iside station with	accessible (axis:	
Faciliti	es Outside the Station			
Faciliti	es Outside the Station			

	Т
Provision of a car park?	_
Number of spaces (total/disabled)?	5
Are spaces fully marked out?	Yes
Is there a parking charge?	No Yes
Is the car park fully lit?	No
EV Charging points?	
<ul> <li>Provision of a well signed taxi rank outside station with accessible taxis?</li> <li>NB: Only expected at larger stations</li> </ul>	No
<ul> <li>Provision of level/step-free access into the station from all approaches?</li> </ul>	Yes
Are any ramps DDA compliant?	No
Is the station well connected to the local pedestrian network?	Yes
Is the station well connected to the local cycling network?	Yes
Are all approaches safe and well lit?	No
Provision of adequate signage to/from the immediate and wider highway	No
network?	140
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	No
	No
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	No
Do buses serve the station?	
Bus stops directly at the station?	No
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	Yes
Do these stops have shelters/information?	No
Provision of train running/timetable/other information at the station	No
entrance?	NO
Are all trees/any other vegetation on all station approaches kept under	Yes
control to prevent obstruction?	ļ
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	MT
seating and lighting.	1411
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 platforn 2.	ST
6.Improve directional signage from platform 1 to platform 2	ST
7.Improve signage to main street and to tourist attractions (Vindolanda,	ST
Hadrian's Wall etc)	
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

Station Name/Code:	SFO:		
Bardon Mill/BLL	Northern		
	•	•	•
General ambience/state of	repair/maintenance	e/cleanliness/graffiti etc	
Generally very good.			
Unadopted station approac	h road in a poor sta	te of repair with potholes etc	
Environmental/planting/eco	ology/bio-diversity:		
Excellent planting in cerami	c planters.		
Photographs:			



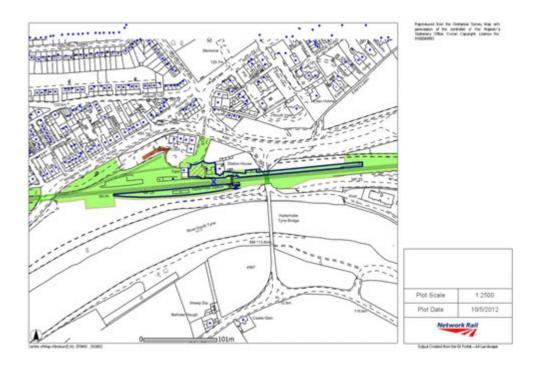








Station Name/Code:	SFO:		DfT Cat:
HALTWHISTLE/HWH	Northern		F1
Station Address:			
Station Road, Haltwhistle, North	umberland,		
NE49 9HN			
Station Co-ordinates:			
54* 58' 05"N 2*27' 46"W			
Station OS Grid Ref:			
NY 704638			
History/Points of interest:			
Station opened June 1838.	Station opened June 1838.		
Water Tower, water crane, signa	lbox,footbridge,	Old Booking Hall ( leased by	
TVCRP ), Station House ( in priva			
Wooden buildings now being use			
constructed c1907 are not listed	but are in the cu	rtilage of listed buildings.	
Station signalbox constructed 19	01		
Station Plan:			



m Lengths (approx.):			<u> </u>
	See station plan	ıs	
- Mariel Control Control			T vrs/his/hi
es Within the Station (red		·	YES/NO/N-A
· · · · · · · · · · · · · · · · · · ·		• • • • • • • • • • • • • • • • • • • •	Yes
			Yes
-	thting to modern	standards covering the whole	Yes
		sian avaa?	No
	•		
·			Yes
-		e station from all approaches?	Yes
			No
		ii/between all platforms?	No
	-	os (CIS) on all platforms?	Yes
			Yes
		•	163
		iout the station including.	No
-	nering:		Yes
_	ho station?		Yes
			Yes
		e station?	Yes
Other appropriate s	ngnage within the	e station:	
Provision of Ticket Vendi	ng Machines (TV	Ms) on all platforms/or in	No(P1 only)
· · · · · · · · · · · · · · · · · · ·	on all platforms o	learly accessible to all	No
		ptable either within or directly	Yes
•	?		421
•			12 hoops
			No/Yes
		ful information?	Yes
•			Yes
			Yes
•			No(P1only)
			Yes
	egetation kept ur	nder control to prevent	Yes
obstruction?			
as Within the Station (on	v realistically ev	nected at larger stations)	N/A
			''/
-			1
•		-	
•			
		don.	
	_		
		accessible taxis?	
vven signed taxi rank out	side station With	accessible (dXIS!	1
_	Provision of adequate ac Provision of adequate lig station area?  Provision of CCTV coveri Provision of LLPA adequate Provision of LLPA adequate Provision of level/step-frousion of level/step-frousion of level/step-frousion of LtpA adequate Provision of Customer In Provision of Customer In Provision of Timetable In Provision of Ticket Venditure Provision of Ticket Venditure Provision of Ticket Venditure Provision of Cycle parking Outside the station area)  Number of spaces?  Provision of Cycle parking Outside the station area)  Is there specific taxing Its there specific taxing Its there specific buse Provision of Iltter/recyclic Is the station in an acceptance Are all trees/any other ventors of the Station (only Provision of Fully accession Provision Provisio	Provision of adequate additional seating of Provision of adequate lighting to modern station area?  Provision of CCTV covering the whole stated Provision of LLPA adequately covering all Provision of level/step-free access into the Are any ramps DDA compliant?  Provision of level/Step-free access onto a Are any ramps DDA compliant?  Provision of Customer Information Screen Provision of Timetable Information on all Provision of full and clear signage through Clear platform numbering?  Running in boards?  Wayfinding within the station?  Wayfinding beyond the station?  Wayfinding beyond the station?  Wayfinding beyond the station?  Provision of Ticket Vending Machines (TV locations easily accessible by all passenge Provision of Help Points on all platforms of passengers?  Provision of cycle parking (NB this is accessible the station area)?  Number of spaces?  Is this covered/secure?  Provision of onward travel and other usef Is there specific taxi information?  Is there specific bus information?  Provision of litter/recycling bins on all plat Is the station in an acceptable state of get Are all trees/any other vegetation kept un obstruction?  By Within the Station (only realistically exprovision of fully accessible enclosed, head Provision of fully accessible customer toil Wider provision of CIS throughout the state Provision of ticket gates?  Provision of ticket gates?	Provision of CCTV covering the whole station area?  Provision of LLPA adequately covering all platforms/waiting areas?  Provision of level/step-free access into the station from all approaches?  • Are any ramps DDA compliant?  Provision of level/Step-free access onto all/between all platforms?  • Are any ramps DDA compliant?  Provision of Customer Information Screens (CIS) on all platforms?  Provision of Timetable Information on all platforms?  Provision of Timetable Information on all platforms?  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?  Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?  Provision of Help Points on all platforms clearly accessible to all passengers?  Provision of excle parking (NB this is acceptable either within or directly outside the station area)?  • Number of spaces?  • Is this covered/secure?  Provision of onward travel and other useful information?  • Is there specific taxi information?  • Is there specific taxi information?  • Is there specific bus information?  Provision of litter/recycling bins on all platforms?  Is the station in an acceptable state of general repair?  Are all trees/any other vegetation kept under control to prevent obstruction?  Provision of a fully staffed and accessible ticket office?  Provision of fully accessible enclosed, heated waiting rooms?  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 a car park?	Yes
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	20
<ul> <li>Are spaces fully marked out?</li> </ul>	Yes
<ul><li>Is there a parking charge?</li></ul>	No
Is the car park fully lit?	Yes
EV Charging points?	Yes ( 1)
<ul> <li>Provision of a well signed taxi rank outside station with accessible taxis?</li> </ul>	No
NB: Only expected at larger stations	
<ul> <li>Provision of level/step-free access into the station from all approaches?</li> </ul>	Yes
<ul> <li>Are any ramps DDA compliant?</li> </ul>	No
<ul> <li>Is the station well connected to the local pedestrian network?</li> </ul>	Yes
<ul> <li>Is the station well connected to the local cycling network?</li> </ul>	Yes
Are all approaches safe and well lit?	Yes(P2)?(P1)
<ul> <li>Provision of adequate signage to/from the immediate and wider highway network?</li> </ul>	Yes
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	Yes
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	Yes
Do buses serve the station?	Yes
Bus stops directly at the station?	Yes
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	
Do these stops have shelters/information?	No/Yes
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	Yes
<ul> <li>Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction?</li> </ul>	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	MT
rainfall.	
7.Improve ramped access by OBH.	MT

	1		1
Station Name/Code:	SFO:		
HALTWHISTLE/HWH	Northern		
			•
General ambience/state of repa	nir/maintenance/	cleanliness/graffiti etc	
Generally very good. Underpass	to platform 2 flo	oods during heavy rainfall.	
Drainage to be improved.			
The Network Rail compound is	very untidy. Insta	Illation of a fence or wall	
between it and the platform/wa	ater tower would	I improve the visual amenity of	
the station and improve the util	lity of the paved	area in front of the water	
tower.			
Installation of a gate through th			
the existing local footpaths.			
Environmental/planting/ecolog	y/bio-diversity:		
Opportunity for significant impr	rovements		
Photographs:			



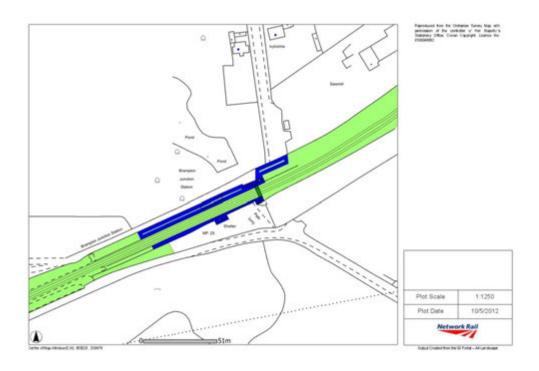








Station Name/Code:	SFO:		DfT Cat:
BRAMPTON/BMP	Northern		F2
Station Address:			
Station Road, Brampton, Cumbri	a,		
CA8 1HR			
Station Co-ordinates:			
54* 55′ 56″N 2* 42′ 14″W			
Station OS Grid Ref:			
NY 550599			
History/Points of interest:			
Station opened July 1836.			
The first Station Master was Tho	mas Edmondson,	, inventor/person who	
introduced the first cardboard ti	ckets.		
		<u> </u>	
Station Plan:			



Station Name/Code: BRAMPTON/BMP	SFO: Northern	Patronage (2019/20): 15,850	
Platform Lengths (approx.):	See station plan	ns	
- 111-1 1411-1 1 0 1 1			\ \( \tag{2} \)
Facilities Within the Station (re	•		YES/NO/N-A
		ng shelter(s) on all platforms?	No
Provision of adequate a			No
	ghting to modern	standards covering the whole	Yes
station area?			NI-
Provision of CCTV cover			No
·		platforms/waiting areas?	Yes
-		e station from all approaches?	No
Are any ramps DDA			
· · · · · · · · · · · · · · · · · · ·		II/between all platforms?	No
Are any ramps DDA			
		ns (CIS) on all platforms?	No
Provision of Timetable II		<u> </u>	Yes
		hout the station including:	
<ul> <li>Clear platform num</li> </ul>	_		Yes
<ul> <li>Running in boards?</li> </ul>			Yes
<ul> <li>Wayfinding within</li> </ul>			Yes
<ul> <li>Wayfinding beyond</li> </ul>			Yes
Other appropriate			Yes
	•	'Ms) on all platforms/or in	No
locations easily accessib			P1 only
<ul> <li>Provision of Help Points</li> </ul>	on all platforms	clearly accessible to all	No
passengers?			Phone P1
		ptable either within or directly	No
outside the station area			
<ul> <li>Number of spaces?</li> </ul>			
Is this covered/secondsec			
<ul> <li>Provision of onward trav</li> </ul>		ful information?	Yes
<ul> <li>Is there specific tax</li> </ul>			Yes
Is there specific but			Yes-no buses
<ul> <li>Provision of litter/recycl</li> </ul>			Yes
<ul> <li>Is the station in an accept</li> </ul>			Yes
<ul> <li>Are all trees/any other v</li> </ul>	egetation kept u	nder control to prevent	Yes
obstruction?			
Facilities Within the Station (on	ly realistically ex	pected at larger stations)	N/A
Provision of a fully staffe			
<ul> <li>Provision of fully access</li> </ul>			
Provision of fully access		-	
Wider provision of CIS to			
Provision of retail/cater			
Provision of ticket gates			
Well signed taxi rank ou		accessible taxis?	
	22 232.00		1
Facilities Outside the Station			

Provision of a car park?	No
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	8 on road
Are spaces fully marked out?	No
Is there a parking charge?	No
Is the car park fully lit?	No
EV Charging points?	No
Provision of a well signed taxi rank outside station with accessible taxis?	No
NB: Only expected at larger stations	
<ul> <li>Provision of level/step-free access into the station from all approaches?</li> </ul>	No
<ul> <li>Are any ramps DDA compliant?</li> </ul>	
<ul> <li>Is the station well connected to the local pedestrian network?</li> </ul>	Yes
<ul> <li>Is the station well connected to the local cycling network?</li> </ul>	Yes
Are all approaches safe and well lit?	No
<ul> <li>Provision of adequate signage to/from the immediate and wider highway network?</li> </ul>	No signage on A69
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	Yes
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	North only
<ul> <li>Do buses serve the station?</li> <li>Bus stops directly at the station?</li> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> <li>Do these stops have shelters/information?</li> </ul>	No
Provision of train running/timetable/other information at the station entrance?	Yes
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

Station Name/Code:	SFO:		
BRAMPTON/BMP	Northern		
	•		
General ambience/state of repa	air/maintenance/	cleanliness/graffiti etc	
Generally good, but station is v	ery remote from	the town ( half an hour walk ).	
Buses should be provided and o	ar parking provis	ion improved.	
Fences to be re-stained			
Environmental/planting/ecolog	y/bio-diversity:		
Plenty of opportunities here give	en its proximity	to Talkin Tarn nature reserve.	
Two nests of House Martins in t	he shelter, both	with families being fed.	
Photographs:			



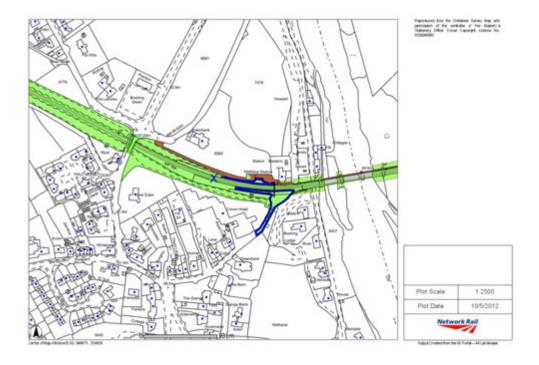








Station Name/Code:	SFO:		DfT Cat:
WETHERAL/WRL	Northern		F2
			•
Station Address:			
Wetheral, Cumbria			
CA4 8LR			
Station Co-ordinates:			
54* 53' 01"N 2* 49' 55"W			
Station OS Grid Ref:			
NY 467546			
History/Points of interest:			
Station opened in 1836			
The Corby Bridge/Wetheral Viac	luct was built in 1	.830 - 34 and is 660feet long	
_			
Station Plan:			



	n Name/Code: ERAL/WRL	SFO: Northern	Patronage (2019/20): 39,014	
Platfor	m Lengths (approx.):	See station pla	ns	
	es Within the Station (red	-		YES/NO/N-A
•			ing shelter(s) on all platforms?	No
•	Provision of adequate a			Yes
•	·	ghting to modern	standards covering the whole	Yes
	station area?		tion ones?	No
•	Provision of CCTV cover			
•			platforms/waiting areas?	Yes
•			ne station from all approaches?	Yes
	Are any ramps DDA			No
•			III/between all platforms?	No
	Are any ramps DDA  Bravisian of Customer In	•	ns (CIS) on all platforms?	No
•			ns (CIS) on all platforms?	No
•	Provision of Timetable II		•	Yes
•			hout the station including:	Yes
	Clear platform num     Punning in boards?	_		Yes
	Running in boards?  Notice diagnostic bigs.			Yes
	Wayfinding within			Yes
	<ul><li>Wayfinding beyond</li><li>Other appropriate:</li></ul>		o station?	Yes
	• Other appropriate	signage within th	e station?	1.03
•	Provision of Ticket Vending Machines (TVMs) on all platforms/or in			No
	locations easily accessib	le by all passenge	ers?	P2 only
•	Provision of Help Points	on all platforms	clearly accessible to all	No
	passengers?			P2 only
•	Provision of cycle parkin	g (NB this is acce	ptable either within or directly	No
	outside the station area			
	<ul><li>Number of spaces?</li></ul>			
	<ul> <li>Is this covered/second</li> </ul>			
•	Provision of onward trav		ful information?	Yes
	<ul> <li>Is there specific tax</li> </ul>	i information?		Yes
	<ul> <li>Is there specific bus</li> </ul>	s information?		Yes
•	Provision of litter/recycl	_ ·		Yes
•	Is the station in an accep		•	Yes
•	Are all trees/any other v	egetation kept u	nder control to prevent	Yes
	obstruction?			
aciliti.	es Within the Station (on	ly realistically ev	pected at larger stations)	N/A
•	Provision of a fully staffe			14/7
•	Provision of fully accessi			†
•	Provision of fully accessi		-	1
•	Wider provision of CIS tl			†
•	Provision of retail/cater		idon:	
		_		+
	Provision of ticket gates?  Well signed taxi rank outside station with accessible taxis?			1
•			a accessible tavis?	

Provision of a car park?	Yes
<ul> <li>Number of spaces (total/disabled)?</li> </ul>	3/4
Are spaces fully marked out?	No
<ul><li>Is there a parking charge?</li></ul>	No
Is the car park fully lit?	No
EV Charging points?	No
<ul> <li>Provision of a well signed taxi rank outside station with accessible taxis?</li> <li>NB: Only expected at larger stations</li> </ul>	No
Provision of level/step-free access into the station from all approaches?	Yes
	No
Are any ramps DDA compliant?  Are the static and s	
Is the station well connected to the local pedestrian network?	Yes
Is the station well connected to the local cycling network?	Yes?
Are all approaches safe and well lit?	No
<ul> <li>Provision of adequate signage to/from the immediate and wider highway network?</li> </ul>	No?
<ul> <li>Provision of adequate signage to/from the immediate and wider cycling/walking networks?</li> </ul>	No?
<ul> <li>Provision of well positioned, clearly visible station totem signs close to all entrances?</li> </ul>	No
Do buses serve the station?	Yes
Bus stops directly at the station?	No
<ul> <li>Bus stops within an acceptable walking distance (up to 400m?)?</li> </ul>	Yes
Do these stops have shelters/information?	No/Yes
<ul> <li>Provision of train running/timetable/other information at the station entrance?</li> </ul>	Yes
Are all trees/any other vegetation on all station approaches kept under	No ( P1)
control to prevent obstruction?	
Constitution of the Consti	1 /0 4 /C T
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. Restain 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

Station Name/Code:	SFO:		
WETHERAL/WRL	Northern		
General ambience/state of repa	ir/maintenance/	cleanliness/graffiti etc	
Generally very good. Fences nee	ed a fresh coat of	stain, steelwork to the	
footbridge in need of repainting	and the floor dr	ain in front of the shelter on	
platform 2 needs to be cleaned	out.		
	·	·	
Environmental/planting/ecolog	y/bio-diversity:		
Additional planting in the plant	ing area on platfo	orm 1 and planters on the	
gravelled area on platform 2 wo	ould improve it e	normously.	
	·	<u> </u>	
Photographs:		·	
	·	<u> </u>	







# 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



