



The Stations of the Tyne Valley Line



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

October 2022

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Acknowledgements

Thanks go to the members of the Station Working Group and to the Directors of TVCRP for their comments and advice throughout the study.

Cover illustration by Allan White
Graphics by Ian McNeil

Revision Notes

First Draft	8th September 2022
Presented to the Board	20th September 2022
Presented to the AGM	18th October 2022



1.0 Introduction

The Station Reviews were carried out in accordance with the Action Plans agreed with the Station Working Group (SWG). See Appendix 1 for details.

The SWG comprises of Malcolm Chainey, Colin Moore, Allan White, David Williams and Patrick Rice from the TVCRP Board, Marie Addison and Sarah Kennedy of Northern Trains and Fiona Forsythe, Officer of TVCRP.

In June 2022, copies of the 2021 reviews for individual stations were sent to the station adopters, asking for their comments and advice on any changes which had occurred. It also allowed them to prepare for the forthcoming 2022 Reviews.

In early July the adopters were again contacted to advise them of the timing of the station visits and inviting them to take part in the process. Of the 14 stations, 9 station adopters were able to attend and contribute directly to the review process. Others e-mailed their comments and thoughts - this feedback from the community is included in Appendix 2.

The station visits took place on a weekly basis between Monday 25th July and Monday 22nd August with the review sheets being updated after the visits and issued to the SWG for comments and feedback. The review sheets for 2022 are to be found in Appendix 3 to this report.



2.0 Actions from the 2021 Station Review

It has been gratifying to note that quite a few of the issues raised in the 2021 Review have been addressed over the last year. They include the following items:

1. The trees between the platforms and adjacent housing at Dunston have been trimmed back which improves the visibility of the platforms and may provide a degree of passive supervision of the station.
2. Redundant cycle lockers have been removed generally.
3. New seats have been provided at several stations including Riding Mill, Stocksfield and Haltwhistle.
4. The car parking at Haydon Bridge has been re-lined.
5. New planters have been provided at several stations.
6. The shelter on platform 1 at Bardon Mill has seen improvements by the addition of windows, removal of the area of ponding, new road surfacing and fencing on the approach to the station and the replacement of the lifting floor surface on platform 2.
7. Stonework to the station entrance at Hexham has been repaired.
8. New fencing to the entrance to platform 2 at Brampton.
9. Fencing has been repainted at Wetheral and Wylam etc.



3.0 Findings from the 2022 Station Review

There are many issues to be addressed which are listed in the Station Review sheets to be found in Appendix 3, but we have highlighted some of the key issues below:

3.1 Health and Safety Issues

It should be noted that urgent repairs etc can be reported directly to Northern Trains via the following e-mail planning1.northern@uk.issworld.com

Potential trip hazards on Platform 1 at the Metrocentre and on the footbridge at Blaydon were reported on 27th July 2022. It is disappointing to note that the Blaydon fault was reported in the 2021 review and no action has been taken.

A missing anti-slip stair nosing on the footbridge at Wetheral was reported following the visit on the 8th August 2021 - ref 92099.

Broken timber stair nosings on the footbridge at Brampton were reported following the visit on the 15th August 2021 - ref 92521.

There is a lip between the tactile paving and the edge units on platform 1 at Wylam which may be considered to be a trip hazard and should be inspected as soon as possible.



Wetheral



Brampton



Metrocentre



Wylam



Blaydon

3.2 Accessibility Issues

In terms of the use of the stations by blind or partially sighted people, there are several areas which need to be addressed:-

There are no tactile pavings on platform 1 at Bardon Mill and on both platforms at Brampton. It is disappointing to note that these were included in the 2021 Station Reviews.

The white lines to the platform edges have faded badly over time and could be usefully repainted at all stations.

The yellow lines on the inner edges of tactile pavings, which are there to warn the partially sighted that they are approaching the platform edge are only in place at the mainline stations and at Wetheral.

With regard to accessibility for wheelchair users and ambulant disabled, ramps the platform 1 shelters at Wetheral and Brampton should be installed.



Lack of tactile paving



Yellow line



White line

3.3 General Issues

It is good to report that there is very little evidence of vandalism to the stations with virtually no graffiti. The damage to the ceiling of the platform 1 shelter at Wylam was the only notable item.

It was stated over a year ago that all of the grit bins at the stations were to be removed as grit was no longer to be used to prevent slips on the platforms in freezing conditions. Most of these bins, many in very poor condition, are still in location on the platforms. Timely removal of these redundant bins would improve the general appearance of the stations and provide more space on the platforms.

Many of the footbridges along the line are showing signs of corrosion to the steel structures. Corbridge appears to be in the worst condition but it is followed closely by the bridges at Wylam, Brampton, Hexham and Blaydon. The ramp access structure at Dunston is equally in need of treatment.

Signage in and around stations could be vastly improved, particularly with regard to signage to local points of interest and tourist destinations. A case in point is Bardon Mill, which is the station closest to Hadrian's Wall and the various attractions which form part of the World Heritage Site - and there is no adequate signage for the visitor.



Wylam



Bardon Mill



Corbridge

3.4 Replacement bus services Information

There is virtually no information at the stations to tell the passenger whose train has been canceled where they can catch the replacement bus service. The location of these temporary bus stops must be known by the bus operators as they will dictate just how close a bus can get to the station. If this information could be collected, a simple sign at the station entrances could show the locations either by a map or a simple description.

3.5 Availability of electric vehicle charging points

There are 6 EV charging points in the appropriately named Green Car Park at the Metrocentre. Work has just started to provide more charging points but this will take 4 to 5 months to complete.

There is a single EV charging point for cars in the station car park at Haltwhistle but it does have 3 connectors for different types of vehicles.

A charging station for electric cycles is soon to be installed in the car park.

An EV charging point similar to that at Haltwhistle is installed in the public car park by the War Memorial in Wylam. This is on the other side of the river, but is relatively close to the station.

3.6 Highway Signage

Signage from the main highways to the stations is generally poor, particularly from the A69.

Blaydon station is signed from the A695.

Wylam station is signed from the B6317 in Crawcrook.

Prudhoe station is signposted as a transport interchange from the A695.

Riding Mill station is signposted from the A695.

Corbridge station is signposted from the A695.

Brampton station is signed from the A689 Alston road.

TVCRP should liase with Northumberland and Cumbria County Councils and the Highway Authority to try and improve the situation.



Haltwhistle

3.7 State of Decoration

The general decoration of the station and station buildings along the line is generally good. However, there are some issues which should be addressed:-

1. As mentioned in section 3.5 of this report, the steelwork to the footbridges is severely corroding. There should be a rolling programme of regular maintenance to these structures including the paintwork. It should be noted that the footbridge at Haltwhistle which has recently been re-painted is already showing signs of deterioration. Patches of paint are loosing their gloss and starting to exhibit a chalky appearance. The varnish on the hardwood handrail is also starting to flake off. This is also prevalent along the line e.g.Stocksfield.
2. There is severe corrosion on the steel structure to the access ramp at Dunston which should be cleaned and repainted along with the nearby road bridge structure.
3. The paint/stain to the timber fences is in reasonable condition, but again, a rolling programme of painting should be instigated. The support steelwork to the fences at the Metrocentre is corroding badly and is distorted in places. This should be cleaned down and repainted.
4. Handrails and guarding should be subject to a rolling programme of repainting. Particularly bad is the corroded state of handrails etc on the ramp from the car park and bus stop at Prudhoe up to platform 2.
5. The metalwork and timber at Hexham is looking very down at heel and should be repainted as befits this flagship station.
6. The rooflights at Hexham and Corbridge are in desperate need of cleaning. It would dramatically improve the appearance and ambience of both stations by raising the levels of natural lighting on the platforms.



Haltwhistle



Stocksfield



Prudhoe



Metrocentre



Hexham

4.0 Access Surveys

The Access Audit for Wetheral can be seen in Appendix 4 and that for Stocksfield in Appendix 5 to this report.

Looking at the 4 Access Routes at Wetheral, we can see that the typical distance from the furthest end of the route to the station is about 0.8km. At Stocksfield, the distances are much larger being, 1.1km for route 1, 2.5km for route 2 and 2.75km for route 3. This quite clearly demonstrates that Stocksfield station is remote from the main body of the village while Wetheral is closer to the heart. The travel distances involved for either a wheelchair user or a person with other disabilities are prohibitive in both cases without the use of a vehicle.

The position is reinforced by the topography of both villages where most routes involve negotiating steep slopes and some, flights of steps.

The more rural aspects of both villages mean that historically, the roads and streets are not very wide, may not have any footpath or a footpath on one side only or intermittent footpaths which swap sides of the road. Drop kerbs are by no means universal, which restricts the step-free nature of the routes. Some parts of the routes are unmade surfaces which produce slip and trip hazards, and some are unlit which restricts their use by pedestrians at night.

While it is beyond the remit of TVCRP to carry out improvement works - this is clearly the responsibility on the Local and County Authorities, Parish Councils and private landowners - having done these audits puts us in a good position to push for improvements (including the provision of good signage to direct people towards the most accessible routes) with these bodies when the opportunities arise.



Wetheral



Stocksfield

5.0 Future Considerations

TVCRP should consider the value of the access audits carried out this year and agree the extent to which the process should be rolled out across the other stations along the line.

TVCRP should consider the regularity of carrying out the station reviews i.e. should it be on a 1 or 2 yearly basis?



Appendices

Appendix 1: Action Plans

Station Reviews and Access Surveys 2022 - Action Plans

Station Reviews 2022

This should be relatively straight forward, given the work we put into the Station Reviews 2021.

We have already sent out a copy of the completed 2021 checklists to the station adopters to ask for their help this year. I will contact each and hopefully meet them at their stations to complete this year's review – from mid July to mid August, visiting 2 per week. We will pay particular attention to:-

1. Information about replacement bus services and the location of the bus stops.
2. Availability and type of EV charging points
3. Provision of adequate signage to the station from adjacent highways.
4. State of the general decoration.

The checklists will be updated following each visit and we will prepare a brief report on the findings for the Board and AGM in October.

Access Surveys

This to a large extent will follow the successful action plan used for the Station Reviews last year:-

Draft Checklist

Draft out a checklist for discussion using the documentation listed in the minutes of the SWG meeting - see attached.

If further documentation becomes available e.g. the DfT Accessibility Audit checklist from their first 1000 surveys, it can be incorporated before the actual surveys are carried out.

Survey Pack

Will include maps of the station within the town setting, a copy of the checklist, camera etc

Station Visits

Stocksfield and Wetheral, the two pilot study stations, will be visited on separate days, meeting the station adopters on site and using their local knowledge to highlight any access issues they are aware of. As a starting point, we will walk the pedestrian routes illustrated on the Audit Route maps – 3 at Stocksfield and 4 at Wetheral – to check for signage, any barriers to step-free access etc. The route and any issues will be photographed for the record. We will then look at the station and its immediate surroundings in detail. If needed, a second visit will be made.

Write Ups

These will be drafted out following the visit and sent to the station adopter for any further input. They will also be circulated to the SWG for comments and then to the Board.

Draft Report

This will be a smaller report than the one produced last year as there are only two stations to cover, but there may be more detail to cover in the findings as we intend to cover a wider area.

Comments

Comments on the draft report will be sought from the SWG and the Board and report will be revised accordingly.

Final Report

This will be issued to the board and AGM two weeks before the meetings on the 18th October when approval will be sought to carry out further surveys in 2023.

Appendix 2: Community Feedback

Station Reviews 2022 - Community Feedback

Where relevant, we have included copies of e-mail correspondence from each of the station adopters.

1. Dunston

Station Adopter : John Lavender

John attended the review on 25th July 2022. He advised that there was now very little evidence of vandalism at the station since the CCTV cameras were installed. It was noted that the station was now more open in aspect since some of the trees separating the tracks from the adjacent flats had been cut back - giving the opportunity for passive supervision of the platforms from neighbouring properties.

He also mentioned that there is a lot of wildlife in the tree belt on the south side of the station.

2. Metrocentre

Station Adopter : Christine Hepple

Unfortunately, Christine could not attend the review on the 25th July 2022, but she did e-mail earlier:-

Hi Allan

Lovely to hear from you, and thank you for your report,

as myself and the students are only looking to improve the aesthetics of the metro centre train station, we never thought about all the areas which you cover on the report.

I am more than happy to pop over to the metro centre train station and go through the points mentioned to give you an up to date report,

The students and myself did go over and had a look where we took pictures, I have attached the ones you may find useful, this was in April 2022

Also I look forward to your visit and happy to meet you

Best wishes

Christine

3. Blaydon

Station Adopters : Joseph Codling, Jacqueline Apperley, John Beedle

Unfortunately, none of the station adopters could attend the review on the 25th July 2022, but apologies were received from all.

Allan

I am so sorry I cannot now meet you at Blaydon for 1.30pm. I have this morning been called in to work to cover for a colleague who is ill. My apologies for the short notice. I do hope we can meet up again to discuss Blaydon. I recollect we had sent in a response to your earlier queries?

Best wishes Jacqueline

4. Wylam

Station Adopter: Clare Overton

Unfortunately Clare was unable to attend the review on the 2^{ns} August 2022 despite several attempts, rail disruptions and holidays conspired against it.

Hey Allan

Yes next Tuesday 2nd August works for me. You name the time I'm available all day.

Best wishes

Clare

5. Prudhoe

Station Adopter : James Dobson

James was able to attend the review on 1st August 2022 with one of his colleagues. He illustrated the issues with taking water to the plants and again suggested that a water butt might provide the solution. He had written earlier:-

Hello, Allan.

Thank you for the 2021 checklist. Very little has changed since, except that one tub fell to bits (the rusty band snapped and fell off) and had to be removed. As mentioned in the checklist, several other tubs are on their last legs. New tubs, £25 each from B & M. They could be bought and anchored next to existing tubs. The old tub could then be removed when its current display had finished.

Water is a problem: it has to be carried from our house, or Glendinning's garage, or the river (only twice, not again)). A water-butt might be an answer?

Cycle lockers: recently, I saw a cycle inside one of them.

Whole Interchange would be more attractive if the overgrown area next to the car-park was bought and used for parking.

'bye for now,

James.

6. Stocksfield

Station Adopter : Paul Vickers

Paul was able to attend the review on 22nd August 2022 and pointed out some of the issues with the station. He made a plea for being informed about any future work on the station so the community could have an input. He sited the issue of the installation of new planters within the shelter on platform 1. They are under cover and so will never have the benefit of rain and will always need to be watered. Had he been aware that they were to be installed, he would have suggested an alternative location.

Dear Allan

Thanks for your email and apologies for the delayed reply.

Overall, the station review document captures the station environment well. The action list from the report pretty much needs to be rolled forward except for the action to remove the cycle lockers which has now been completed. Can't recall if the footbridge light baffle has been fitted or not — will need to check. The TVM continues to be a source of annoyance for the adjoining residents and has been an ongoing issue for several years now.

The other thing that needs fixing is the TVCRP board which needs re-setting in new concrete.

Fiona is already liaising with the Parish Council's ground services contractor about this.

The planters that were fixed into the eastbound platform shelter are welcome but, as one volunteer pointed out, not ideally located as any plants put in them are likely to suffer from scorching. Might be better if they were in the other shelter, but then fewer people would be able to see them.

The drainage is a continual problem, especially during the winter, as the car park near the footpath floods which makes it a messy business to get to one's car when getting off a train.

Let me know when you want to visit so that I can see if it works with my diary.

All the best

paul

7. Riding Mill

Station Adopter : Malcolm Chainey

Malcolm was able to attend the review on 1st August 2022 and made a full contribution to the exercise. We also walked part of the step-free route between platforms which was steep and partly unmade, well illustrating the difficulties in getting safely between platforms.

8. Corbridge

Station Adopters : David Crompton, John Holmes, Maurice Hodgson

David was unable to attend on this occasion, but David and Maurice were there for the review on 1st August 2022. David had taken the opportunity of going through the 2021 review and updated it with changes which simplified the whole review process.

Allan,

Update for Corbridge station attached

Regards

Dave

9. Hexham

Station Adopter : Rosemary Theobalds

Rosemary was unable to attend the review on 1st August 2022.

Dear Allan,

I have looked through the previous report, and agree with its findings which are still relevant.

A colleague and I are whole station adopters now, both edibles and flowers and we have received funding and support from Marie Addison and Fiona. We now have six new tubs on the forecourt.

What still isn't resolved is the watering problem. A tap has been installed, but it is so far from where it needs to be that no hose could be fixed to it. I can explain this to you when we meet up at the Station later in the summer as you suggest.

Good wishes,

Rosemary

10. Haydon Bridge

Station Adopter : Helen Hines

Helen was unable to attend the review on 15th August 2022.

11. Bardon Mill

Station Adopter : Colin Moore

Colin was able to attend the review on 15th August 2022 and pointed out the works which had been carried out in the previous months including improvements to the shelter on platform 1, new tarmac to platform and approach road, removal of cycle lockers, repairs to the floor surface on platform 2 and new fencing. The new seat and lighting in the shelter on platform 1 is still awaited.

Colin also stressed the importance of way-finding and other signage to tourist destinations in the area - particularly important at Bardon Mill, as it is the closest station to the Roman Wall world heritage site.

Allan - By way of preliminary input to the 2022 Station Review I would advise:

- NT have now made a commitment on Seating and Lightng in the P.1. Shelter. Pete Myers echoed this in his most recent bulletin (when that is done I may well shut up on the shelter issues !).

- NR has resurfaced the Station Road approach to the limit of their boundary. They has also now resurfaced the problem area on P1 and are scheduled to resurface an area of the pathway between Car park and P.1 this week.

- Sections of P2 surface felt covering have been replaced or resettled by NR today.

Now we have had Station improvements let us seek the same for the timetable !!.

Colin

Allan - To allow you to update records Network Rail has in the last week replaced the fencing bordering the Car Park area along the path to the edge of Platform 1 on the railway side.

Colin

12. Haltwhistle

Station Adopter : Julie Gibbon

Julie was able to attend the review on 15th August 2022 and made a full contribution to the exercise.

No problem Allan as I am the main contact for the group. I will however share it with David Roe as he is there more often than I am and he is the wonderful person who volunteered to lock and unlock the waiting room every day.

Many thanks

Julie

13. Brampton

Station Adopter : Lexi Wilkinson

Lexi was able to attend the review on 15th August. She is very keen to get the pupils at Lannercost Primary School involved at the station and has many ideas to explore including painting a mural inside the shelter on platform 1, installing insect and bird boxes etc. She will be contacting us when she has firmed up some of the ideas into concrete proposals.

Hi Allan,

I'm looking forward to seeing you at 10 at the station.

Lexi

14. Wetheral

Station Adopter : Kathleen Warbrick

Kathleen was able to attend the review on 8th August 2022 and made a full contribution to the exercise.

Good morning Allan,

I have studied the plans and proposals for Wetheral station and it seem most things are covered.

Most of the timber fencing has been painted and this is ongoing by the volunteers also some planters and plants have been added to the gravelled area on platform 2.

A large area on the path up to and behind the shelter on platform 1 has been cleared of overgrown weeds and rubbish.

The photo attached is unreadable and just wondered if its something historical and could be restored.

Please let me know ASAP when and time you will be at wetheral, so can plan to be there.

I hope these photos are useful

Regards kath Warbrick

Appendix 3: Station Review Checklists

Tyne Valley CRP Station Facilities Review

Station Name/Code: DUNSTON/DOT	SFO: Northern	25th July 2022	DfT Cat:
Station Address: Kensington Terrace, Dunston, Gateshead. NE11 9SS			
Station Co-ordinates: 54° 57' 00" N 1° 38' 29" W			
Station OS Grid Ref: NZ 230617			
History/Points of interest: Opened 1984 (originally opened in 1909.)			
Station Plan:			



Reproduced from the Ordnance Survey Map with permission of the controller of Her Majesty's Stationery Office. Crown Copyright. Licence No. 100040000

Plot Scale	1:1250
Plot Date	21/6/2012
<small>Labels Created from the OS Data - All Rights Reserved</small>	

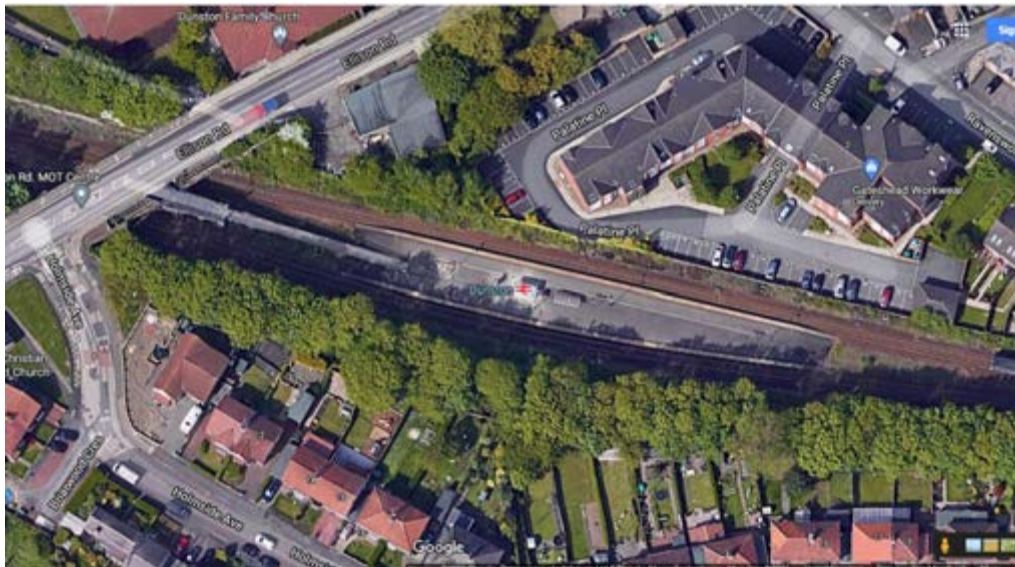
Tyne Valley CRP Station Facilities Review

Station Name/Code: DUNSTON/DOT	SFO: Northern	Patronage (2020/21): 6,936	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			Yes
• Are any ramps DDA compliant?			No
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			No
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			5 hoops
• Is this covered/secure?			Yes
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

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

Tyne Valley CRP Station Facilities Review

Station Name/Code: DUNSTON/DOT	SFO: Northern	
General ambience/state of repair/maintenance/cleanliness/graffiti etc		
1. While the station is clean and tidy and the CCTV cameras are operational, the single entry and exit point from the platforms gives a general feeling of insecurity. While the TVM has been twice vandalised in the past resulting in expensive repairs, it is working well with no recent problems.		
Environmental/planting/ecology/bio-diversity:		
1. There is an opportunity to introduce some planting either in planters (water supply would be an issue) or in the area at the foot of the ramp.		
2. Trees have been cut down and left opposite Platform 1 - unsightly.		
Photographs:		

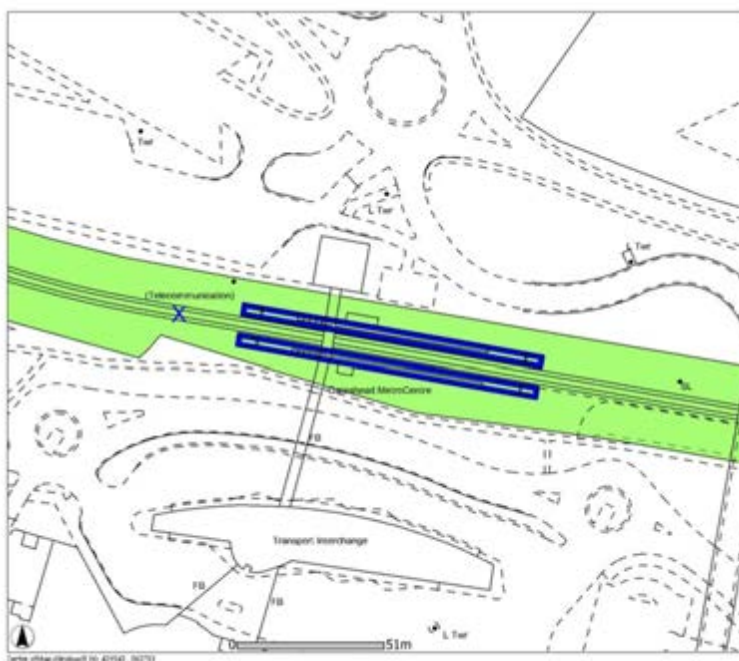






Tyne Valley CRP Station Facilities Review

Station Name/Code: METROCENTRE/MCE	SFO: Northern	25th July 2022	DfT Cat:
Station Address: Metrocentre, Gateshead, NE11 6XX			
Station Co-ordinates: 54* 57' 00" N 1* 38' 29" W			
Station OS Grid Ref: NZ 215627			
History/Points of interest:			
Station Plan:			



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

Tyne Valley CRP Station Facilities Review

Station Name/Code: METROCENTRE/MCE	SFO: Northern	Patronage (2020/21): 61,036	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			N/A
• Provision of level/Step-free access onto all/between all platforms?			Yes
• Are any ramps DDA compliant?			N/A (lifts)
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes
• Provision of Help Points on all platforms clearly accessible to all passengers?			Yes
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			10 hoops
• Is this covered/secure?			No/Yes
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			
• Provision of a fully staffed and accessible ticket office?			No
• Provision of fully accessible enclosed, heated waiting rooms?			Yes
• Provision of fully accessible customer toilets?			Yes
• Wider provision of CIS throughout the station?			Yes
• Provision of retail/catering facilities?			Yes
• Provision of ticket gates?			No
• Well signed taxi rank outside station with accessible taxis?			No
Facilities Outside the Station			

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

Tyne Valley CRP Station Facilities Review

Station Name/Code: METROCENTRE/MCE	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
1. Generally very good. Repainting of platform access stairs needed			
2. Remove waste paper, cans and bottles from the waiting rooms and areas at bottom of lifts.			
Environmental/planting/ecology/bio-diversity:			
1. Opportunities for planting on platforms in free-standing planters, or on raised plinth under the stairs etc.			
2. The new insect hotels fixed to the fences are a delight.			
Photographs:			








Tyne Valley CRP Station Facilities Review

Station Name/Code: BLAYDON/BLO	SFO: Northern	25th July 2022	DfT Cat: F2
Station Address: Tyne Street, Blaydon on Tyne, NE21 5BY			
Station Co-ordinates: 54° 57' 57" N 18 42' 46" W			
Station OS Grid Ref: NZ 184634			
History/Points of interest: Station opened originally in March 1835 and re-opened in its present form in May 1967			
Station Plan:			



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Plot Scale	1:1250
Plot Date	21/6/2012
	
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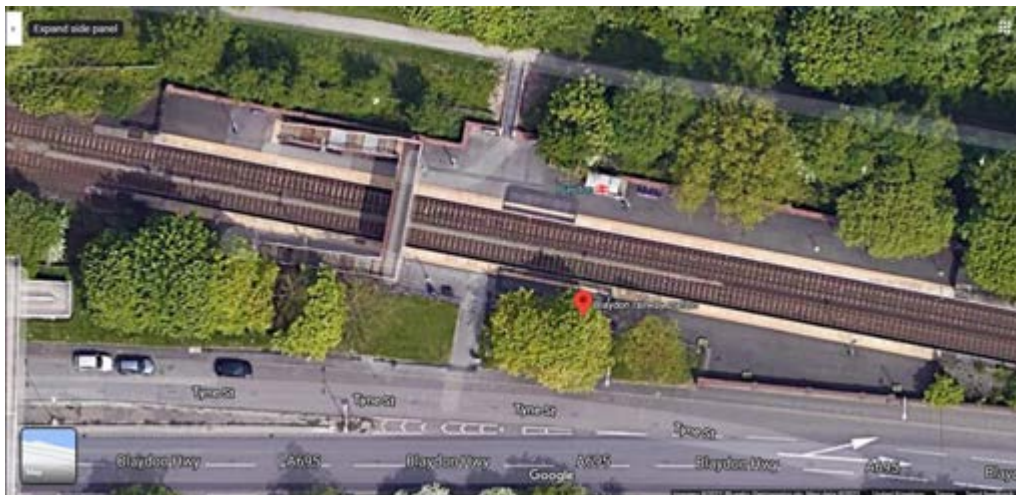
Tyne Valley CRP Station Facilities Review

Station Name/Code: BLAYDON/BLO	SFO: Northern	Patronage (2020/21): 9,392	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes (quiet)
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			N/A
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			No
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			No
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No (Not on P1)
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			10 hoops
• Is this covered/secure?			Yes/Yes
• Provision of onward travel and other useful information?			
• Is there specific taxi information?			No
• Is there specific bus information?			Yes, on P1
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> Provision of a car park? (approx.12 on Tyne St, and 10 by signal box) <ul style="list-style-type: none"> Number of spaces (total/disabled)? Are spaces fully marked out? Is there a parking charge? Is the car park fully lit? EV Charging points? 	Town centre ? Yes No Yes ?
<ul style="list-style-type: none"> Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> Provision of adequate signage to/from the immediate and wider highway network? 	No (B6317 only)
<ul style="list-style-type: none"> Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> Do buses serve the station? <ul style="list-style-type: none"> Bus stops directly at the station? Bus stops within an acceptable walking distance (up to 400m)? Do these stops have shelters/information? 	Yes No Yes Yes/Yes
<ul style="list-style-type: none"> Provision of train running/timetable/other information at the station entrance? 	No
<ul style="list-style-type: none"> Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.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.Repaint white edging to the platforms.	ST
6.Disabled access between platforms and via riverside walk.	LT
7.Improved frequency of stopping train services.	MT
8.Ticket machine on both platforms.	MT
9.Repair trip hazards on flooring and stair nosing to footbridge.	ST

Tyne Valley CRP Station Facilities Review

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







Tyne Valley CRP Station Facilities Review

Station Name/Code: WYLAM/WYM	SFO: Northern	25th July /9th August 2022	DfT Cat: F1
Station Address:			
Wylam, Northumberland			
NE41 8HR			
Station Co-ordinates:			
54° 58' 29" N 1° 48' 53" W			
Station OS Grid Ref:			
NZ 120644			
History/Points of interest:			
Station originally opened in March 1835 and was closed for a short period in 1966 - 1967 due to land slip.			
Overline elevated signal box Grade 2* listed. (Designated Feb. 1972)			
Stationmaster's house and Footbridge Grade 2 listed. (Designated Feb. 1972)			
Plaque commemorating Benjamin Thompson (1779-1867) Engineer and Ironmaster - responsible for Wylam Bridge,			
Station Plan:			



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

Network Rail

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Tyne Valley CRP Station Facilities Review

Station Name/Code: WYLAM/WYM	SFO: Northern	Patronage (2019/20): 22,616	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			Yes
• Are any ramps DDA compliant?			No
• Provision of Customer Information Screens (CIS) on all platforms?			No (Not P1)
• Provision of Timetable Information on all platforms?			No
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes (Not on P2)
• Provision of Help Points on all platforms clearly accessible to all passengers?			Yes
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			10 hoops
• Is this covered/secure?			6 Yes/Yes
• Provision of onward travel and other useful information?			
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? (Bridge works loses about 14 spaces and 4 hoops) <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes 37/2 Yes No No No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? (No sign to station on B6317junction in Crawcrook.) 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes No Yes No
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Both TVMs are on the north of the line which can cause inconvenience to users approaching from the south.	MT
2.Connect/repair 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.Main station signboard very faded - needs replacement	MT
7.Install car park lighting.	MT
8,Ceiling panel in platform 1 shelter pushed out of place - repair needed.	ST
9.Inspect and repair mortar joints between platform edge units and tactile pavings - locally on platform 2 and extensively on platform 1 (trip hazard)	ST

Tyne Valley CRP Station Facilities Review

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











Tyne Valley CRP Station Facilities Review

Station Name/Code: PRUDHOE/PRU	SFO: Northern	1st August 2022	DfT Cat: F2
Station Address:			
Station Road, Prudhoe, Northumberland			
NE 42 6NR			
Station Co-ordinates:			
54° 57' 57"N 18 52' 53"W			
Station OS Grid Ref:			
NZ 087634			
History/Points of interest:			
Footbridge Grade 2 listed			
Platforms lengthened in 2019			
Originally opened in March 1835. Re-opened May 1974			
Station Plan:			



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Plot Scale	1:1250
Plot Date	25/6/2012
Adapted from the OS Form - All-Use Sheet	

Tyne Valley CRP Station Facilities Review

Station Name/Code: PRUDHOE/PRU	SFO: Northern	Patronage (2020/21): 32,754	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			Yes
• Provision of level/Step-free access onto all/between all platforms?			Yes
• Are any ramps DDA compliant?			No
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			P1 only
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes
• Provision of Help Points on all platforms clearly accessible to all passengers?			No/?
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			14hoops + 4
• Is this covered/secure?			No/Yes
• Provision of onward travel and other useful information?			
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

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

Tyne Valley CRP Station Facilities Review

Station Name/Code: PRUDHOE/PRU	SFO: Northern	
General ambience/state of repair/maintenance/cleanliness/graffiti etc		
Generally very good as befits a transport interchange.		
Station is 'out on a limb', being distant from the town centre which is located up a steep hill.		
Environmental/planting/ecology/bio-diversity:		
7 planters to be replaced/augmented. Planting was very good and made a good show at the station.		
Explore the possible uses for the overgrown site adjacent to the main car park		
Photographs:		





Tyne Valley CRP Station Facilities Review

Station Name/Code: STOCKSFIELD/SKS	SFO: Northern	22nd August 2022	DfT Cat: F2
Station Address:			
B6309, Stocksfield, Northumberland			
NE43 7NH			
Station Co-ordinates:			
54° 56' 49" N 1° 55' 02" W			
Station OS Grid Ref:			
NZ 054613			
History/Points of interest:			
Originally opened March 1835			
Station Plan:			



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STOCKSFIELD	
Plot Scale	1:1250
Plot Date	25/6/2012
<small>Notes: Created from the OS Point - All OS shown</small>	

Tyne Valley CRP Station Facilities Review

Station Name/Code: STOCKSFIELD/SKS	SFO: Northern	Patronage (2020/21): 9,508	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			Yes
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			N/A
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			No
• Provision of full and clear signage throughout the station including:			Yes
• Clear platform numbering?			Yes
• Running in boards?			No
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No (Not on P1)
• Provision of Help Points on all platforms clearly accessible to all passengers?			Yes
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			8
• Is this covered/secure?			5 Yes/Yes
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Litter only
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> Provision of a car park? <ul style="list-style-type: none"> Number of spaces (total/disabled)? Are spaces fully marked out? Is there a parking charge? Is the car park fully lit? EV Charging points? 	Yes 42/2 Yes (6 not) No Yes No
<ul style="list-style-type: none"> Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> Are any ramps DDA compliant? 	Yes Yes
<ul style="list-style-type: none"> Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes South No North
<ul style="list-style-type: none"> Do buses serve the station? <ul style="list-style-type: none"> Bus stops directly at the station? Bus stops within an acceptable walking distance (up to 400m)? Do these stops have shelters/information? 	Yes Yes Yes/Yes
<ul style="list-style-type: none"> Provision of train running/timetable/other information at the station entrance? 	No
<ul style="list-style-type: none"> Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1. Repair or replace the TVCRP notice board at entrance (left hand post rotten)	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 (It was running very quietly at review)	ST
6. Clean or replace platform 2 number sign	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. Complete the repainting of the footbridge.	ST
10. Relocate CIS to a more visible location - hidden by CCTV post on P1	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: STOCKSFIELD/SKS	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally good.			
The repainting of the footbridge should be completed and the varnish to the hardwood handrail to be removed as it is generally flaking off.			
Good signage for step-free route between platforms on P1.			
Environmental/planting/ecology/bio-diversity:			
Generally very good on this review. The planting on the bank to the rear of platform 1 is looking well maintained. Was this the work of local volunteers?			
Photographs:			









Tyne Valley CRP Station Facilities Review

Station Name/Code: RIDING MILL/RDM	SFO: Northern	1st August 2022	DfT Cat: F2
Station Address: Riding Close, Riding Mill, Northumberland NE44 6EP			
Station Co-ordinates: 54° 56' 56" N 1° 58' 19" W			
Station OS Grid Ref: NZ 019615			
History/Points of interest: Originally opened March 1835 and re-opened as an unmanned halt 1967.			
Station Plan:			



Tyne Valley CRP Station Facilities Review

Station Name/Code: RIDING MILL/RDM	SFO: Northern	Patronage (2020/21): 6,316	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Partial
• Other appropriate signage within the station?			
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No (Not on P1)
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			8 hoops
• Is this covered/secure?			No
• Provision of onward travel and other useful information?			Onward travel
• Is there specific taxi information?			Poster at P2
• Is there specific bus information?			Exit
• Provision of litter/recycling bins on all platforms?			No
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

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

Tyne Valley CRP Station Facilities Review

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

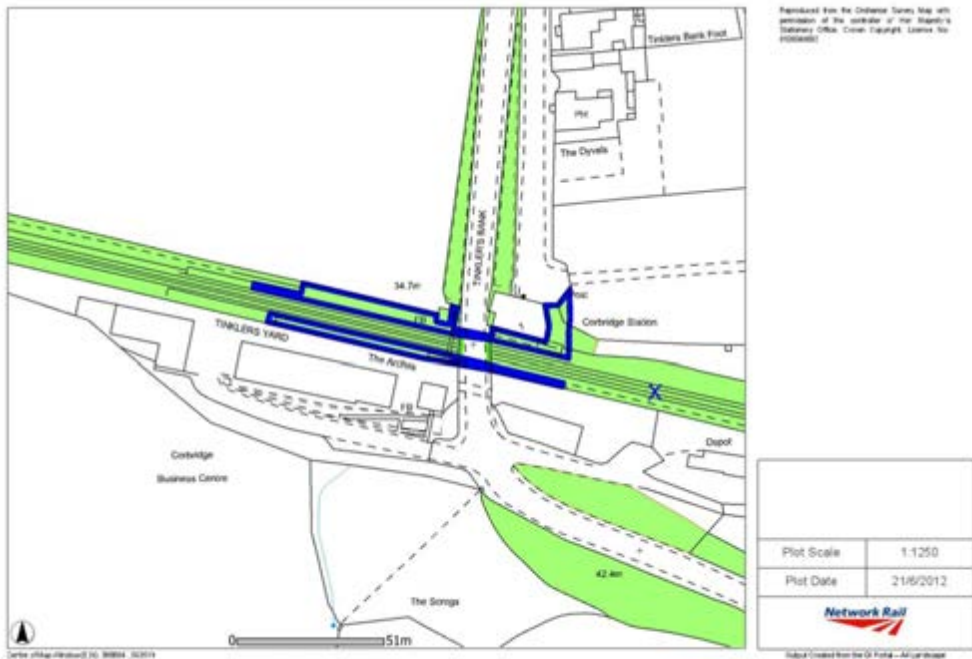






Tyne Valley CRP Station Facilities Review

Station Name/Code: CORBRIDGE/CBR	SFO: Northern	1st August 2022	DfT Cat: F1
Station Address:			
B6529, Corbridge, Northumberland			
NE45 5AY			
Station Co-ordinates:			
54° 57' 59" N 2° 01' 09" W			
Station OS Grid Ref:			
NY 989635			
History/Points of interest:			
Originally opened March 1835.			
Station Plan:			



Tyne Valley CRP Station Facilities Review

Station Name/Code: CORBRIDGE/CBR	SFO: Northern	Patronage (2020/21): 10,634	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes (8 cam.)
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			No
• Are any ramps DDA compliant?			Yes
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No (Not on P2)
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			4 hoops
• Is this covered/secure?			Yes/No
• Provision of onward travel and other useful information?			
• Is there specific taxi information?			No
• Is there specific bus information? (location of bus stops)			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes 20/0 No No No No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	No
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	No
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes No Yes No
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	No
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	No
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. One of the stair nosings is starting to lift - refix.	ST
3. Installation of artwork to bridge	ST
4. Clean down and paint the glazed canopy attached to the Valley. (NR)	ST
5. Improve car parking and cycle parking facilities.	MT
6. Repair spalling concrete to road bridge over station.	LT
7. Re-open discussions with bus-operating companies to improve the connectivity of the station to Town Centre and the Roman Town.	S/MT
8. Steelwork to footbridge in need of repair and painting	ST
9. Cut back weeds and bushes encroaching on the car park	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: CORBRIDGE/CBR	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally good, but the poor state of repair of the footbridge needs to be addressed.			
Environmental/planting/ecology/bio-diversity:			
There are opportunities for improvements.			
Photographs:			

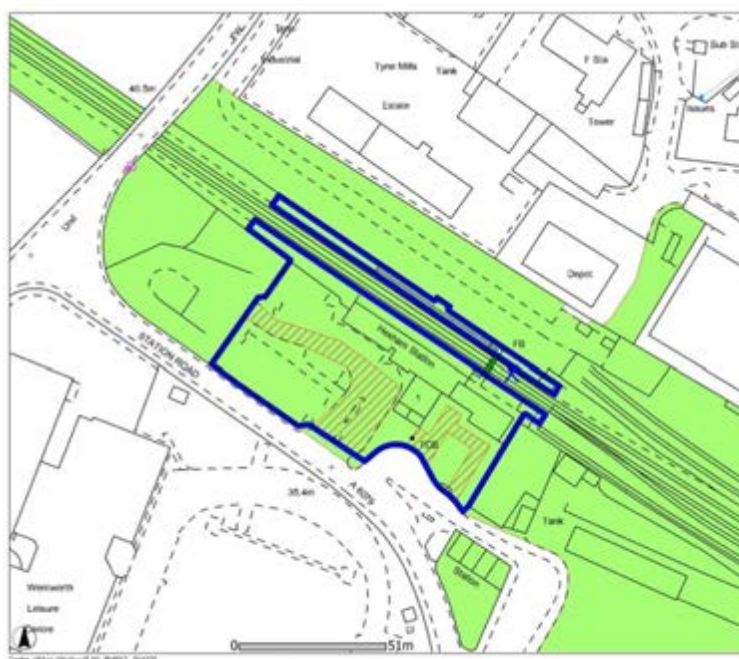






Tyne Valley CRP Station Facilities Review

Station Name/Code: HEXHAM/HEX	SFO: Northern	1st August 2022	DfT Cat: D
Station Address: Station Road (A6079), Hexham, Northumberland. NE46 1ET.			
Station Co-ordinates: 54° 58' 25" N 2° 05' 41" W			
Station OS Grid Ref: NY 940643			
History/Points of interest: Station opened in March 1835 and is one of the oldest purpose built stations in the world with an early example of a purpose built goods shed. Signal box is Grade 2 listed. Designated in February 1988.			
Station Plan:			



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

Notes: Created from the OS Data - All in shape

Tyne Valley CRP Station Facilities Review

Station Name/Code: HEXHAM/HEX	SFO: Northern	Patronage (2020/21): 80,300	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			Yes
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			Yes
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes
• Provision of Help Points on all platforms clearly accessible to all passengers?			No (P2 only)
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			14 hoops
• Is this covered/secure?			Yes/Yes
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			
• Provision of a fully staffed and accessible ticket office?			Yes
• Provision of fully accessible enclosed, heated waiting rooms?			Yes
• Provision of fully accessible customer toilets?			Yes
• Wider provision of CIS throughout the station?			Yes
• Provision of retail/catering facilities?			Yes (Bar)
• Provision of ticket gates?			No
• Well signed taxi rank outside station with accessible taxis?			Yes
Facilities Outside the Station			

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

Tyne Valley CRP Station Facilities Review

Station Name/Code: HEXHEM/HEX	SFO: Northern	
General ambience/state of repair/maintenance/cleanliness/graffiti etc		
Generally very good but the external stonework adjacent to the main entrance is in need of repair. The old water tower and Goods Shed (owned by the Arch Co.) are in serious need of repair.		
Cleaning the rooflights over the platforms would improve the appearance and lighting levels.		
Environmental/planting/ecology/bio-diversity:		
Generally very good but there are more opportunities for planting etc in the forecourt etc.		
Photographs:		







Tyne Valley CRP Station Facilities Review

Station Name/Code: HAYDON BRIDGE/HDB	SFO: Northern	15th August 2022	DfT Cat: F2
Station Address:			
Station Road, Haydon Bridge, Northumberland, NE47 6HD			
Station Co-ordinates:			
54° 58' 31" N 2° 14' 50" W			
Station OS Grid Ref:			
NY 842645			
History/Points of interest:			
Station opened in June 1836.			
Station Plan:			



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Plot Scale	1:1250
Plot Date	16/5/2012
<small>Notes: Created from the OS Data - All OS Rights Reserved</small>	

Tyne Valley CRP Station Facilities Review

Station Name/Code: HAYDON BRIDGE/HDB	SFO: Northern	Patronage (2020/21): 13,608	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches? • Are any ramps DDA compliant?			Yes Yes(P1)/No(P2)
• Provision of level/Step-free access onto all/between all platforms? • Are any ramps DDA compliant?			Yes Yes(P1)/No(P2)
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including: • Clear platform numbering? • Running in boards? • Wayfinding within the station? • Wayfinding beyond the station? • Other appropriate signage within the station?			Yes Yes Yes Yes Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			Yes
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)? • Number of spaces? • Is this covered/secure?			Yes 7hoops (5-P1) Yes/Yes
• Provision of onward travel and other useful information? • Is there specific taxi information? • Is there specific bus information?			Yes Yes Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? (2 are marked NWR) • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes 19/1 Yes No No No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes Yes(P1)/No(P2)
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes No Yes Yes/Yes
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Improve lighting to car park	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
8. Repair and repaint damage to the timberwork on the platform 1 shelter	ST
9.Stain fence on platform 2.	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: HAYDON BRIDGE/HDB	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally very good			
The timber trims to the platform 1 shelter to be repaired and painted .			
The timber fence at the entrance to platform 2 needs to be painted.			
Environmental/planting/ecology/bio-diversity:			
Opportunity to improve planting to the back of platform 1 and the installation of a rain water butt beside the shelter.			
The blackberry bushes and apple trees to the back of platform 1 are carrying a lot of fruit and will encourage birds and other wildlife - More Please!			
Photographs:			









Tyne Valley CRP Station Facilities Review

Station Name/Code: BARDON MILL/BLL	SFO: Northern	15th August 2022	DfT Cat: F2
Station Address:			
Station Road, Bardon Mill, Northumberland, NE47 7AN			
Station Co-ordinates:			
54° 58' 28" N 2° 20' 42" W			
Station OS Grid Ref:			
NY 778645			
History/Points of interest:			
Station opened in June 1838.			
Signalbox Grade 2 listed. Constructed in 1870, it is one of the earliest surviving NER Type N1 signal boxes. Fabric is now deteriorating due to lack of maintenance.			
Station Plan:			



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Plot Scale	1:1250
Plot Date	19/5/2012

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Tyne Valley CRP Station Facilities Review

Station Name/Code: BARDON MILL/BLL	SFO: Northern	Patronage (2020/21): 2,208	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			No
• Provision of adequate additional seating on both platforms?			No
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No?
• Provision of level/Step-free access onto all/between all platforms?			Yes
• Are any ramps DDA compliant?			No?
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station? (Improvements needed.)			No
• Wayfinding beyond the station? (Improvements needed.)			No
• Other appropriate signage within the station?			No
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No (Not on P2)
• Provision of Help Points on all platforms clearly accessible to all passengers?			No P1 only
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			5 hoops
• Is this covered/secure?			No/Yes
• Provision of onward travel and other useful information?			NT info board
• Is there specific taxi information?			
• Is there specific bus information?			
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? White lines are fading. • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	5 Yes No Yes No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	No
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	No
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	No
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	No
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	No Yes No
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	No
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1. Improve covered waiting facilities on P1 - install seating and lighting.	ST
2.Install tactile paving strip to front of P1.	ST
3.Install CIS to both platforms.	ST
4.Ensure CCTV covers the whole station.	ST
5.Install TVM on platform 2.	ST
6.Improve directional signage from platform 1 to platform 2 and advice on buying tickets on P1 first.	ST
7.Improve signage to main street and to tourist attractions (Vindolanda, Hadrian's Wall , The Sill etc) Particularly important at this 'destination' station.	ST
8.Fit help point to platform 2.	ST
9.Replace rotten/missing fence and repaint. Re-stain fence to P2.	ST
10.Replace plastic glazing to roof of shelter on P2.	MT

Tyne Valley CRP Station Facilities Review

Station Name/Code: Bardon Mill/BLL	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally very good.			
Unadopted station approach road in a poor state of repair with potholes etc Lighting is also poor.			
Signage generally could do with improvements, especially given the proximity to the World Heritage sites nearby.			
Environmental/planting/ecology/bio-diversity:			
Excellent planting in ceramic planters.			
Photographs:			







Tyne Valley CRP Station Facilities Review

Station Name/Code: HALTWHISTLE/HWH	SFO: Northern	15th August 2022	DfT Cat: F1
Station Address:			
Station Road, Haltwhistle, Northumberland, NE49 9HN			
Station Co-ordinates:			
54° 58' 05''N 2° 27' 46''W			
Station OS Grid Ref:			
NY 704638			
History/Points of interest:			
Station opened June 1838.			
Water Tower (owned by the Haltwhistle Partnership), water crane, signalbox,footbridge, Old Booking Hall (leased by TVCRP), Station House (in private ownership), all Grade 2 listed. Wooden buildings now being used as waiting rooms and studios originally constructed c1907 are not listed but are in the curtilage of listed buildings. Station signalbox constructed 1901			
Station Plan:			



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Plot Scale	1:2500
Plot Date	15/5/2012
	

Notes: Created from the OS Form 1:2500

Tyne Valley CRP Station Facilities Review

Station Name/Code: HALTWHISTLE/HWH	SFO: Northern	Patronage (2020/21): 21,922	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			Yes
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			No
• Provision of Customer Information Screens (CIS) on all platforms?			Yes
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			No
• Running in boards?			Yes
• Wayfinding within the station? (Temporary signs to TVM etc!)			No
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No (Not on P2)
• Provision of Help Points on all platforms clearly accessible to all passengers?			No
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			Yes
• Number of spaces?			12 hoops
• Is this covered/secure?			No/Yes
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? (3 connectors incl. A fast charger) 	Yes 20 Yes No Yes Yes (1)
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	Yes(P2)?(P1)
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	Yes
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	Yes
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes Yes No/Yes
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Replace the missing platform 1 number	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.Repaint all metalwork including hand rails and barriers and footbridge.	ST
6.Rectify drainage to underpass serving platform 2 as it floods during heavy rainfall.	MT
7.Improve ramped access by OBH.	MT
8.Repaint signalbox	ST
9. Repaint nosings to the stone steps by the OBH.	ST

Tyne Valley CRP Station Facilities Review

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









Tyne Valley CRP Station Facilities Review

Station Name/Code: BRAMPTON/BMP	SFO: Northern	15th August 2022	DfT Cat: F2
Station Address:			
Station Road, Brampton, Cumbria, CA8 1HR			
Station Co-ordinates:			
54° 55' 56" N 2° 42' 14" W			
Station OS Grid Ref:			
NY 550599			
History/Points of interest:			
Station opened July 1836.			
The first Station Master was Thomas Edmondson, inventor/person who introduced the first cardboard tickets.			
Station Plan:			



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

Notes: Created from the OS Vector - All in shape

Tyne Valley CRP Station Facilities Review

Station Name/Code: BRAMPTON/BMP	SFO: Northern	Patronage (2020/21): 3,880	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			No
• Provision of adequate additional seating on both platforms?			No
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			No
• Are any ramps DDA compliant?			
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			Yes
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			No
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No (Not on P2)
• Provision of Help Points on all platforms clearly accessible to all passengers?			No Phone P1
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			No
• Number of spaces? (1 seat used as a cycle rack in the shelter P1.)			
• Is this covered/secure?			
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes-no buses
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	No 8 on road No No No No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	No
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? (There is a sign on the A689 to the station.) 	No signage on A69
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	Yes
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	No (North only)
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	No
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	Yes
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Install tactile paving to both platforms (Voice message in lieu)	ST
2.Provide ramped access into shelter on platform 1.	ST
3.Replace nosing trims to footbridge. (Now urgent.)	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 platform 2	ST
9. Repair timber trim to west gable of timber shelter, repair hole in internal partition and repaint interior.	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: BRAMPTON/BMP	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally good, but station is very remote from the town (half an hour walk).			
Buses should be provided and car parking provision improved.			
Fence to be re-stained.			
Timber trims to the stair nosings are generally rotten and falling off and could become trip hazards			
There is a prominent lip (up to about 20mm) behind the concrete edge unit to P2 forming a tripping hazard.			
Environmental/planting/ecology/bio-diversity:			
Plenty of opportunities here given its proximity to Talkin Tarn nature reserve.			
The two nests of House Martins in the shelter on P1 are no longer there. There are opportunities to install bird, bat and insect boxes at this station.			
More planters would improve the station appearance.			
The area inside the gate to the north is very unkempt and could be tidied up and planted to provide habitats for wildlife. The grassed area inside the South entrance could be treated similarly. The new fence there is welcome.			
Photographs:			



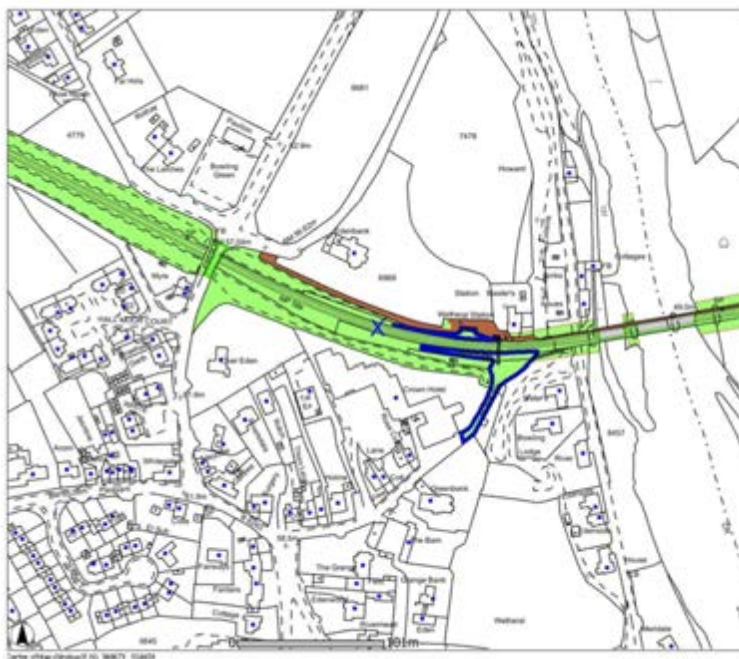






Tyne Valley CRP Station Facilities Review

Station Name/Code: WETHERAL/WRL	SFO: Northern	8th August 2022	DfT Cat: F2
Station Address:			
Wetheral, Cumbria			
CA4 8LR			
Station Co-ordinates:			
54° 53' 01'' N 2° 49' 55'' W			
Station OS Grid Ref:			
NY 467546			
History/Points of interest:			
Station opened in 1836			
The Corby Bridge/Wetheral Viaduct was built in 1830 - 34 and is 660feet long			
Station Plan:			



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Plot Scale	1:2500
Plot Date	16/5/2012
<small>Image Created from the OS Data - All-UK release</small>	

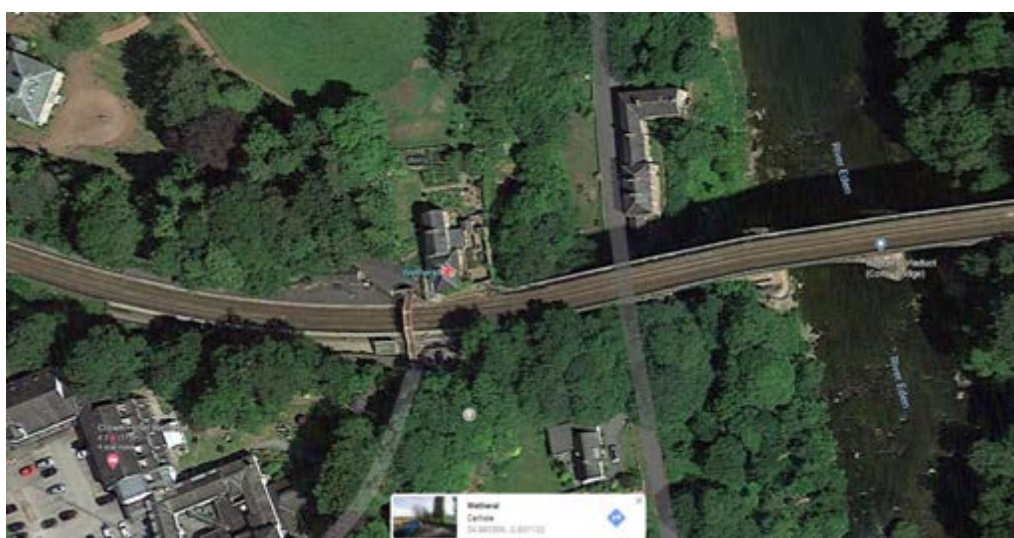
Tyne Valley CRP Station Facilities Review

Station Name/Code: WETHERAL/WRL	SFO: Northern	Patronage (2020/21): 8,878	
Platform Lengths (approx.):	See station plans		
Facilities Within the Station (required all stations, irrespective of size)			YES/NO/N-A
• Provision of modern/fit for purpose waiting shelter(s) on all platforms?			No
• Provision of adequate additional seating on both platforms?			Yes
• Provision of adequate lighting to modern standards covering the whole station area?			Yes
• Provision of CCTV covering the whole station area?			No
• Provision of LLPA adequately covering all platforms/waiting areas?			Yes
• Provision of level/step-free access into the station from all approaches?			Yes
• Are any ramps DDA compliant?			No
• Provision of level/Step-free access onto all/between all platforms?			No
• Are any ramps DDA compliant?			No
• Provision of Customer Information Screens (CIS) on all platforms?			No
• Provision of Timetable Information on all platforms?			Yes
• Provision of full and clear signage throughout the station including:			
• Clear platform numbering?			Yes
• Running in boards?			Yes
• Wayfinding within the station?			Yes
• Wayfinding beyond the station?			Yes
• Other appropriate signage within the station?			Yes
• Provision of Ticket Vending Machines (TVMs) on all platforms/or in locations easily accessible by all passengers?			No (Not on P1)
• Provision of Help Points on all platforms clearly accessible to all passengers?			No P2 only
• Provision of cycle parking (NB this is acceptable either within or directly outside the station area)?			No
• Number of spaces?			
• Is this covered/secure?			
• Provision of onward travel and other useful information?			Yes
• Is there specific taxi information?			Yes
• Is there specific bus information?			Yes
• Provision of litter/recycling bins on all platforms?			Yes
• Is the station in an acceptable state of general repair?			Yes
• Are all trees/any other vegetation kept under control to prevent obstruction?			Yes
Facilities Within the Station (only realistically expected at larger stations)			N/A
• Provision of a fully staffed and accessible ticket office?			
• Provision of fully accessible enclosed, heated waiting rooms?			
• Provision of fully accessible customer toilets?			
• Wider provision of CIS throughout the station?			
• Provision of retail/catering facilities?			
• Provision of ticket gates?			
• Well signed taxi rank outside station with accessible taxis?			
Facilities Outside the Station			

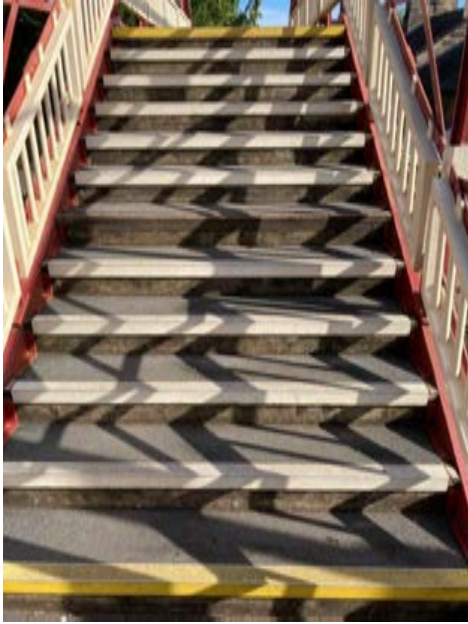
<ul style="list-style-type: none"> • Provision of a car park? <ul style="list-style-type: none"> • Number of spaces (total/disabled)? • Are spaces fully marked out? • Is there a parking charge? • Is the car park fully lit? • EV Charging points? 	Yes 4/0 No No No No
<ul style="list-style-type: none"> • Provision of a well signed taxi rank outside station with accessible taxis? NB: Only expected at larger stations 	No
<ul style="list-style-type: none"> • Provision of level/step-free access into the station from all approaches? <ul style="list-style-type: none"> • Are any ramps DDA compliant? 	Yes No
<ul style="list-style-type: none"> • Is the station well connected to the local pedestrian network? 	Yes
<ul style="list-style-type: none"> • Is the station well connected to the local cycling network? 	Yes
<ul style="list-style-type: none"> • Are all approaches safe and well lit? 	No
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider highway network? 	No
<ul style="list-style-type: none"> • Provision of adequate signage to/from the immediate and wider cycling/walking networks? 	No
<ul style="list-style-type: none"> • Provision of well positioned, clearly visible station totem signs close to all entrances? 	No
<ul style="list-style-type: none"> • Do buses serve the station? <ul style="list-style-type: none"> • Bus stops directly at the station? • Bus stops within an acceptable walking distance (up to 400m)? • Do these stops have shelters/information? 	Yes No Yes No/Yes
<ul style="list-style-type: none"> • Provision of train running/timetable/other information at the station entrance? 	Yes
<ul style="list-style-type: none"> • Are all trees/any other vegetation on all station approaches kept under control to prevent obstruction? 	No (P1)
Specific proposals/actions resulting from the Audit	L/M/S Term
1.Improve guarding and repaint steelwork to footbridge	ST
2.Level tarmac to the first riser on the footbridge on platform 1.	MT
3.Install CCTV (one camera on P2 now covers the bulk of the station)	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. Replace missing stair nosing on footbridge up from platform 2	ST
9.Add more planters to gravelled area by platform 2	ST
10.Replace community notice board and add paving slab access to it.	MT
11.TVM is difficult to read when sun shines on the screen - create baffle	ST

Tyne Valley CRP Station Facilities Review

Station Name/Code: WETHERAL/WRL	SFO: Northern		
General ambience/state of repair/maintenance/cleanliness/graffiti etc			
Generally very good. Steelwork to the footbridge in need of repainting and the floor drain in front of the shelter on platform 2 needs to be cleaned out.			
The yellow safety line has been added to both platforms since 2021.			
A new CCTV camera has been well positioned on platform 2 to cover both entrances, the footbridge, viaduct and platforms. Is it operational yet?			
Environmental/planting/ecology/bio-diversity:			
Additional planting in the planting area on platform 1 and planters on the gravelled area on platform 2 would improve it enormously.			
Photographs:			

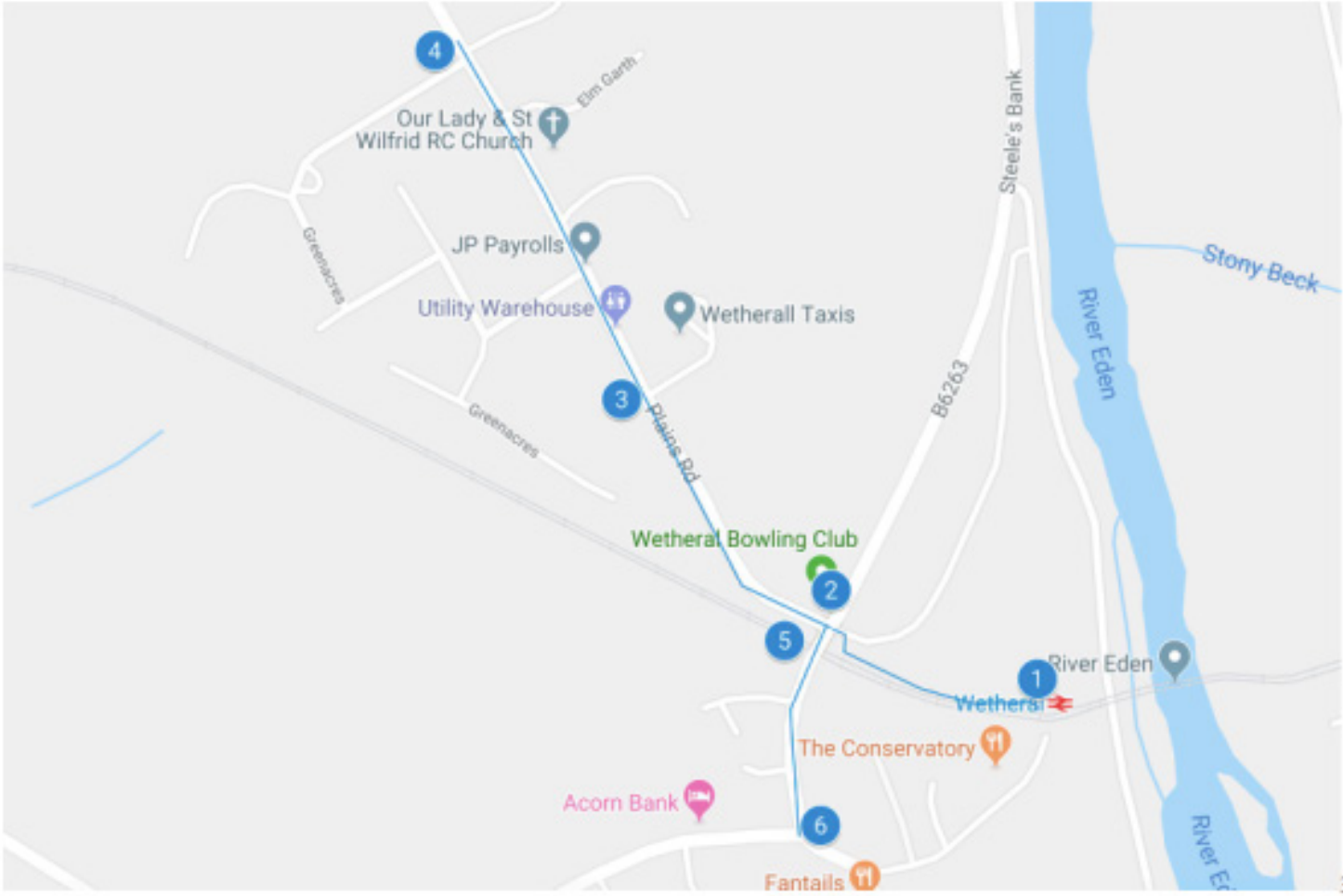






Appendix 4: Wetheral Access Audit

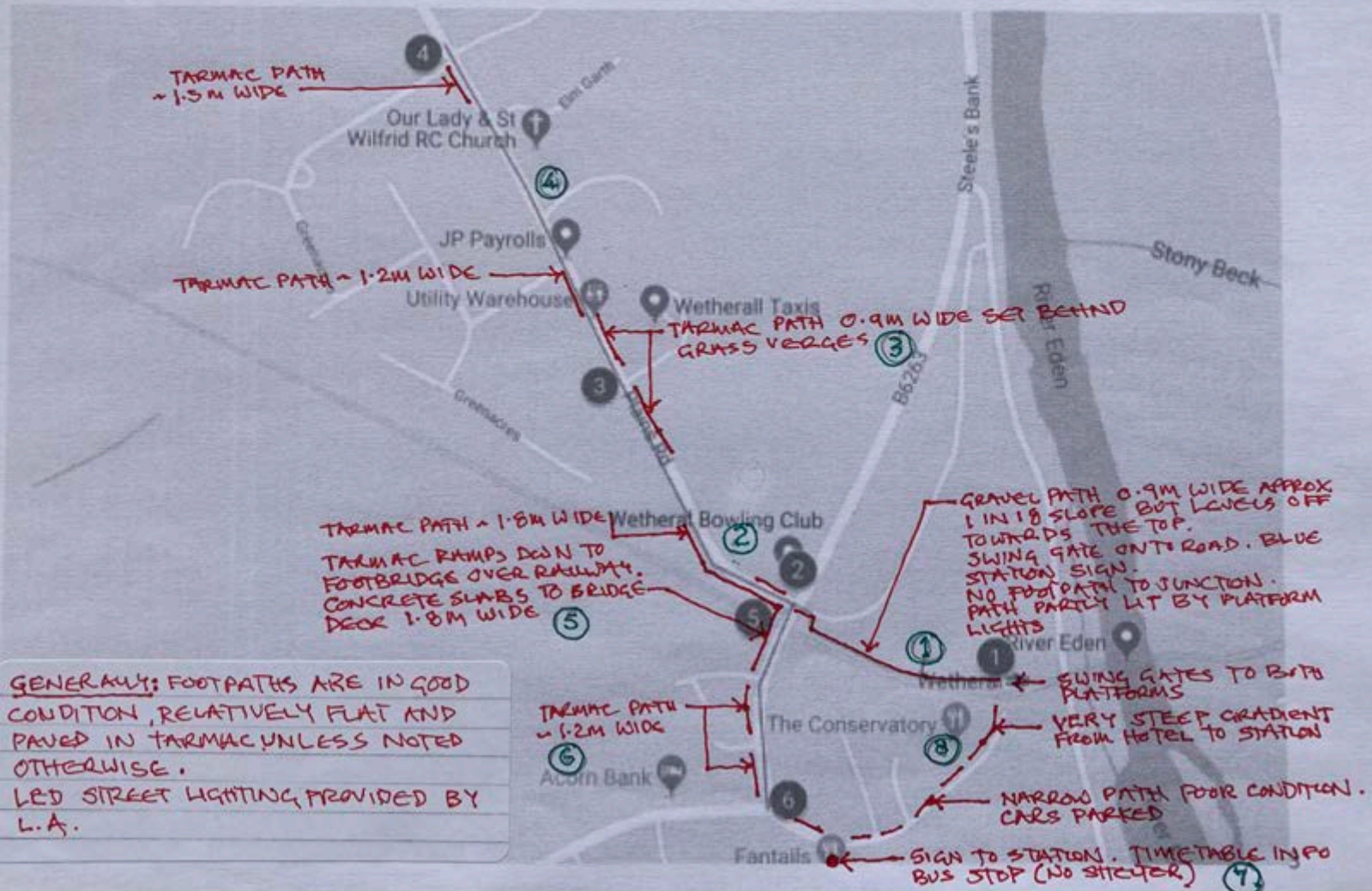
Map: Wetheral Route 1



Segment Directions: Wetheral Audit Route 1

Segment no.	Start	End	Distance (metres)
Segment 1	Point 1 (Station Entrance 2)	Point 2 (Plains Road)	180
Segment 2	Point 2 (Plains Road)	Point 3 (Plains Road/Faustin Hill)	275
Segment 3	Point 3 (Plains Road/Faustin Hill)	Point 4 (Greenacre)	340
*To get to Segment 4	Point 4 (Greenacre)	Point 5 (Steele's Bank, (2))	610
Segment 4	Point 5 (Steele's Bank, (2))	Point 6 (Steele's Bank/ Unnamed Road *near GPs)	180
Total			1.58 km

Map: Wetheral Route 1







Map: Wetheral Route 2

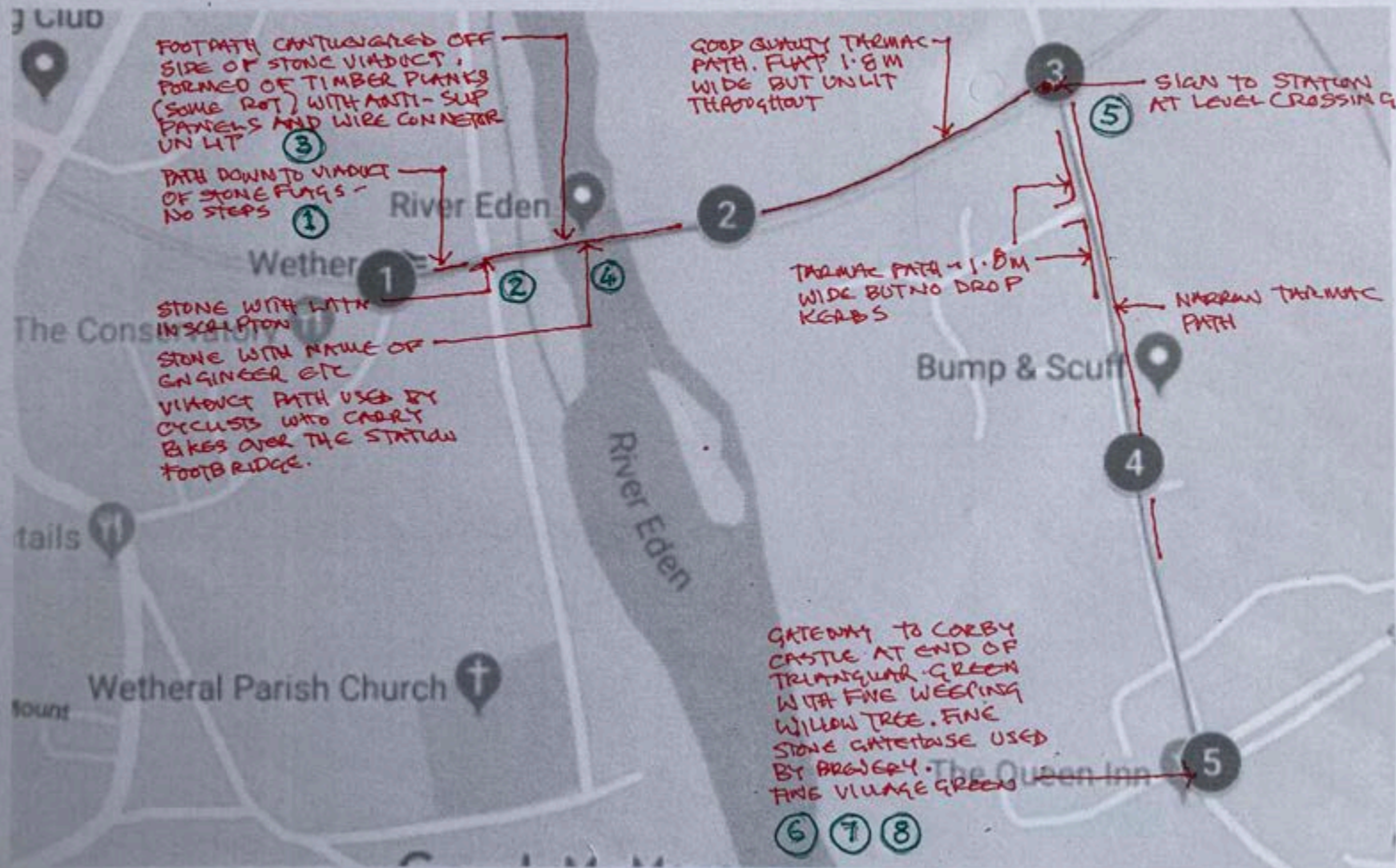


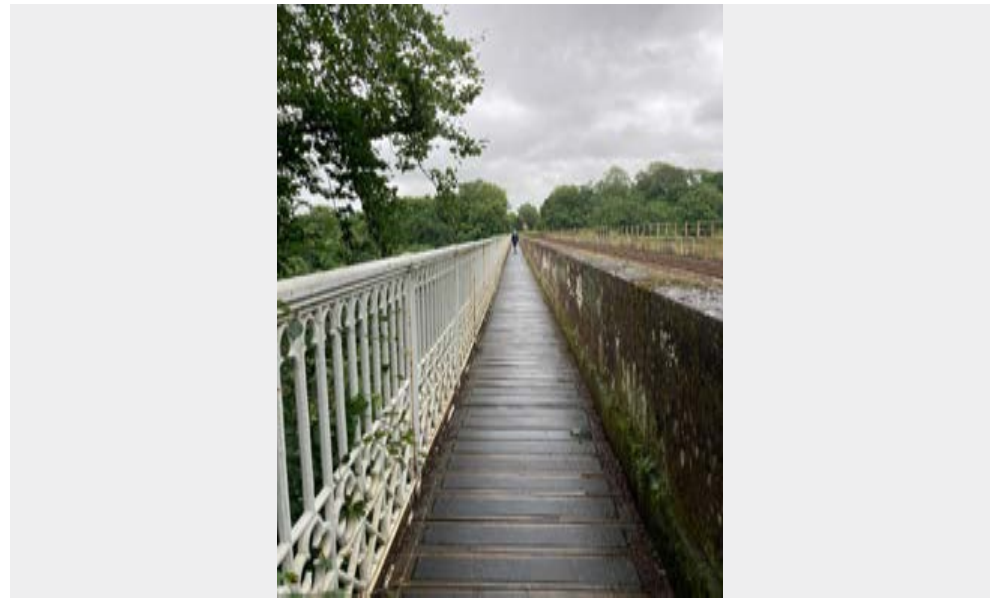
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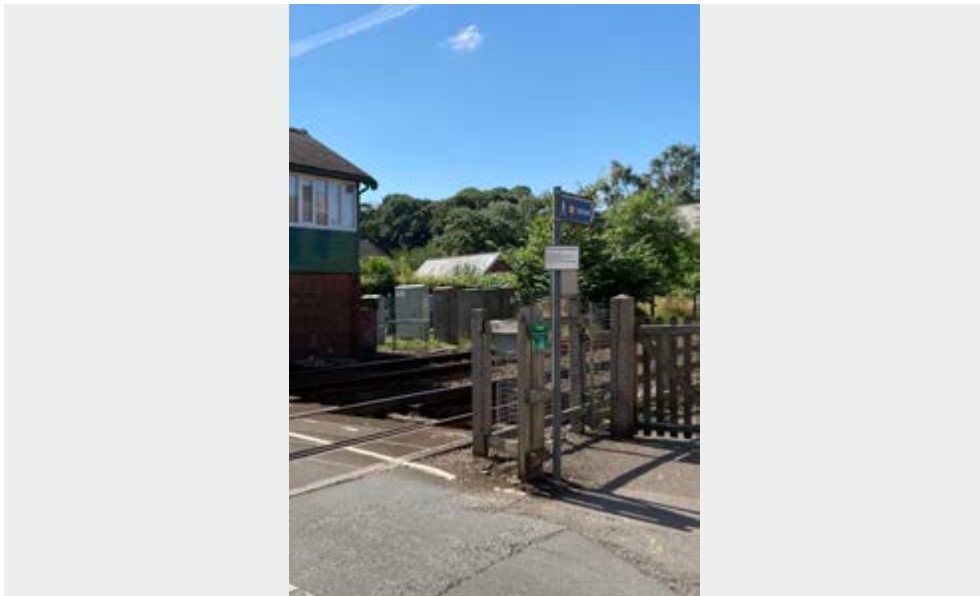
Segment Directions: Wetheral Audit Route 2

Segment no.	Start	End	Distance (metres)
Segment 1	Point 1 (Station Entrance 2)	Point 2 (End of Corby Bridge)	200
Segment 2	Point 2 (End of Corby Bridge)	Point 3 (Unnamed Road)	200
Segment 3	Point 3 (Unnamed Road)	Point 4 (Unnamed Road next to sports field)	220
Segment 4	Point 4 (Unnamed Road next to sports field)	Point 5 (The Queens Head/Sandy Lane)	175
Total			0.795km

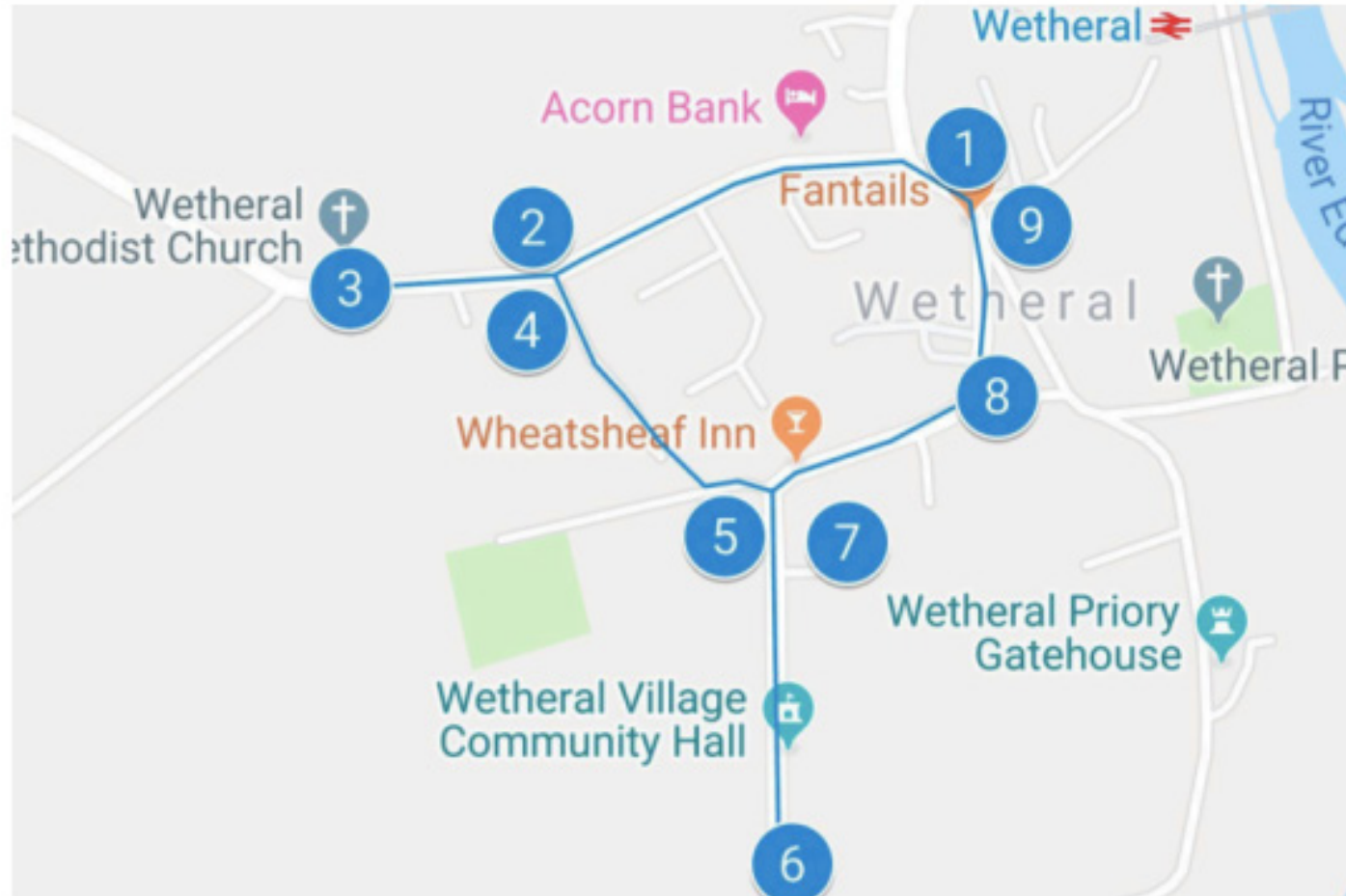
Map: Wetheral Route 2







Map: Wetheral Route 3

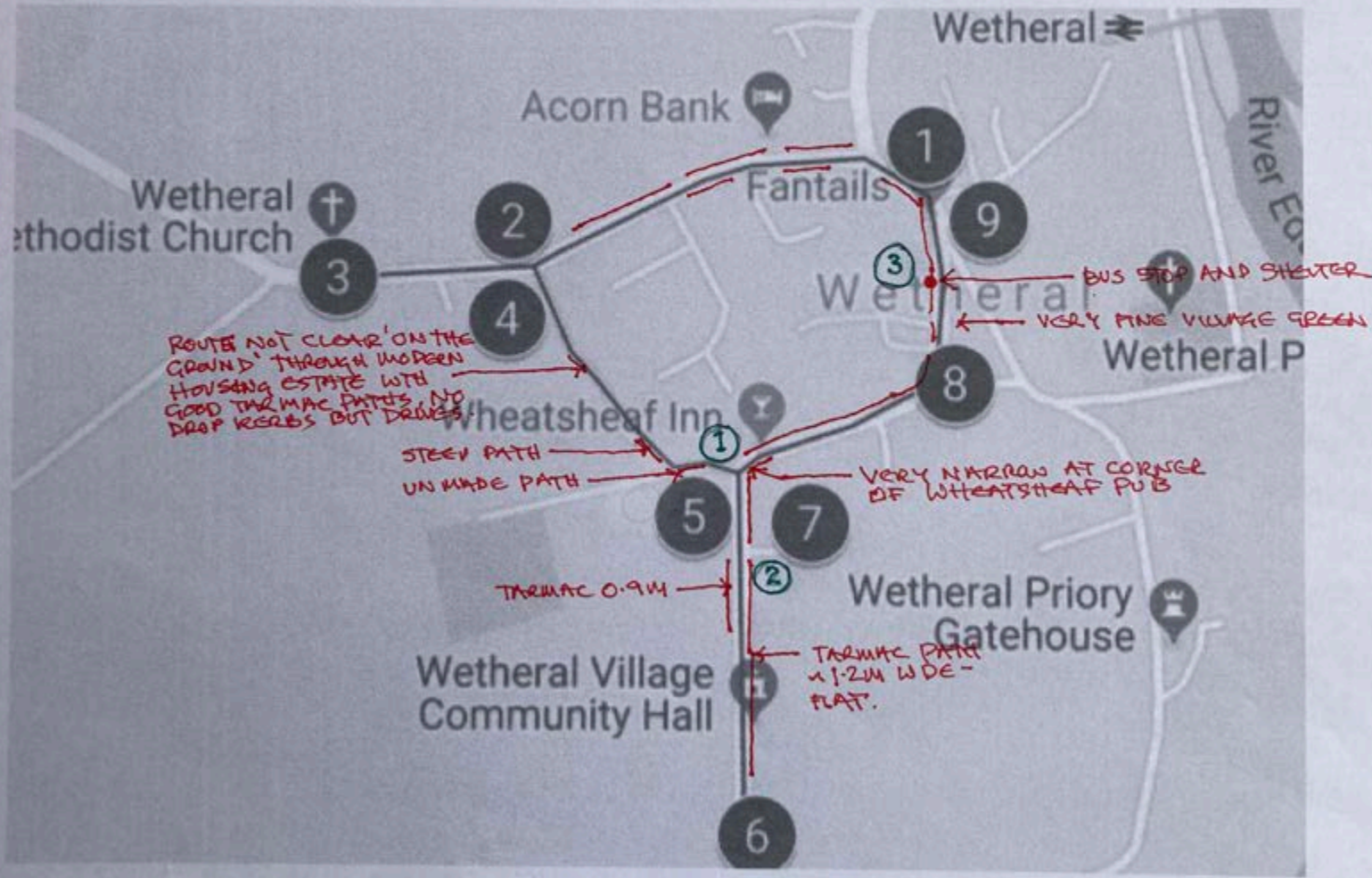


7

Segment Directions: Wetheral Audit Route 3

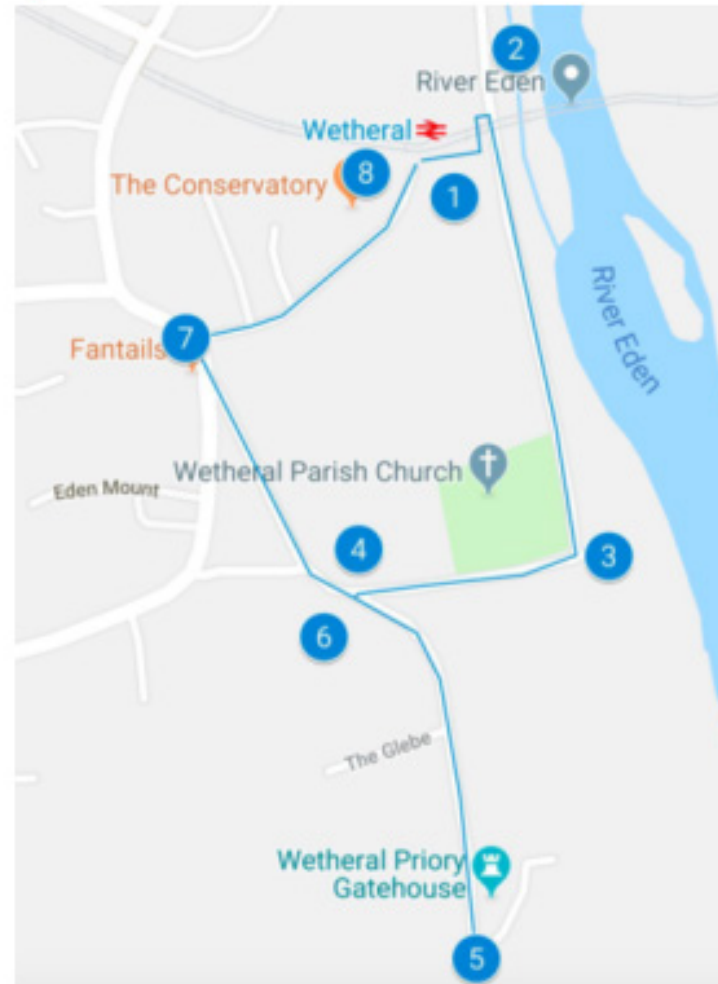
Segment no.	Start	End	Distance (metres)
Segment 1	Point 1 (Wetheral Village Store)	Point 2 (Goosegarth)	370
Segment 2	Point 2 (Goosegarth)	Point 3 (Wetheral Methodist Church)	170
*To get to Segment 3	Point 3 (Wetheral Methodist Church)	Point 4 (2) (Goosegarth)	170
Segment 3	Point 4 (2) (Goosegarth)	Point 5 (Steele's Bank *Pedestrian path joins road)	275
Segment 4	Point 5 (Steele's Bank)	Point 6 (Wetheral Village Hall)	270
*To get to Segment 5	Point 6 (Wetheral Village Hall)	Point 7 (5) (Steele's Bank)	270
Segment 5	Point 7 (5) (Steele's Bank)	Point 8 (The Green)	180
Segment 6	Point 8 (The Green)	Point 9 (1) (Wetheral Village Store)	160
Total			1.865km

Map: Wetheral Route 3





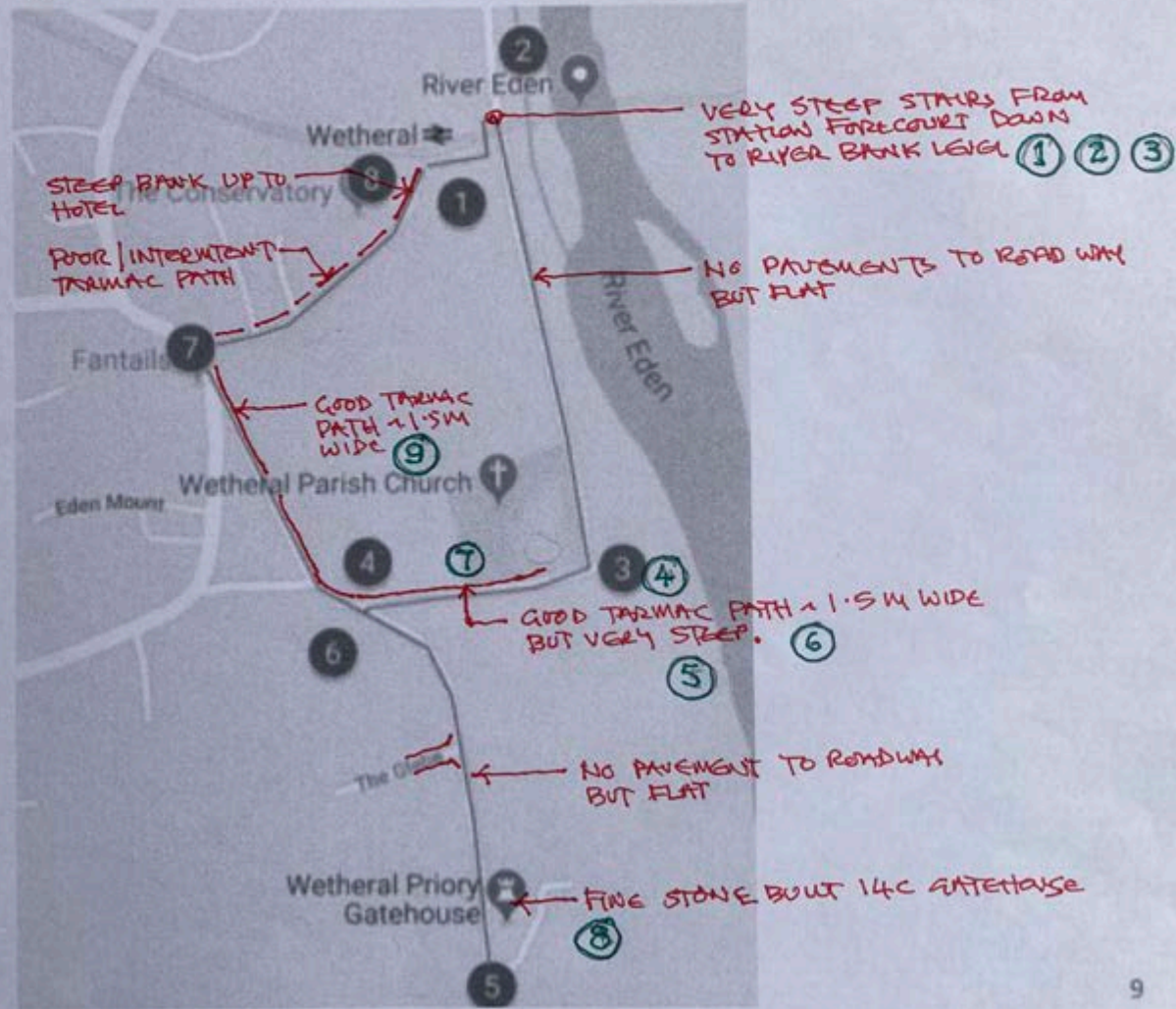
Map: Wetheral Route 4



Segment Directions: Wetheral Audit Route 4

Segment no.	Start	End	Distance (metres)
Segment 1	Point 1 (North East Car-Park, footpath)	Point 2 (Unnamed Road)	75
Segment 2	Point 2 (Unnamed Road - North)	Point 3 (Unnamed Road - South)	310
Segment 3	Point 3 (Unnamed Road)	Point 4 (The Green)	160
Segment 4	Point 4 (The Green)	Point 5 (Wetheral Priory Gatehouse)	275
*To get to segment 5	Point 5 (Wetheral Priory Gatehouse)	Point 6 (4) (The Green)	275
Segment 5	Point 6 (4) (The Green)	Point 7 (Wetheral Village Store)	220
Segment 6	Point 7 (Wetheral Village Store)	Point 8 (1) (Station Car-Park)	215
Total			1.53km

Map: Wetheral Route 4

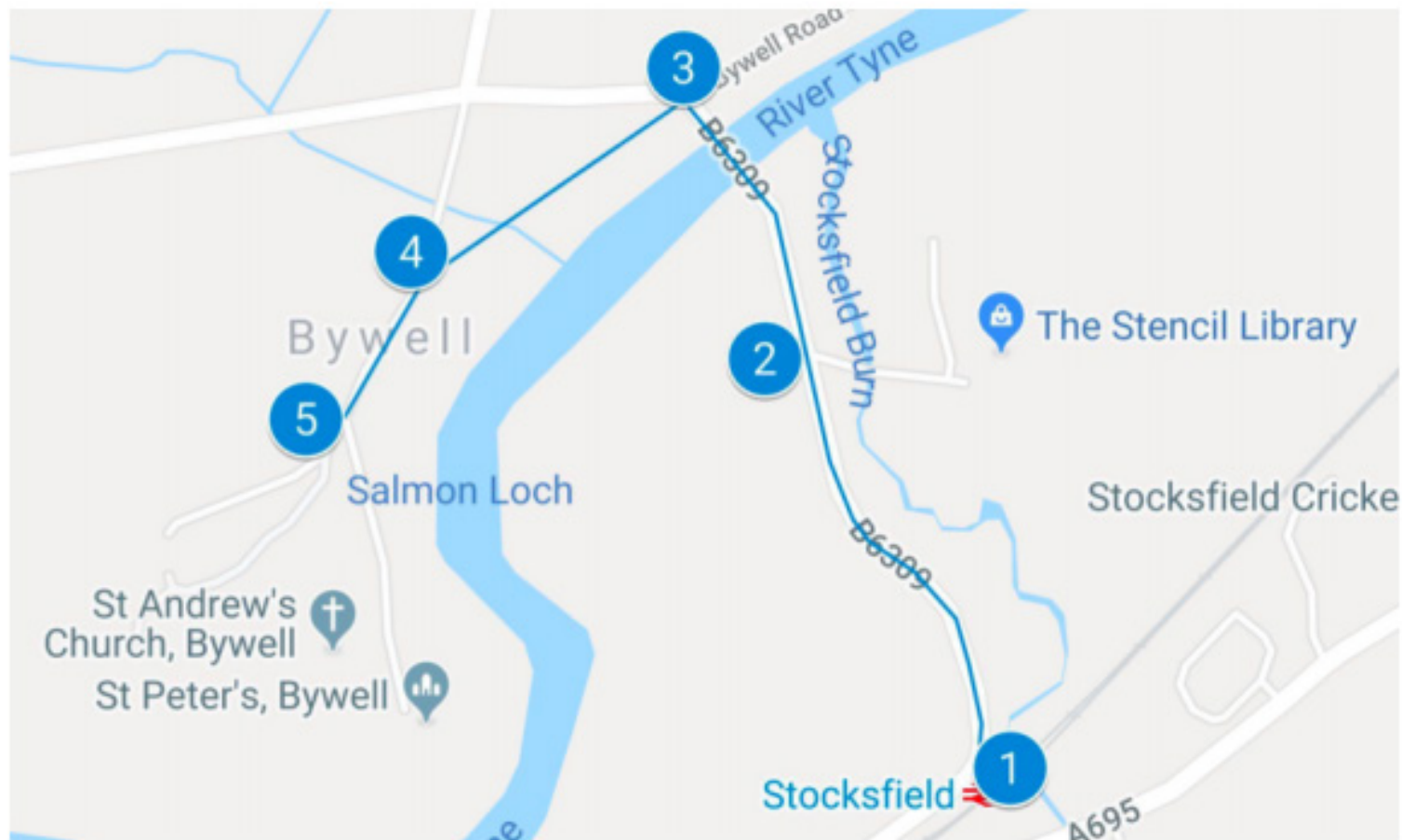






Appendix 5: Stocksfield Access Audit

Map: Stocksfield Route 1



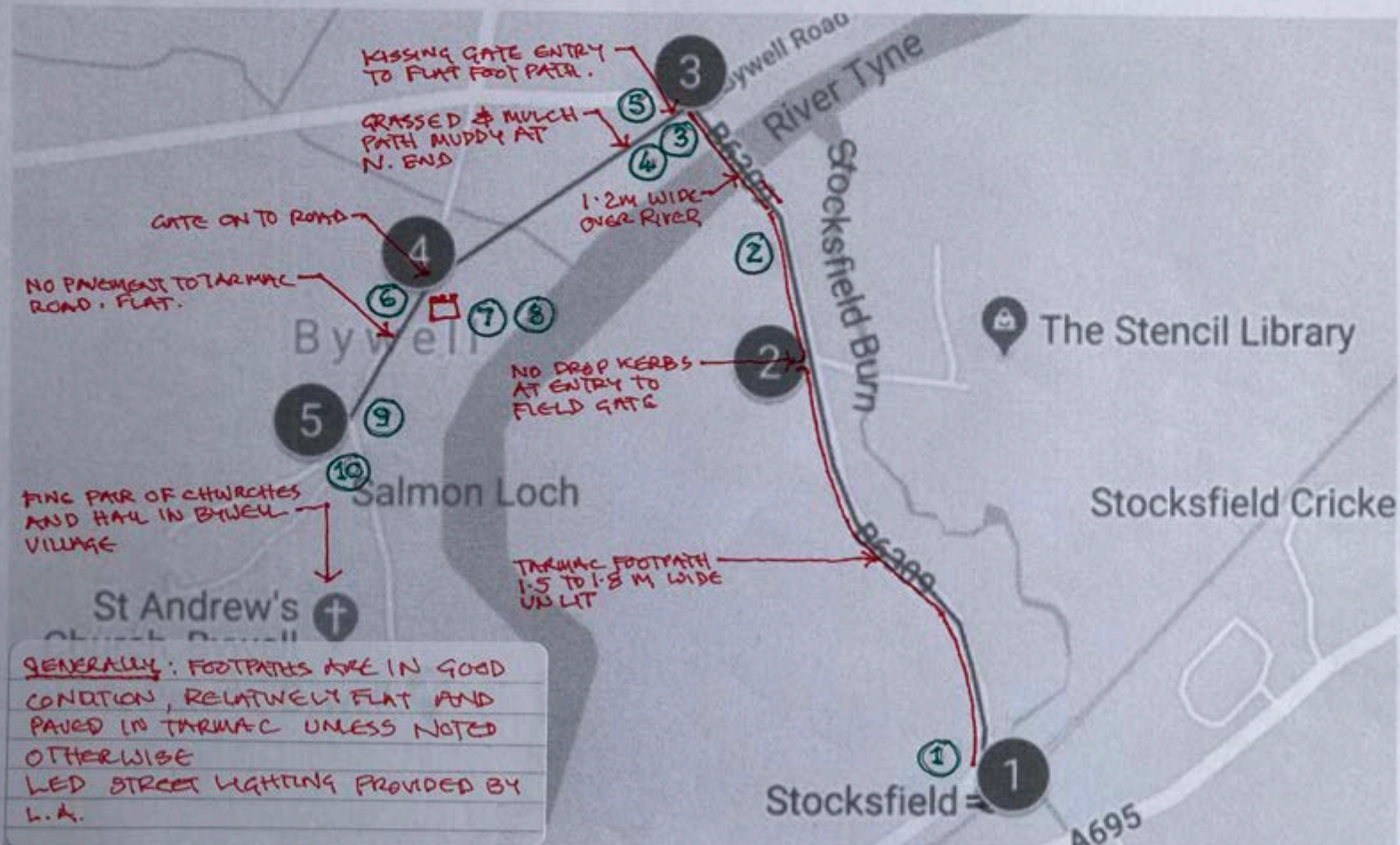
61

Segment Directions: Stocksfield Route

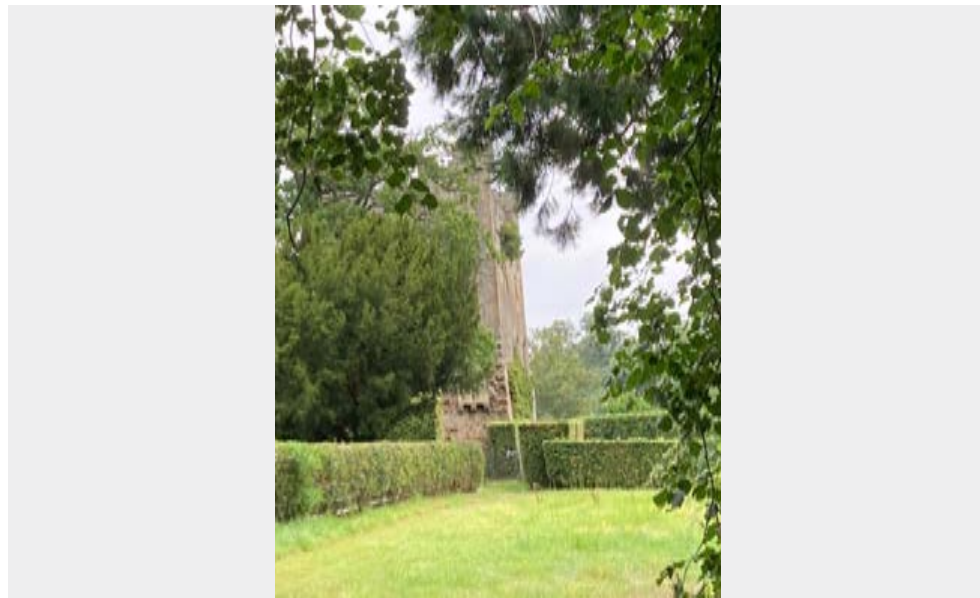
1

Segment no.	Start	End	Distance (metres)
Segment 1	Point 1 (Station Entrance 1)	Point 2 (Unnamed Road - Right)	440
Segment 2	Point 2 (Unnamed Road)	Point 3 (Bywell Road/ Pedestrian Route - Left)	260
Segment 3	Point 3 (Pedestrian Route)	Point 4 (Unnamed Road)	300
Segment 4	Point 4 (Unnamed Road)	Point 5 (Unnamed Route - Left)	150
Total			

Map: Stocksfield Route 1

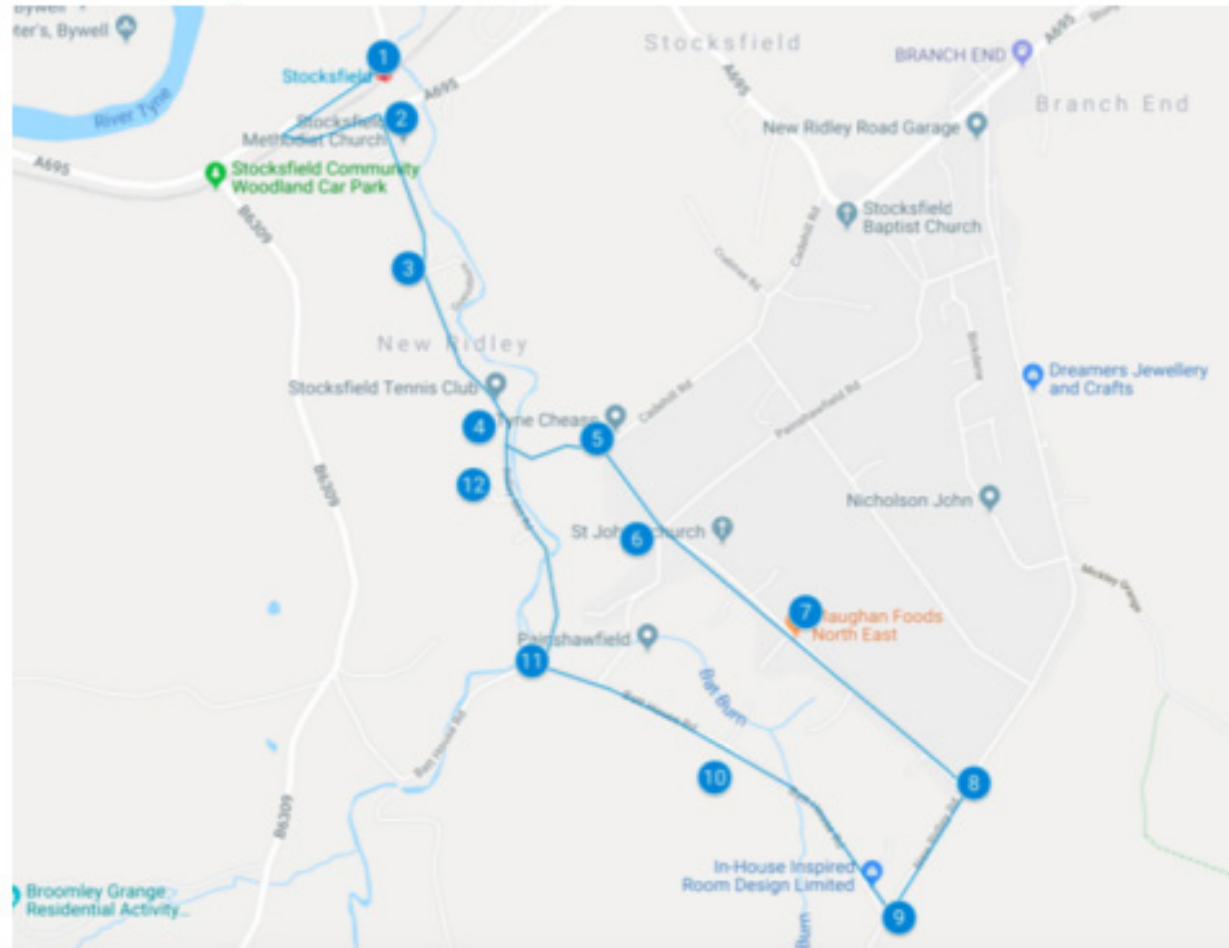


GENERALLY: FOOTPATHS ARE IN GOOD CONDITION, RELATIVELY FLAT AND PAVED IN TARMAC UNLESS NOTED OTHERWISE
LED STREET LIGHTING PROVIDED BY L.A.





Map: Stocksfield Route 2

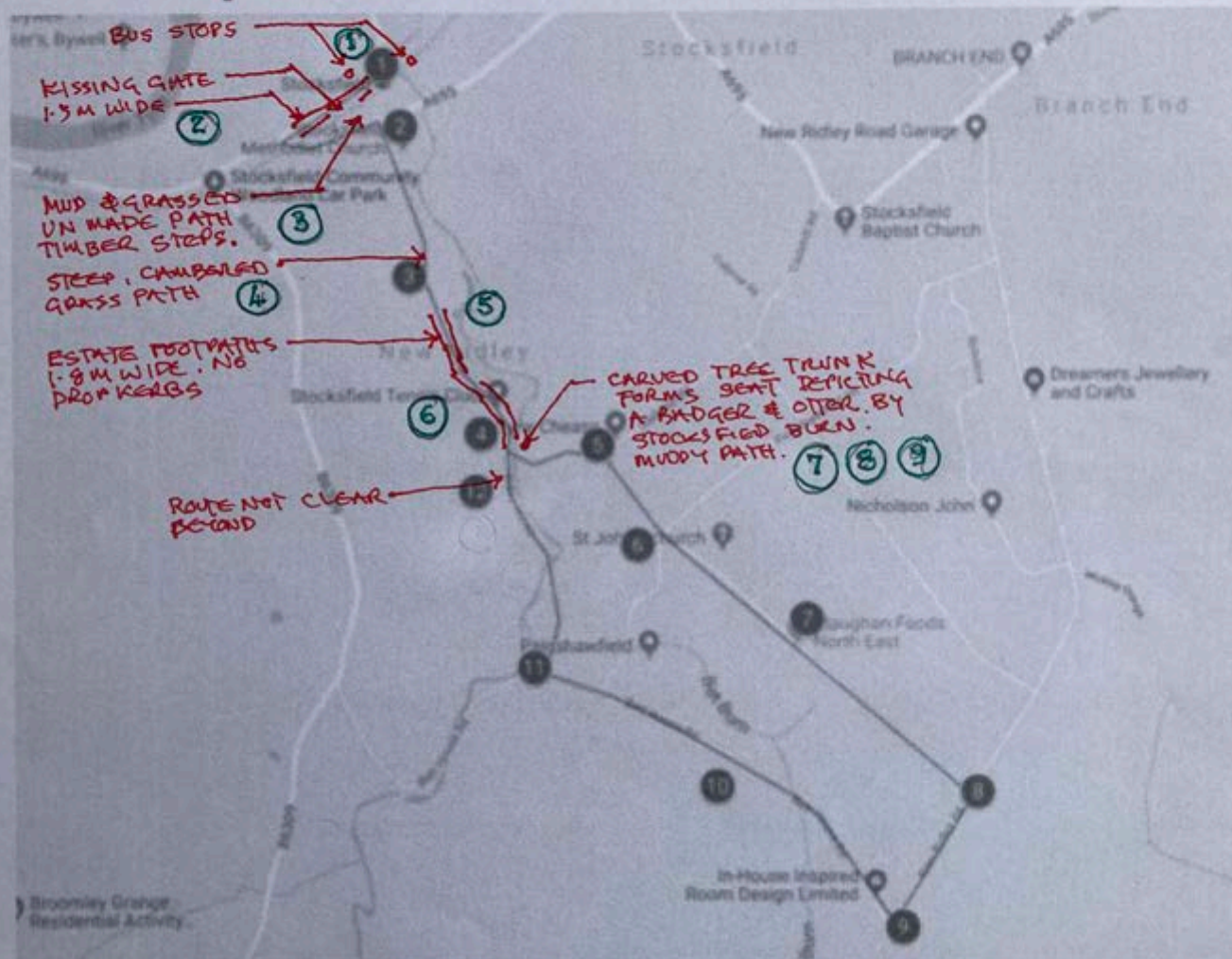


Segment Directions: Stocksfield Route

2

Segment no.	Start	End	Distance (metres)
Segment 1	Point 1 (Station Entrance 1)	Point 2 (Mount View Tr)	420
	Point 2 (Mount View Tr)	Point 3 (Guessburn)	330
	Point 3 (Guessburn)	Point 4 (Ridley Mill)	380
	Point 4 (Ridley Mill)	Point 5 (Meadowfield Rd)	200
	Point 5 (Meadowfield Rd)	Point 6 (Painshaw Field Rd)	200
	Point 6 (Painshaw Field Rd)	Point 7 (Meadowfield Park S)	330
	Point 7 (Meadowfield Park S)	Point 8 (New Ridley Rd)	470
	Point 8 (New Ridley Rd)	Point 9 (Batt House Rd)	300
	Point 9 (Batt House Rd)	Point 10 (Unnamed Road - Right - Thornwood Car Sales)	480
	Point 10 (Unnamed Road - Right - Thornwood Car Sales)	Point 11 (Ridley Mill Rd)	390
	Point 11 (Ridley Mill Rd)	Point 12 (4) (Ridley Mill)	460
	Total		

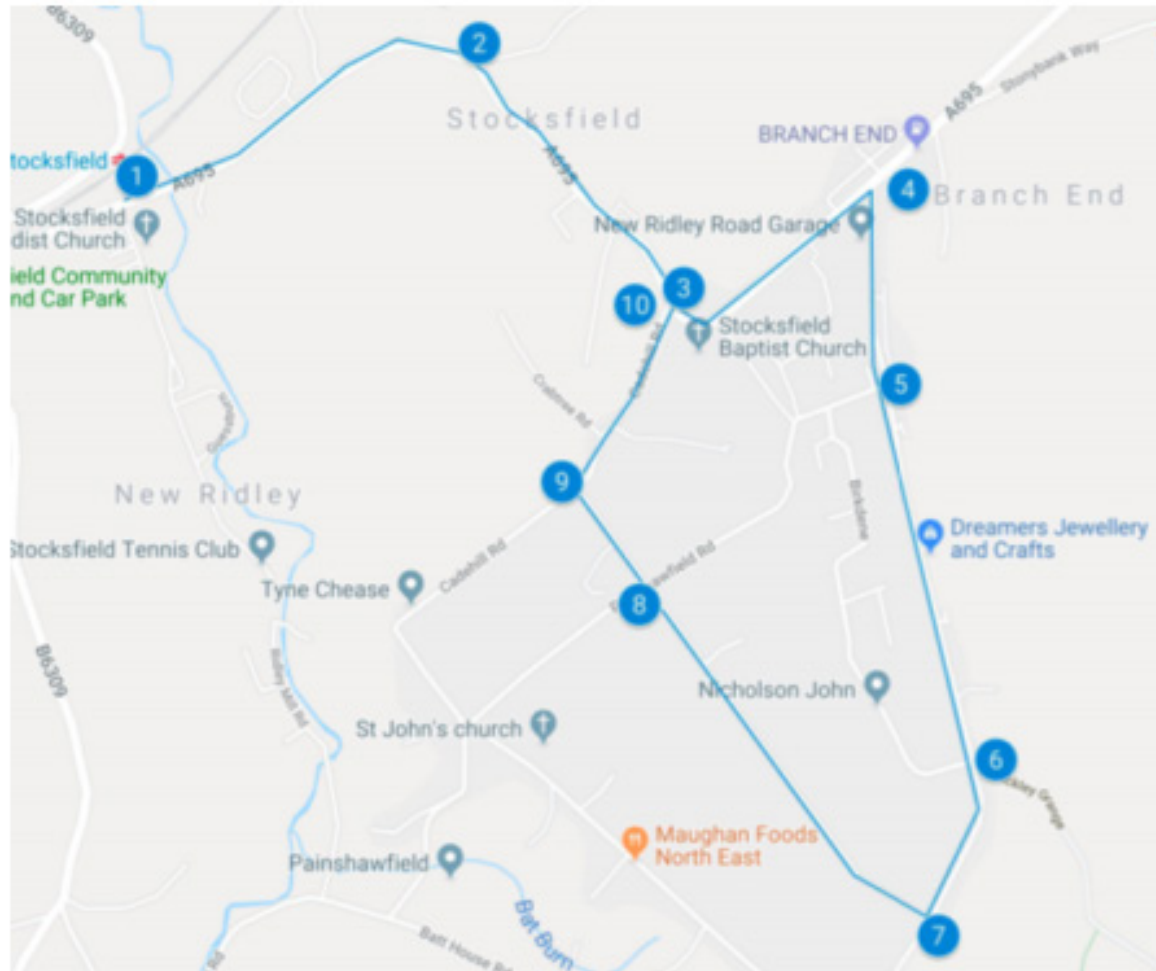
Map: Stocksfield Route 2







Map: Stocksfield Route 3

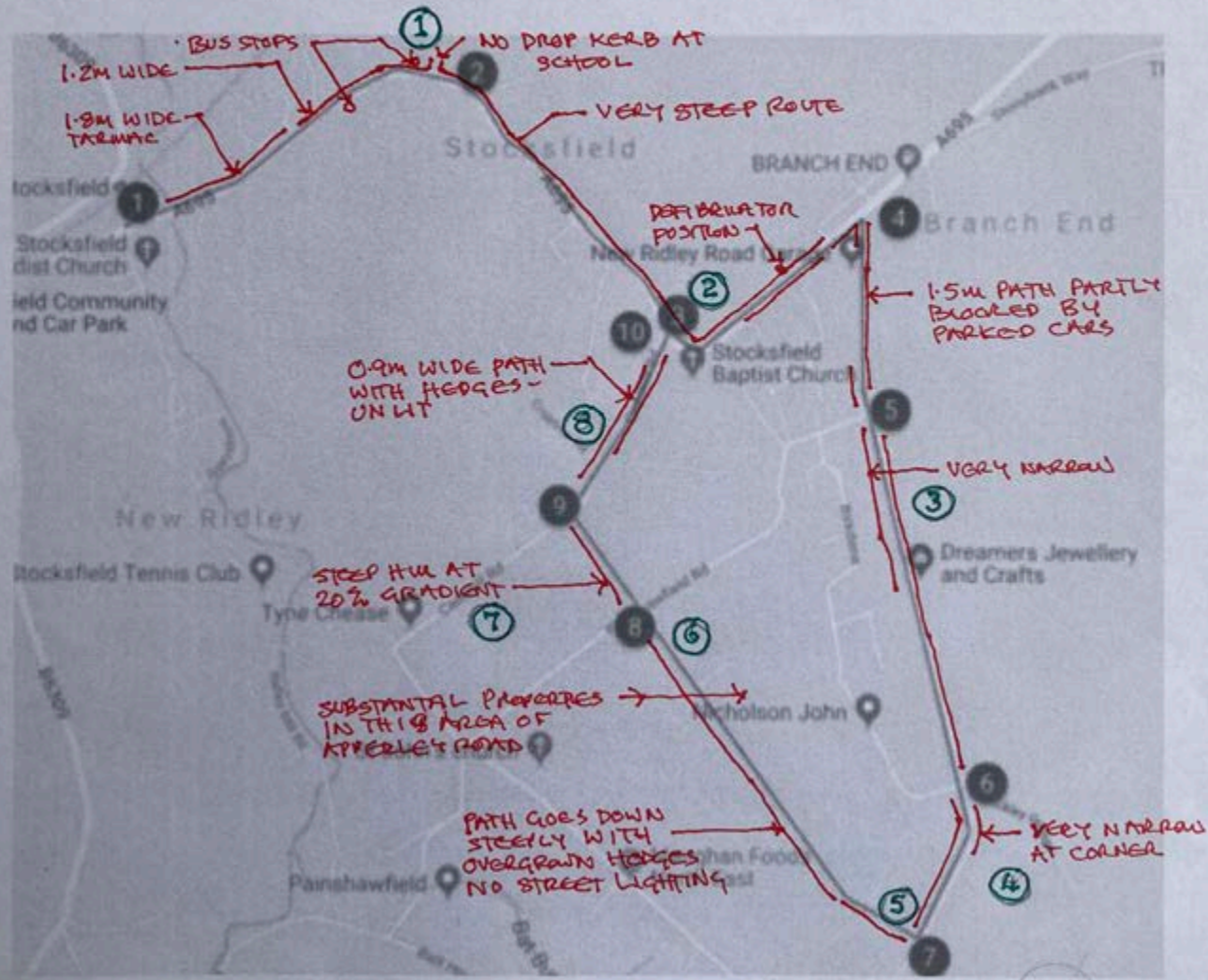


Segment Directions: Stocksfield Route

3

Segment no.	Start	End	Distance (metres)
Segment 1	Point 1 (Station Entrance 2)	Point 2 (Unnamed Road - Right)	630
	Point 2 (Unnamed Road)	Point 3 (Cadehill Rd)	500
	Point 3 (Cadehill Rd)	Point 4 (New Ridley Rd)	400
	Point 4 (New Ridley Rd)	Point 5 (Painshawfield Rd)	320
	Point 5 (Painshawfield Rd)	Point 6 (Mickley Grange)	600
	Point 6 (Mickley Grange)	Point 7 (Apperly Rd)	270
	Point 7 (Apperly Rd)	Point 8 (Painshawfield Rd)	680
	Point 8 (Painshawfield Rd)	Point 9 (Cadehill Rd)	200
	Point 9 (Cadehill Rd)	Point 10 (A695)	330
Total			3.93km

Map: Stocksfield Route 3









TYNE VALLEY
— COMMUNITY —
RAIL PARTNERSHIP