

P e l l F r i s c h m a n n

Stalybridge Bus Station

Options Identification & Appraisal Report

October 2022

This report is to be regarded as confidential to our Client and is intended for their use only and may not be assigned except in accordance with the contract. Consequently, and in accordance with current practice, any liability to any third party in respect of the whole or any part of its contents is hereby expressly excluded, except to the extent that the report has been assigned in accordance with the contract. Before the report or any part of it is reproduced or referred to in any document, circular or statement and before its contents or the contents of any part of it are disclosed orally to any third party, our written approval as to the form and context of such a publication or disclosure must be obtained.

Report Ref.	106253-PEF-XX-XX-RP-TR-01					
File Path	\\rsbgukfs01\WAKEngineer\data\Manchester Office Projects\106000 to 106999\106253 - Stalybridge Interchange\01 - WIP\Documents\Transport Planner\Option ID Report\106253-PEF-XX-XX-RP-TR-01 Rev D - Option Identification Report.docx					
Rev	Suit	Description	Date	Originator	Checker	Approver
A		1 st Issue	27-07-2022	CE	AO	AO
B		2 nd Issue	05-08-2022	CE	AO	AO
C		3 rd Issue	23-08-2022	CE	AO	AO
D		4 th Issue	20-10-2022	CE	AO	AO
Ref. reference. Rev revision. Suit suitability.						

Prepared for

Tameside Metropolitan Borough Council

Ashton Old Library,
Old Street,
Ashton-under-Lyne
Tameside
OL6 7SG

Prepared by

Pell Frischmann

Piccadilly House,
49 Piccadilly,
Manchester,
M1 2AP



Pell Frischmann



Contents

1	Introduction	1
1.1	Overview	1
1.2	Report Structure.....	1
2	Existing Situation	3
2.1	Local Context and Challenges.....	3
2.2	Locality and Connections.....	3
2.3	Constraints.....	4
3	Aims & Objectives.....	6
3.1	Overview	6
3.2	Objective Setting Workshop	6
3.3	Transport for Greater Manchester (TfGM) Workshop	6
3.4	Objectives	7
3.5	Aims	7
4	Options Identification	8
4.1	Introduction	8
4.2	Long List of Options.....	8
4.3	Concepts.....	15
4.4	Scoring Matrices	18
5	Initial Option Sifting.....	21
5.1	Overview	21
5.2	Initial Option Appraisal & Shortlist Identification	21
6	Appraisal of Shortlisted Options	22
6.1	Overview	22
6.2	Appraisal Process.....	22
6.3	Identification of Preferred Option	22
7	Summary.....	23
7.1	Summary.....	23
7.2	Recommended Next Steps.....	23

Figures

Figure 2-1: Constraints Plan.....	4
-----------------------------------	---

Tables

Table 4-1: Concept Scoring Matrix Example	19
---	----

Appendices

Appendix A	- Drawing No. 106253-PEF-GIS-01-DR-D-00001
Appendix B	- Longlist Option Appraisal Table
Appendix C	- Shortlist Option Appraisal Table

1 Introduction

1.1 Overview

1.1.1 Tameside Metropolitan Borough Council (TMBC) has appointed Pell Frischmann (PF) together with Jefferson Sheard Architects, and Temple Group to identify and then appraise a number of options to improve bus-rail connectivity and general bus based provision within the town of Stalybridge.

1.1.2 Stalybridge is a town within Tameside, located approximately 3km southeast of Ashton-under-Lyne. The town has a population of approximately 24,000 (2011 census), and forms one of the major conurbations within Tameside. The town is also one of the main commuter towns within Greater Manchester (GM) for employees working within the GM Regional Centre.

1.1.3 Stalybridge bus station is located off King Street, bordered by Waterloo Road to the north and Market Street to the south. A total of four bus stands are provided at the existing bus station, which comprises a relatively large area – c. 2,125sqm. Vehicular access and egress to the bus station is via Market Street or Waterloo Road. The existing bus stands feature shelters, seating and printed timetable information, and are called at by up to 12 services per hour to a range of destinations including Manchester, Hyde and Oldham. The existing bus station is not ideally located for pedestrian access to either the railway station or to the main retail core of the town centre.

1.1.4 Stalybridge railway station is situated on the Huddersfield Line, providing direct access to Manchester, and then to the east access to Huddersfield and Leeds and other stations on the Trans-Pennine Express route. The railway station therefore provides a key regional hub for both eastbound and westbound travel to important employment destinations.

1.1.5 Stalybridge is currently well connected by both bus and rail, however constraints currently exist for public transport users who wish to make multi-modal journeys with Stalybridge utilising both the bus and rail stations to make connected journeys. This is due to the two stations being located approximately 300m from each other, with a number of barriers in place making journeys between the two stations less than ideal from a pedestrian and active travel perspective. The size of the existing bus station site (c. 2,125sqm) is also disproportionate to the number of stands at and the number of services currently calling at the bus station. The existing bus station does not provide additional supporting facilities, and therefore it is considered that opportunities exist to rationalise the scale of the existing facility in order to reduce land take for this purpose within the town centre, and potentially to free up additional land for development to benefit the town.

1.1.6 Neither of the existing bus or rail station locations are ideally located to enable immediate access for public transport users to the main retail centre of the town centre, with the existing bus station being located approximately 500m from the core of the town centre. The railway station is located approximately 600m from the town centre core.

1.1.7 The purpose of this study is therefore to identify the need for and options to create a new bus and rail interchange facility within the town centre, or to otherwise improve public transport infrastructure, in order to provide enhanced connectivity between public transport modes within Stalybridge, and to provide better accessibility to both the key retail areas within Stalybridge, and to key employment destinations for commuters. The options must be complementary to the wider ambitions for the town centre and accommodate the development aspirations for the wider town and specific brownfield development opportunities being taken forward by the Council.

1.2 Report Structure

1.2.1 Following this introduction, this report is structure as follows:

- Section 2: Provides details of the existing conditions within Stalybridge, including the existing connectivity opportunities and constraints;
- Section 3: Describes the process used to determine the aims & objectives that any proposed intervention should meet;
- Section 4: Provides details of the various options identified to improve bus infrastructure within Stalybridge;
- Section 5: Details the sifting process used to determine a short-list of options;
- Section 6: Sets out the appraisal process of the short listed options, and identifies the recommended preferred option; and,
- Section 7: Summarises and concludes the report.

2 Existing Situation

2.1 Local Context and Challenges

2.1.1 The town and centre of Stalybridge are in many ways unique in the context of similar Greater Manchester (GM) towns, but particular in the transport context. Unlike other GM towns where the rail station and rail connectivity focus on movements into and out of the city centre hub, Stalybridge offers the unique opportunity for direct connection to the Trans-Pennine route, thus allowing for key east and west oriented trip-making.

2.1.2 Stalybridge plays a far more strategic role therefore than many other local stations. Improved public transport interchange facilities in Stalybridge will not only benefit the residents of the town, but also offer an opportunity to improve public transport connectivity for the wider Tameside population, which in turn offers the potential to contribute to the local and regional objectives of enabling modal shift to more sustainable forms of travel, whilst also contributing to Tameside and Greater Manchester's carbon reduction targets.

2.1.3 The Council has identified Stalybridge town centre as one of its priority areas to deliver the objectives of the Tameside Inclusive Growth Strategy 2021-26 in making our town centres hubs for living, culture, employment and services supporting a sustainable retail sector. The Stalybridge Town Centre Challenge Action Plan – Our Place Our Plan (2020) sets out the aspirations for the town centre, including better integration of sustainable transport modes. The Action Plan identified a specific action to determine future role of the existing bus station site with a view to relocation of facilities linked to the railway station or an alternative location.

2.1.4 The Stalybridge High Street Heritage Action Zone (HSHAZ) is currently helping to regenerate areas of the town centre and restore the town's local historic character including delivery of the Heritage Walk to provide connectivity and improve safety along Market Street and repairs to the Civic Hall to future proof this historic building. The Stalybridge West Feasibility Study (2022) sets out the regeneration strategy for the redevelopment of a number of brownfield sites adjacent to the railway station and along Castle Street for residential/mixed use development. This study is also consistent with this work and the Council's Levelling Up Fund Round 2 bid for Stalybridge, submitted in August 2022 and focused enabling infrastructure to bring forward vacant sites, public realm and active travel improvements, and the delivery of the Stalybridge 'Cultural Quarter'.

2.1.5 The delivery of improved infrastructure to provide enhanced connectivity between public transport modes as proposed in this study will support the continued regeneration of Stalybridge as a modern hub that more effectively serves its local catchment and attracts additional investment.

2.2 Locality and Connections

2.2.1 Stalybridge bus station is located to the north of the town centre, approximately 500m from the main retail areas on Melbourne Street and Grosvenor Street, and 250m from the railway station off Rassbottom Street. The bus station is therefore not ideally located for direct access to either the town centre or to the bus station.

2.2.2 The condition of footways linking the bus station to both the railway station and the main retail areas of the town centre is poor in some areas and there is no existing cycle infrastructure in place between the bus and railway stations. The pedestrian linkages between the railway station and the town centre are not of a quality which is likely to be attractive to pedestrians, with the footway narrowing at several points to below 2m, such as under the railway bridge. This acts as a potential barrier for public transport usage, and it is realistic to expect that should enhanced connectivity between bus and rail be provided, public transport usage would increase within Stalybridge.

2.2.3 In addition, the opportunities for passing trade for passengers travelling between the bus and rail stations is currently limited. The existing businesses fronting the section of Market Street are largely made up of

those with a night time economy focus (pubs and bars), as well as takeaways and restaurants. In addition to this a number of units are also vacant. There are few convenience shops of the type which are likely to attract commuters / passengers enroute between the rail and bus stations. Therefore, it is considered that the potential to relocate the bus station could provide a benefit to Stalybridge from a commercial and economic perspective, in part by providing a greater potential for passing trade between the bus station and both the railway station and the main retail areas of the town centre.

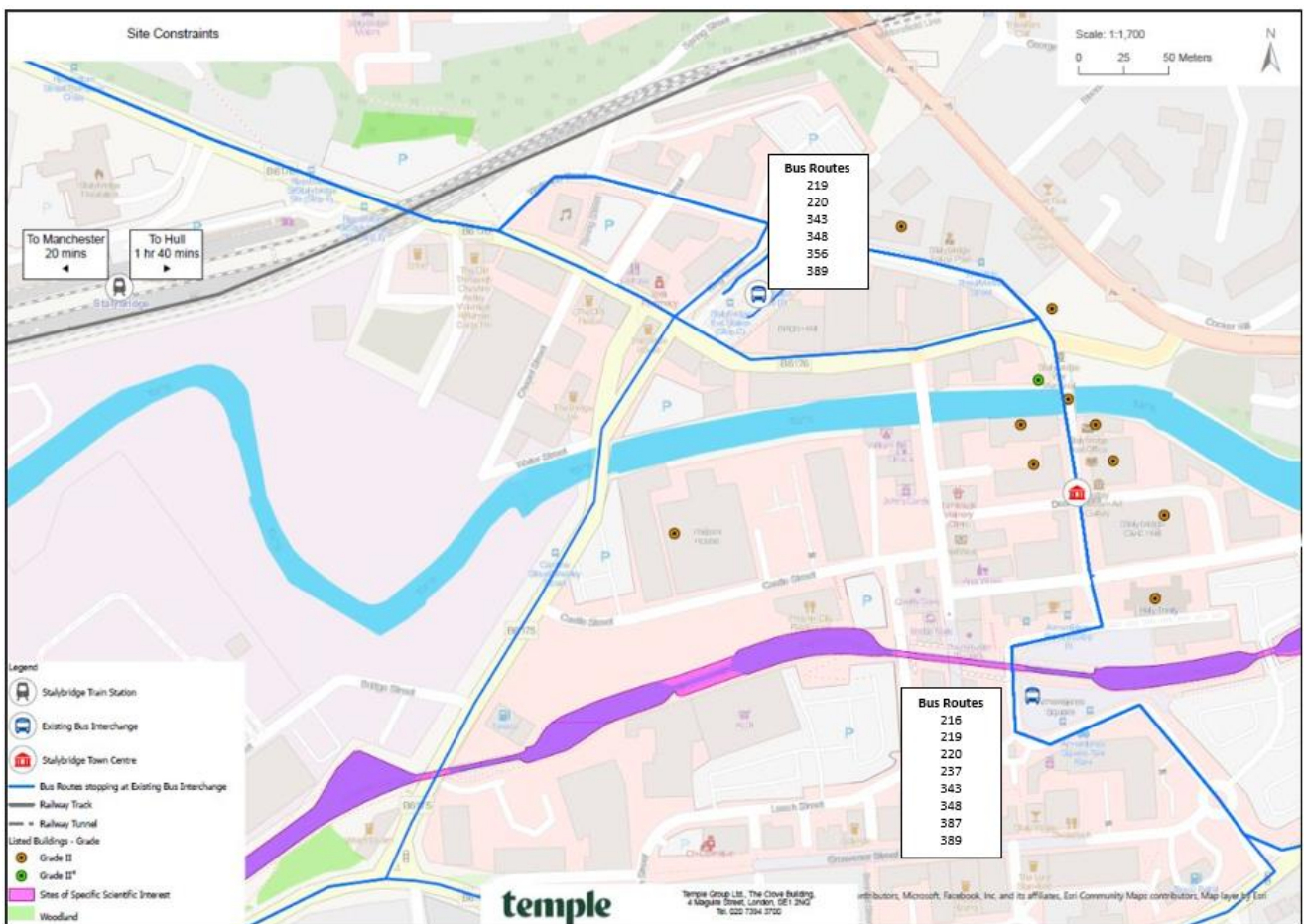
2.2.4 The redevelopment of Stalybridge town centre has led to an informal migration of bus stops and services to focus on Armentieres Square, which is located in closer proximity to the main origin / destination points within the centre of Stalybridge. Two bus stops are currently operational within Armentieres Square, with a further two bus stops on Armentieres Square currently closed due to ongoing construction works.

2.2.5 The number of services stopping at Armentieres Square is similar to those serving the bus station, with most services stopping at both facilities. As such, Armentieres Square has become a ‘de-facto’ bus station for the centre of Stalybridge. Therefore, options to enhance the existing bus provision at Armentieres Square have been considered later in this report.

2.3 Constraints

2.3.1 The following constraints plan has been used to identify the existing constraints in place within the town centre, with a particular focus on pedestrian, active travel and public transport movements:

Figure 2-1: Constraints Plan



2.3.2 Figure 2-1 shows that Stalybridge is predominantly urbanised with isolated patches of woodland in the area and limited green connectivity. Therefore regardless of the specific type of proposal(s), opportunities, should be explored which have the potential to enhance green connectivity within the town centre and result in a net biodiversity gain.

2.3.3 Given its historic role, the centre of Stalybridge accommodates a number of architectural and historic buildings of interest, as such any improvement options need to be cognisant of these buildings, and where possible, seek to protect heritage within the town centre.

2.3.4 Market Street to the east of the railway station plays a role as the focus of the night-time activity. Whilst this area provides an important contribution to Stalybridge's night time economy, there are limited opportunities for passing trade for commuters in this location, with few retail units in place that would be of the type likely to attract commuters.

2.3.5 The town centre comprises the commercial centre of the town although empty and derelict shops are commonplace. Therefore, it is important for the options identified for this report to seek to encourage greater footfall through the main retail areas of the town centre in order to encourage, along with wider regeneration efforts within the town centre, a better commercial environment.

2.3.6 There are no routes dedicated solely to pedestrian/cycling access within the town centre and limited connections to existing trails and public rights of way exist. As such, it is clear that opportunities exist for pedestrian and cycle infrastructure to be improved within Stalybridge, in particular linking to the bus and rail stations.

2.3.7 Huddersfield Narrow Canal, designated as a Site of Special Scientific Interest and the River Tame, are both important features within the area for wildlife habitats and biodiversity. Their banks are also currently experiencing new development in the form of housing close to the town centre, for example Summers Quay and the Marina developments respectively, which have been rapidly filled up.

2.3.8 Stalybridge Railway Station sits within an excellent strategic location with train services running from Stalybridge to Manchester, Leeds, Liverpool, Huddersfield and Hull. Therefore, opportunities to incorporate greater bus, cycle and pedestrian provision to the existing railway station site should be explored.

3 Aims & Objectives

3.1 Overview

3.1.1 TMBC have advised PF that the overall objective of this commission is to consider the need for and to develop options for the relocation of the existing bus station as part of a potential new transport interchange, comprising bus and rail elements allowing bus-rail interchange in and around the existing rail station.

3.1.2 It is considered that any relocation of the existing railway station would be extremely cost prohibitive, and therefore the options identified within this report focus on the relocation of the bus station, or the provision of enhanced bus infrastructure, in order to provide cost effective, sustainable and deliverable potential solutions.

3.1.3 Whilst not an immediate factor to be incorporated within the options identified, the aspiration is that the study should be cognisant of the potential for Metrolink services and/or tram-train operations to be extended to serve Stalybridge at some point in the future.

3.1.4 This report has identified a long list of options, with the intention of these options being to meet the overall aims of the commission which were ascertained through the objective setting workshop.

3.2 Objective Setting Workshop

3.2.1 An objective setting workshop for the commission was held on Friday 6th May 2022. The session was attended by representatives from Tameside Council, TransPennine Express, First Group, Transport for Greater Manchester (TfGM), Jefferson Sheard, Temple Group and Pell Frischmann.

3.2.2 The purpose of the session was to discuss the overall background to the project, focussing on the ongoing regeneration efforts within Stalybridge, as well as efforts to encourage sustainable travel and reduce carbon emissions within the Greater Manchester region, and then to discuss the existing challenges facing Stalybridge from a connectivity perspective. Following this, the discussion then moved onto the aspirations that the stakeholders attending the session had for any improvement options, and how those aspirations should be prioritised.

3.2.3 Once those aspirations had been identified, the session then focussed on the three broad concepts for improvement options which are discussed in Section 4.3 of this report, focussing on their advantages and disadvantages, and their overall acceptability among stakeholders.

3.2.4 The key outcome of the Objective Setting Workshop, as well as the TfGM workshop (further details of this session are provided in Section 3.3), was the list of overall objectives for the scheme, which are set out in Section 3.4.

3.3 Transport for Greater Manchester (TfGM) Workshop

3.3.1 Following on from the Objective Setting Workshop, it was decided to hold a follow up session with representatives with TfGM in order to obtain further feedback relating to the three concept options discussed at the objective setting workshop (i.e. the co-located bus and rail interchange, a relocated town centre bus station, or a series of high quality on street bus stops).

3.3.2 The key outcome of the session was that TfGM were generally supportive of each of the three concept options, noting that each could be made to work for the benefit of Stalybridge, on the condition that TfGM remain involved as a consultee as this project continues.

3.3.3 A key factor that was discussed during the session was that from a bus operations perspective, it is imperative that any proposed improvement option does not have a materially negative impact upon bus journey times. Any option that would potentially increase bus journey times is likely to be opposed by bus operators,

and is also likely to be unattractive to public transport users. Therefore, impact on bus journey time has been considered as a key factor within the appraisal of options within this report.

3.3.4 Another key focus of the session was on micro-mobility (i.e. e-scooters & e-bikes), and how any prospective improvement options may be designed so as to facilitate micro-mobility users. This has therefore formed another consideration within the option appraisal process.

3.3.5 The TfGM session also contributed to the objectives for the project which are set out below.

3.4 Objectives

3.4.1 Following the objective setting workshop, and the follow-up workshop with TfGM, the following objectives were adopted:

- Improve connectivity between bus and rail travel modes for public transport users.
- Improve connectivity for public transport users to key destinations within Stalybridge Town Centre.
- Support wider regeneration efforts within Stalybridge.
- Encourage greater levels of public transport and active travel usage within Stalybridge and the wider region.
- Avoid impacting (increasing) bus journey times.
- Consider provision for micro-mobility in all options.

3.4.2 The sifting process undertaken of potential options has been based on expected fit against these objectives for each potential option.

3.5 Aims

3.5.1 The main aims of the commission are therefore as follows:

- To provide enhanced connectivity for multi-modal journeys comprising bus and rail travel;
- To provide more convenient access for public transport users to and from the key destinations within Stalybridge Town Centre;
- To support the wider regeneration of Stalybridge Town Centre;
- If possible, to enable the existing bus station site to be redeveloped for the benefit of the town centre; and,
- To encourage greater take up of public transport within Stalybridge and the surrounding area, in order to bring about benefits in terms of air quality, highway congestion, and public health.

3.5.2 Whilst the overarching aim of this commission is to deliver a new bus/rail interchange facility, it should be noted that such interchange facilities in different locations are of different scales and sizes. For instance, major interchanges exist in locations such as Altrincham, where a large steel and glass building provides connectivity between bus, rail and Metrolink stations, but in other areas, similar connectivity is provided within a more simplistic and cost-effective facility.

3.5.3 Therefore, the options presented within this report provide solutions which would deliver interchanges of varying scales.

4 Options Identification

4.1 Introduction

4.1.1 Having established the over-riding objectives for the study the next stage of work involved identifying options to deliver an improved public transport interchange in Stalybridge against the specific requirements of the set objectives. Given the prohibitive cost and complexity associated with moving the railway station, where new co-located provision would be provided, the focus of the study has been on identifying options close to Stalybridge railway station.

4.1.2 In considering what options are available to provide such a facility, the study has considered a wide range of potential solutions / types of solutions, across the full spectrum of potential interventions, from high quality new collocated interchange building similar to that of Altrincham or Eccles through to smaller scale interventions that might deliver a more cost effective value for money and proportionate solution.

4.1.3 As well as the full range of possible option types, the study has also adopted a broad physical scope. As mentioned earlier, clearly the concept of moving the railway station was ruled out immediately given the significant cost and complexity involved in such a concept. However in terms of the physical scope, the full town centre area has been considered in terms of potential option locations.

4.1.4 The objectives of the study were central to the identification of options, However, to ensure a robust set of options were developed and that all feasible possibilities had been considered, option identification was not constrained by the objectives.

4.1.5 The following section presents the 'long list' of options that have been identified during the duration of the study. The locations of the sites below are shown on Drawing No. 106253-PEF-GIS-01-DR-D-00001 attached at Appendix A, and a summary of the strengths and weaknesses of each is presented below. A detailed appraisal of each option is presented in Appendix B, which contains the appraisal of each option against the key objectives and appraisal criteria. This option appraisal process has been used to identify in quantitative terms the highest scoring options, with each option's performance against the objectives and sifting criteria scored against a seven-point scale from +3 to -3 (where +3 represents a very strong fit and -3 a very poor fit). This allows a scoring of each option for comparison and differentiation purposes, with the highest scoring options taken forward to the shortlist stage.

4.2 Long List of Options

4.2.1 The identified long list of options is presented below together with a summary analysis of each. Where relevant, the location of each option is presented in Drawing No. 106253-PEF-GIS-01-DR-D-00001 attached at Appendix A.

Option 1 - New Bus Station on the site of the current Stalybridge Fire Station - (See Site 1 on Location Plan)

This option would involve the provision of a high capacity, high quality public transport interchange building on the site of the current fire station. Given this location it would be possible to provide direct connection with the station and provide a co-located, conjoined bus/rail facility. This site's position just adjacent to Rassbottom Street would also mean it would allow future interface with any Metrolink extension to the town. A facility of this size would also allow for the inclusion of retail facilities and also possibly a Travel Office, alongside cycle parking (or cycle hub), thus enabling the creation of a transport hub

Whilst meeting the requirements of a co-located facility, this location would not address the peripheral location of the station(s) in relation to the core of the town centre. Progression of this option could also potentially require the fire station to be relocated to an alternative site within the town centre, should any measures introduced at the site be of a large enough scale so as to encroach on the existing fire station buildings.

The site is relatively large (encompassing an area of c. 5,500sqm) and it is considered therefore that ample space could be made available at the site to facilitate all bus turning movements.

Option 2 - New Bus Station to the South of the Station (Undeveloped Land) - (See Site 2 on Location Plan)

This option would involve the creation of a new public transport interchange building within an existing brown field site to the south of the railway station. This option would provide more convenient access between the bus and rail facilities for users, and has the potential to have lower associated development costs when compared to some other options due to the site being undeveloped brownfield land.

However, the site is proposed as mixed-use development within the Tameside Brownfield Land Register, and is expected to deliver up to 277 new dwellings. Therefore, it may be challenging to incorporate a new major scale bus / rail interchange in this location in addition to any mixed-use development at the site. In addition, achieving sufficient access and egress arrangements to the site is likely to require improvement works to Chapel Street and / or Water Street, as those routes are relatively narrow, have poor surfacing in areas, and would require substantial improvements to the existing pedestrian infrastructure in place.

However, the potential development of this site as mixed use development may offer a significant potential for a smaller scale public transport intervention, which could not only serve the development's needs, but also subject to location, serve the railway station also.

The configuration of the site of this relatively large site (c.12,000 sqm) means that a new bus station could be delivered within the site which can accommodate all necessary bus turning manoeuvres.

Option 3 - New Bus Station to the South of the Station (Current Haulage Yard) - (See Site 3 on Location Plan)

As an alternative to progressing a new bus station on the brownfield land to the south of the railway station, a new bus station could instead be provided on the site immediately south of the railway station, currently utilised as a haulage yard. This option would provide direct access between the bus and rail facilities, providing a co-located bus and rail facility.

However, in order for this option to be progressed, it would be necessary for the existing haulage operations at the site to cease (given the undesirable interaction of HGVs and high pedestrian movements) and therefore potential land ownership / easement issues may exist. In addition, improvement works would also be necessary to improve vehicle access to the site from Rassbottom Street to provide enhanced vehicular and pedestrian access, and potential visibility issues exist at the existing junction with Rassbottom Street due to the proximity of the junction to the railway bridge. It is noted however that this option would be wholly complementary to the options being developed by TPE to provide southern access to the railway station.

However, it should be noted that should the existing bus station be relocated to this location, the distance between the bus station and the main retail areas of the town centre would increase when compared to the existing situation. This would arguably represent a potential disbenefit of this option.

The site encompasses an area of approximately 7,500 sqm, and its extant use as a haulage yard suggests that there would be no issue in providing sufficient turning space for buses within the site, notwithstanding the need to improve vehicular access to the site.

Option 4 - New Bus Station to the north side of Rassbottom Street (Current Car Park) - (See Site 4 on Location Plan)

A new bus station could be constructed on the site of an existing car park on the north side of Rassbottom Street, immediately opposite the railway station. This would provide a convenient interchange facility for bus

and rail users, with the two stations separated only by Rassbottom Street, with an existing zebra crossing in place between the two sites (although it is likely that this would require upgrading to either a puffin or toucan crossing in the event that this option is progressed). The site's frontage with Rassbottom Street also provides possible linkage with any Metrolink facility in this location, should this be progressed in the future.

However, this would result in the loss of around 35 car parking spaces, which may need to be re-provided in another location within the town centre (possibly at the Harrop Street car park, which is understood to have spare capacity). The relocation of the existing bus station to this location would also have the impact of increasing pedestrian journey time and distance from the main retail areas of the town centre to the bus station.

The site measures c. 800sqm in area, and the configuration of the site may make all necessary bus turning manoeuvres difficult to achieve.

Option 5 - New Bus Station to the North Side of Rassbottom Street (utilising Haulage Yard and vacant plot to the rear) - (See Sites 5 & 6 on Location Plan)

Adjacent to the car park site off Rassbottom Street is an alternative site for a potential new bus facility, currently comprising a haulage yard, and a vacant plot bordering the haulage yard to the north. This option would provide new conveniently located bus station directly opposite the railway station, and would provide easy access to any potential new Metrolink services routing via Market Street/Rassbottom Street.

However, the existing haulage operations at the site would have to be halted and relocated in order to progress this option and therefore potential land ownership issues may exist, and the existing access arrangements for the site are likely to require improvement as the existing access is narrow, has little pedestrian provision and also has potential lateral visibility constraints, given the proximity of the railway bridge pier to the junction.

In addition, the plot to the rear of the haulage yard features steep level changes, with the northern part of the plot rising substantially above the level at which the railway station and Rassbottom Street sit. Therefore, extensive engineering and groundworks are likely to be required in order to make the site a viable option for a relocated bus station. The configuration of the site, being narrow in width terms but longer in depth, may make achieving suitable bus turning space challenging.

Option 6 - New Bus Station on the site of the existing Khaleasi Night Club and adjacent car park Waterloo Road / Queen Street - (See Sites 7 & 8 on Location Plan)

The existing Khaleasi night club site is located slightly further away from the railway station than some options which are located immediately adjacent to the station, such as the fire station site for instance. This site whilst being less close to the station would be located closer to the core of the town centre, whilst still providing convenient access between the bus and rail stations, with a walking distance of 210m between the site and the main railway station building.

Enhanced pedestrian provision between the site and the railway station would need to be provided if this option were to be progressed, as the existing footways linking the site to the railway station are narrow in places, and there are no pedestrian crossings currently in place across Market Street or Waterloo Road directly outside this site. These should be introduced to fit desire lines between the site and the station should this option be progressed.

There are also land ownership issues with this option, as the nightclub is not currently owned by TMBC, and would have to be acquired in order to progress this option. Development of this site would also result in the loss of 37 car parking spaces from the existing pay & display car park which are likely to have to be re-provided elsewhere within the town centre. The site is also slightly further away from the main retail areas of the town centre when compared to the existing bus station, resulting in slightly extended journey times and distances for pedestrians travelling between the two points.

This site encompasses an area of c.1,700sqm and therefore it is expected that all required bus turning manoeuvres could be accommodated within the site, although the design of any new bus station in this location would need to allow for this.

Option 7 - New Bus Station on the site of the existing Waterloo Road / Queen Street car park - (See Site 8 on Location Plan)

As an alternative to the above option, it may be possible to provide a new bus station utilising only the existing car park between Waterloo Road and Queen Street, allowing the Khaleasi nightclub to remain operational, and removing the requirement for that property to be acquired. This would require bus station of a lesser scale to be provided when compared to the option encompassing both the car park and nightclub site, but would be less challenging to deliver, whilst still providing a closely linked bus and rail interchange.

However, as with the option above, the progression of this option would still require the relocation of all existing parking within the car park, and the creation of improved pedestrian connections to take place.

This site forms a largely rectangular shape, comprising an area of approximately 1,000sqm and it is envisioned that challenges may exist at this site in terms of accommodating bus turning manoeuvres within the confines of the site.

Option 8 - New Bus Stops utilising part of Fire Station forecourt - (See Site 1 on Location Plan)

As stated earlier in this report, an option has been identified where the existing fire station site could be redeveloped in order to provide a new bus station in that location as part of a co-located bus and rail interchange, requiring the existing fire station to be relocated. Another option however, is to introduce smaller scale bus infrastructure, comprising a number of high-quality bus stops, within the large forecourt area of the fire station site (with the forecourt reconfigured to retain access / service movements into / out of the fire station).

It is important to note that this option, as well as the option which encompasses the entirety of the fire station site, are subject to dialogue and ultimate agreement with the fire authority. However, it is possible that this option would enable the fire station to continue operating as it does currently, with new bus stops introduced on a part of the forecourt. This would provide easy connections to be made between bus and rail travel.

The provision of a number of high quality bus stops in the place of a single bus station is considered to be a viable option given the level of service currently associated the existing bus stops at the bus station, which constitutes an extended arrangement providing only four stops.

The fire station site includes a large forecourt area, in which it is envisioned that all required bus turning manoeuvres could be accommodated within the confines of this area, however access and egress must be retained to the fire station through this area, and therefore the design of the bus stops would need to accommodate this.

Option 9 - New Bus Stops utilising Parking Area to immediate North-East of Station Entrance forecourt - (See Site 9 on Location Plan)

A second option for the provision of a high quality bus stop(s) is for these to be provided on the existing parking area immediately to the north east of the railway station (adjacent to the public house). The provision of bus stops in this location would provide an immediate connection with the railway station, but would result in the loss of approximately 12 car parking spaces, which may need to be re-provided elsewhere within Stalybridge (possibly at the Harrop Street car park). Access to the car park site would need to be reconfigured should this option be progressed, as the existing access to the car park is relatively narrow, and would need to be upgraded to ensure that bus movements are able to access and egress the site safely.

The site would be ideally located for access not only to the railway station, but also to any future Metrolink stops to be delivered on Market Street/Rassbottom Street.

The site is relatively small, encompassing an area of approximately c. 700sqm, and therefore it is expected that facilitating bus turning manoeuvres within the confines of the site may be challenging, unless a new access can be created from Rassbottom Street to accommodate bus circulation through the site utilising both this and the existing access.

Option 10 - Enhance Existing Bus Stops on Rassbottom Street

Two existing bus stops are located on Rassbottom Street in close proximity to the railway station. Both the eastbound and westbound stops are located approximately 50m northwest of the Rassbottom Street / Waterloo Road junction. Both stops currently feature shelters, printed timetable information, with a small bench feature provided at the westbound bus stop. The stops are served by up to 10 services per hour during peak periods, which serve a wide range of destinations including Glossop, Carrbrook, Hyde and Oldham.

The improvement of these bus stops to include features such as real time bus arrival / departure information, enhanced shelters and seating provision, wi-fi and mobile phone charging, as well as environmental & landscaping features such as “green roofs” would provide a tangible benefit to the existing provision, but is expected to have a reduced cost when compared to other options which include the creation of new stops or a new bus station.

The westbound stop would also benefit from being relocated from under the railway bridge, to a more environmentally and amenity positive location.

Option 11 - Re-Configure Existing Bus Station to Better Match Demand - (See Existing Bus Station on Location Plan)

The existing bus station comprises of four bus stands, and encompasses an area of approximately 2,000 sqm. The existing bus station therefore occupies a relatively large area given that only four stands are provided. Therefore opportunities exist for the existing site to be reconfigured to either take up a smaller footprint, enabling the remaining section of the site to be redeveloped, or to utilise the large footprint to provide additional features, such as enhanced shelters, travel shop, retail or food / drink facilities, and to use of the space available to improve the passenger experience and journey quality.

This option would provide considerable cost benefits when compared to other options, given that no additional land acquisitions would be required. However, this option would not address the issues relating to the location of the existing bus station in relation to the railway station or to the main town centre. The option would also not enable the entire bus station site to be redeveloped.

The existing bus station layout enables bus turning manoeuvres to take place within the confines of the site, however any reduction in size to the bus station could make this challenging.

Option 12 - New Bus Stops at Key Locations in Town Centre (Including by Station) and Redevelop Existing Bus Station

Whilst options to relocate the existing bus station to form a co-located bus and rail interchange, or to provide a new bus station in a better located site within the town centre have been considered above, an alternative option has also been considered whereby a series of new high-quality bus stops are provided in key locations across Stalybridge, in the place of a singular bus station.

The stops could be located at key origin / destination points, such as the railway station and Armentieres Square, and would form part of a series of bus stops providing enhanced connectivity to the town as a whole.

The provision of enhanced bus stops at the railway station would allow the potential for co-location of facilities such as ticket office/travel shop, cycle storage etc.

This option would bring significant deliverability benefits when compared to other options, given that no land acquisition would be required in order to introduce bus stops on sections of existing adopted highway, and that the bus stops could be introduced and made operational in a relatively short timescale, with much shorter construction and design periods required when compared to other options. This option would also allow the existing bus station site to be redeveloped to benefit the town centre.

This option would also have virtually no impact on bus journey times, as all new bus stops could be introduced along existing bus routes, removing the need any diversions from existing routes to new facilities, which will inevitably incur some level of additional journey time.

From an environmental standpoint, the option would have a very low impact, given that all improvements would be delivered within the existing street scene, and that the option would result in minimal change to existing bus journey distances.

Option 13 - Relocate Bus Station to Armentieres Square - (See Site 10 on Location Plan)

As stated earlier, Armentieres Square already has a number of bus stops in place, and is already used as a 'de-facto' bus station within the town centre. Therefore, this option would propose the relocation of the bus station to Armentieres Square, effectively formalising the existing 'de-facto' bus station status of the square.

This option would involve enhancing the existing bus stops within the square, and potentially introducing further bus stop capacity. Armentieres Square is located closer to the main retail areas of the town centre, including Melbourne Street and Grosvenor Street, than the existing bus station, and the pedestrian linkages between these streets and Armentieres Square are generally of good quality.

However, the relocation of the bus station to Armentieres Square would increase the distance between the bus station and the railway station, resulting in extended journey times for pedestrians between the two stations, when compared to the existing station location. The option would therefore not provide an improvement in terms of connectivity between the bus and rail stations compared to the existing situation, but would potentially increase opportunities for passing trade for public transport users travelling between the two stations, by directing users along routes with a greater provision of retail frontage. Armentieres Square is also currently used as an event space within the town centre. As such, the relocation of the bus station to this location is likely to limit the available event space within the town centre.

It should be noted that the existing bus stops on Rassbottom Street would still be available for use as a means of providing bus based access to the station.

The existing layout of bus infrastructure within Armentieres Square allows for two way movement of buses through the square, and it is envisioned that this provision would be retained should a new bus station be created there.

Option 14 - Relocate Bus Station to New Facility using Surface Car Park off Castle Street - (See Site 11 on Location Plan)

This option involves the creation of a new bus station on the site of the existing surface car park off Castle Street. This would provide a more convenient link between the bus station and the main retail areas of the town centre, but would increase the distance between the bus station and the railway station compared to the existing situation.

However, this site has been identified as having potential for new residential/mixed use development to support the wider regeneration of the town centre. The option would also require the diversion of existing bus routes

into the site, as no bus routes currently extend along the site frontage with Castle Street. This will impact upon bus journey times.

The site encompasses an area of approximately 5,300sqm and has a generally rectangular shape, as such it is envisioned that a new bus station could be delivered within the site which could accommodate bus turning movements.

Option 15 - New Bus Stops in Area Surrounding Market Street / Waterloo Road / Trinity Street - (See Site 12 on Location Plan)

This option would consist of the provision of new bus infrastructure in the area surrounding Market Street, Waterloo Street and Trinity Street. Whilst any new bus stops created here would be in relatively close proximity to the existing bus station, progression of this option would enable the existing bus station to be redeveloped for an alternative purpose. The option would also improve connectivity with the key retail areas of the town centre when compared with the existing situation. The bus stops would also be located within the town centre High Street Heritage Action Zone (HSHAZ).

The option would however not address the existing connectivity issues between the bus station and rail station, if developed in isolation. An eastbound bus stop is currently in this area, located on the north side of Waterloo Road, and a westbound bus stop is located on Trinity Street immediately to the north of the war memorial. However, opportunities exist to improve these stops, or to re-provide these stops in more suitable locations.

Option 16 - New Bus Stops on Area of Waterloo Road in the vicinity of Railway Arches - (See Site 13 on Location Plan)

This option would involve the creation of new bus stops in the area of Waterloo Road in the vicinity of the railway arches to the north of Market Street. This would provide enhanced connectivity to the railway station when compared to the existing bus station location, and would provide key bus infrastructure within the High Street Heritage Action Zone (HSHAZ). Opportunities exist for the existing pedestrian walkway through the railway arches to be enhanced as part of the option, as does the potential for lettable commercial space to be introduced within the neighbouring arches.

This option would provide enhanced connectivity between bus and rail infrastructure when compared to the existing bus station site, but would be located further away from the retail core of the town centre when compared to the existing bus station.

It is understood that much of the land in this location is currently under the control of Network Rail, and as such permissions would need to be obtained from Network Rail in order to progress this option. The option could also impact on neighbouring land including that currently occupied by the haulage yard. Highway alteration works are also likely to be required in order to facilitate bus movements in this location, resulting in a possible impact on bus journey times. Bus turning facilities are likely to be challenging to deliver in this area, and as such both eastbound and westbound stops are likely to be required on Waterloo Road in order to facilitate bus movements in both directions.

Option 17 - New Bus Stops as part of Redevelopment of Existing Phoenix City Site - (See Site 14 on Location Plan)

This option would deliver new bus stops as part of the wider redevelopment of the existing Phoenix City site to the south of Castle Street.

The site would offer enhanced connectivity to the main retail core of the town centre when compared to the existing bus station location, and would create additional passing trade opportunities within the town centre for multi-modal transport users travelling between the bus and rail stations. However, this option would add fairly significantly to pedestrian journey time and distance when compared to the existing journeys between the bus

and rail stations. The option would also necessitate the rerouting of bus services, as no services currently serve Castle Street.

Option 18 - Creation of a New Bus Station on Land to the West of Caroline Street - (See Site 15 on Location Plan)

This option would see a new bus station created on an existing brownfield site to the west of Caroline Street.

This would provide enhanced connectivity to key destinations within the town centre when compared to the existing bus station location, but would not address connectivity issues to the rail station, with this location located further away from the railway station when compared to the existing bus station site. The site is also identified for potential residential/mixed use development, and therefore providing a new bus station in this location is likely to result in a sacrifice of developable area within the site. That said, it is possible that a new bus station could be created at this site, but this would need to be agreed as part of the wider redevelopment of the site.

The site fronts Caroline Street, which is served by only the 343 bus service, and therefore the majority of bus routes currently serving the existing bus station would have to be rerouted if this option were to be progressed, potentially resulting in extended bus journey times and distances.

Option 19 - Do-Minimum – Improve Pedestrian Connectivity / Amenity between current Bus Station and the Railway Station

A Do Minimum option has also been identified, which would provide enhanced pedestrian connectivity and amenity between the existing Bus Station and Railway Station. This could involve the enhancement of existing footways to ensure that they are of adequate width and of a generally good quality. This option would be a relatively low cost option, as no new bus infrastructure would be created, and all works to be undertaken would be within the adopted highway boundary, thus no additional land purchase would be required.

However, the option would not address the existing connectivity issues between the bus station and the main retail areas of the town centre, and whilst the pedestrian connectivity would be improved between the bus and rail stations, these would remain as separate entities requiring public transport users to travel the c. 350m distance between the two on foot in order to make connected journeys. This option would also remove the possibility of the existing bus station site being redeveloped for the benefit of the town centre.

4.3 Concepts

4.3.1 During the process of identifying options for this commission it became apparent that the options identified above fell into three broad concept areas in order to improve bus infrastructure and wider connectivity within Stalybridge. Those concepts are as follows:

- Concept 1 – the provision of a co-located bus and rail interchange facility;
- Concept 2 – the provision of a re-located bus station within the town centre; and,
- Concept 3 – the provision of a series of high-quality on-street bus stops at key points across the town centre in the place of a singular centralised bus station.

4.3.2 Each concept is considered in further detail below.

Concept 1 – The Provision of a Co-Located Bus and Rail Interchange

4.3.3 The first concept comprises the creation of a co-located bus and rail interchange facility. This would require suitable land to be identified in the locality of the existing railway station in which a bus interchange could be constructed, in order to provide convenient access between the two modes for users.

4.3.4 Similar co-located bus and rail interchanges have been provided elsewhere within Greater Manchester, including Altrincham and Eccles interchanges. As has been stated earlier, interchanges can vary in scale and size, with large multi-modal interchanges such as Altrincham existing in some locations, and more simplified & often cost effective solutions have been introduced in other locations.

Advantages

- An Interchange improves the relationship between the bus and rail facilities by minimising the walking distance for passengers alighting one transport mode to connect to another, and by minimising the requirement or avoiding all together, the requirement for pedestrians to cross roads.
- An Interchange has the potential to provide a seamless and fully accessible direct link between the two stations with high levels of weather protection and safety for passengers interchanging between different modes and between bus stands.
- Transport interchanges provide one of the first and last impressions for a visitor to a town centre. Co-locating the bus and rail facilities provides a singular distinct public transport hub forming a town centre gateway with improved image. Within the co-located facility there remains potential to provide a distinct and visible aesthetic which provides clear identification of the individual bus and rail facilities.
- An improved image is critical to encouraging passengers transferring via Stalybridge to venture into the town and a positive public transport experience can increase patronage and contribute as a catalyst for regeneration in proximity to the facility and along walking routes to the town's retail, civic and cultural destinations.
- An interchange offers improved physical and visual connectivity of waiting facilities for all modes of transport including rail, bus, tram, taxi, car, e-vehicles and facilities for cyclists, with improved wayfinding and potential for integrated travel information and travel centre serving all passengers using all transport modes.
- Fully enclosed waiting and circulation areas provide high levels of passenger comfort, and automated bus boarding doors offer a good level of protection from the elements and passenger safety preventing access to the bus apron.
- By virtue of a larger combined facility there's increased opportunity for enhanced passenger facilities including retail offer within the transport hub making it a more enjoyable place for passenger dwell time.
- With any new transport hub there are opportunities for improved sustainability by promoting public transport use in combination with active travel modes, by minimising energy demand and integrating renewable sources, by choosing materials and products with low levels of embodied carbon, by selecting low water use fittings and recycling grey water, and by increasing on site bio-diversity.
- Improved bus interchange at the rail station offers rail passengers seamless connectivity to bus services for starting or completing a longer distance journey, and particularly making bus travel as a connecting mode more attractive in hours of darkness.
- The location of Stalybridge rail station as a multi-modal interchange has benefits in being highly accessible from the existing highway network and established bus routes specifically from primary routes along Stamford Street via Waterloo Road and Market Street, and along Mottram Road via Trinity Street and Armentieres Square.

Disadvantages

- There is currently a very poor interface between the railway and the town centre and focussing on the existing rail station location as a new interchange in isolation neglects to address other important nodes within the town centre such as Armentieres Square, Trinity Street, and Waterloo Road.
- The walking route to the town centre is between 5 and 10 minutes depending on the destination and, therefore, not the most convenient place for bus passengers to alight who are accessing the civic and retail cores of the town.
- Co-location of the bus and rail facilities requires a careful balance with investment in regeneration around the rail station and walking routes to encourage passengers to engage with the retail and leisure amenities within the town centre and to avoid the facility becoming transient where passengers arrive only to depart to other locations.

- Phasing of the works would need to be co-ordinated with Network Rail to minimise disruption to public transport services.
- The limited land availability in the vicinity of the rail station mean it is likely that land acquisition would be required in order to create a co-located bus rail interchange.
- The creation of a co-located bus and rail interchange is likely to be the most expensive concept of the three concepts considered within this report.

Concept 2 – Relocated Town Centre Bus Station

4.3.5 The second concept considered is for a new high-quality bus station to be introduced within a new location within the town centre. This option has the potential to address the existing issues relating to access from the bus station to the main town centre, but would not create a co-located bus and rail interchange, and therefore a certain degree of travel between the two stations would still be required. High quality bus stations are in place in other locations within Greater Manchester including Hyde, Oldham and Shudehill Interchange in Manchester City Centre.

Advantages

- The relocation of Stalybridge Bus Station to a convenient town centre location provides significant opportunity for a much-improved interface with the heart of the town centre with improved public realm and better and easier walking routes for pedestrians whilst improving outcomes for local business on established and enhanced desire lines.
- A more convenient town centre location for a new bus facility has the potential to tempt locals and visitors out of their cars and onto the bus network and getting more people onto buses will help to reduce carbon emissions, improve air quality, and encourage active travel for the first and last mile having health benefits.
- The new location could contribute to “placemaking” by locating the facility close to the town’s unique heritage assets creating a gateway and sense of arrival within the characterful civic core.
- A relocated bus station facility follows a “transport hub” model where resources and facilities are concentrated in a single location focussed on high quality facilities. High quality facilities would typically include a fully enclosed weather protected passenger concourse, waiting areas with seating, automatic doors to bus boarding points, real-time information displays and head-of-queue, clocks, and potentially include enhanced facilities such as public toilets, retail kiosks and helpdesk.
- A re-located bus station can address existing key bus routes and services which currently run along Trinity Street including Armentieres Square and Waterloo Street and Market Street subject to site availability.
- There is potential for a bus only zone in the vicinity of a re-located bus station which would promote passenger safety and improve physical pedestrian connectivity via upgraded public realm space.
- The provision and arrangements for night-time services, security, personal safety and lighting will be dependent on the specifics of location and should aim to promote perception of safety amongst passengers and the neighbouring community particularly in hours of darkness.
- The creation of a new bus station in an alternative location within Stalybridge also provides an opportunity for the existing bus station site to be redeveloped, either for residential development, or for an alternative use to serve the town centre.

Disadvantages

- A new town centre bus station location does not facilitate improved multi-modal interchange with rail services and improvements to bus-rail interchange would still be required adjacent to the rail station for the overall success of the scheme.
- Depending on the site location the new facility may be severed from established bus routes requiring re-routing and re-timetabling. This is likely to be unacceptable to bus operators.
- Other challenges exist relating to the highway network, possible re-routing of vehicular thoroughfares and retaining the provision of servicing of shops and businesses.
- The cost of creating a relocated town centre bus station is likely to be considerably higher than the provision of high-quality on-street bus stops (Concept 3), and could be prohibitive to development.

- The timescales involved in designing and constructing a new bus station at an available site within the town are expected to be significantly longer than the timescales anticipated for a Concept 3 solution.

Concept 3 – High Quality On-Street Bus Stops

4.3.6 The third concept considered would provide a series of high-quality on-street bus stops at key locations throughout Stalybridge Town Centre, and would not provide a single new bus station or co-located bus and rail interchange. This option would focus on multiple locations, rather than only a single location as would be the case with either of the two previous concepts, and therefore has the potential to provide improvements to the town centre more broadly when compared to either of the two other concepts.

Advantages

- The provision of high quality on-street bus stops provides an opportunity for pockets of public transport and associated public realm improvements at a selection of key nodes throughout the town centre to be delivered, each having unique importance whether as an interface with retail and leisure facilities, civic functions, or for modal interchange.
- High quality on-street bus stops offer a sense of arrival in a small way at a range of locations including unique character areas and adjacent heritage buildings.
- Multiple stop locations, by virtue, provide great accessibility to both the rail station and town centre areas.
- With smaller architectural interventions resources can be focussed on improvements to the public realm including improved pedestrian crossings, enhanced pavements with kerbs and potential saw-tooth bus bays, and improved paving finishes possibly integrating street trees and soft landscaping and contributing to biodiversity whilst offering a pleasant, covered waiting environment.
- The option offers a sustainable low-tech solution minimising embodied and operational carbon and including the potential to be manufactured offsite with minimal disruption during site works and speedy delivery benefitting passengers sooner than later.
- Enhancing existing stop locations has minimal impact on the wider transport network and established routes subject to suitability of each stop location. The potential for bus only zones might also be considered within this option.
- There is potential for branding the design for the on-street bus stops as a family of stops which provide an improved identity for bus travel at destinations within the town centre.
- This concept is likely to be the most cost-effective of the three concepts considered, and has the potential to be the most deliverable, and could be introduced in a shorter timescale than either of the other two concepts.
- The provision of high-quality bus stops at the railway station as part of a wider provision of high-quality bus stops throughout the town could benefit from the existing facilities at the railway station as well as any additional facilities which may be delivered there in future.

Disadvantages

- Lost opportunity for a significant transport hub with enhanced passenger facilities and improved image as a town centre gateway facility.
- Smaller shelters do not offer good levels of passenger comfort, are likely to be open sided and offer little protection to the elements particularly the cold and wind driven rain.
- Open shelters by comparison to a fully enclosed passenger concourse offer reduced levels of security and safety, or protection from antisocial behaviour.

4.4 Scoring Matrices

4.4.1 Following both the objective setting workshop, and the TfGM session, in order to gauge feedback on the three concept options presented, the following colour scoring matrices were distributed to attendees:

Table 4-1: Concept Scoring Matrix Example

Factor	Co-located Interchange	Relocated Town Centre Bus Station	On street bus stops
Cost benefit			
Regeneration			
Transport hierarchy delivery			
Acceptability			
Construction challenge			

4.4.2 The three concept options (i.e. a co-located bus & rail interchange facility, a relocated town centre bus station, and a less localised on-street bus stop/s option) are presented along the top, and five factors against which we asked attendees to score each option are set out on the side.

4.4.3 For each concept option, we asked attendees to colour code the boxes for each factor using either Green (most favourable / positive option) , Amber (second choice / neutral option) or Red (least positive / favourable option).

4.4.4 Responses were received from Tameside Council, as well as from representatives from LCR Property, TransPennine Express, and TfGM. Those responses are set out below.

TMBC

Factor	Co-located Interchange	Relocated Town Centre Bus Station	On street bus stops
Cost benefit	Amber	Red	Green
Regeneration	Green	Red	Amber
Transport hierarchy delivery	Amber	Red	Green
Acceptability	Amber	Red	Green
Construction challenge	Red	Amber	Green

Factor	Co-located Interchange	Relocated Town Centre Bus Station	On street bus stops
Cost benefit	Amber	Red	Green
Regeneration	Green	Red	Amber
Transport hierarchy delivery	Amber	Red	Green
Acceptability	Amber	Red	Green
Construction challenge	Red	Red	Green

LCR Property

Factor	Co-located Interchange	Relocated Town Centre Bus Station	On street bus stops
Cost benefit	Yellow	Red	Green
Regeneration	Green	Red	Yellow
Transport hierarchy delivery	Green	Yellow	Red
Acceptability	Green	Red	Yellow
Construction challenge	Red	Yellow	Green

TransPennine Express

Factor	Co-located Interchange	Relocated Town Centre Bus Station	On street bus stops
Cost benefit	Yellow	Yellow	Green
Regeneration	Green	Yellow	Yellow
Transport hierarchy delivery	Green		
Acceptability	Green	Yellow	Green
Construction challenge	Yellow	Yellow	Green

Transport for Greater Manchester

Factor	Co-located Interchange	Relocated Town Centre Bus Station	On street bus stops
Cost benefit	Yellow	Red	Green
Regeneration	Green	Yellow	Yellow
Transport hierarchy delivery	?	?	?
Acceptability	Green	Green	Green
Construction challenge	Red	Yellow	Green

4.4.5 Overall, the responses shown above show that the On-Street Bus Stops option received the most green responses (indicating the most favourable option). Each response identified this option as the best fit in terms of Cost Benefit and Construction Challenge.

4.4.6 The Relocated Town Centre Bus Station concept had the lowest score across all responses.

5 Initial Option Sifting

5.1 Overview

5.1.1 As stated in Section 4.1 of this report, an appraisal and sifting process has been undertaken for all potential improvement options identified within Section 4.2. Each option has been scored based on their forecast fit against key criteria identified within the objective setting workshop. Those criteria are as follows:

- Impact on Bus – Rail Connectivity;
- Impact on Connectivity to Key Town Centre Destinations;
- Impact on Wider Town Centre Regeneration;
- Impact on Public Transport & Active Travel Use;
- Impact on Bus Journey Times;
- Provision of Micro-Mobility Features; and,
- Cost Effectiveness / Construction Challenges.

5.1.2 For each criterium, each option has been given a score ranging from -3 (equating to a very poor fit) and +3 (indicating a very good fit). Those scores have been totalled for each option to give an overall score, which has then been used to determine the shortlist of options which are recommended to be taken forward for further consideration.

5.2 Initial Option Appraisal & Shortlist Identification

5.2.1 The full option appraisal table is presented in Appendix B.

5.2.2 The top scoring option was Option 12 - New Bus Stops at Key Locations in Town Centre (Including by Station) and Redevelop Existing Bus Station. This option scored 12 out of a potential maximum score of 21 (57%).

5.2.3 In second place, was Option 4 - New Bus Station to the north side of Rassbottom Street (Current Car Park), which scored 7 out of a maximum score of 21 (33%).

5.2.4 In joint third place, scoring 6 points out of a maximum 21 (29%) were Option 9 - New Bus Stops utilising Parking Area to immediate North-East of Station Entrance forecourt, and Option 10 - Enhance Existing Bus Stops on Rassbottom Street.

5.2.5 It is therefore recommended that the following four options are taken forward for more detailed appraisal:

- Option 12 - New Bus Stops at Key Locations in the Town Centre (Including by Station) and Redevelop Existing Bus Station;
- Option 4 - New Bus Station to the north side of Rassbottom Street (Current Car Park);
- Option 9 - New Bus Stops utilising Parking Area to immediate North-East of Station Entrance forecourt; and,
- Option 10 - Enhance Existing Bus Stops on Rassbottom Street.

5.2.6 Following the second round of appraisal, it is envisioned that a final preferred option can be identified, which can then be taken forward through the scheme development process.

6 Appraisal of Shortlisted Options

6.1 Overview

6.1.1 Further appraisal has been undertaken for the four shortlisted options which were identified within the previous section, in order to identify a single recommended preferred option which best fits the aims and objectives of the commission.

6.2 Appraisal Process

6.2.1 The appraisal process for the short-listed options has considered the following criteria:

- Stakeholder Acceptability – Informed by the colour scoring matrices received from workshop attendees;
- Land Ownership Impact – i.e. whether any additional land acquisition will be required in order to deliver improvements;
- Forecast Timescales for Implementation – i.e. how long each shortlisted option is expected to take to deliver; and,
- Town Centre Wide Impact – i.e. whether each shortlisted option would deliver meaningful benefits across the entire town centre.

6.2.2 As with the initial appraisal process, each option has been given a score ranging from -3 (equating to a very poor fit) and +3 (indicating a very good fit) for each criterion. The option with the greatest combined score has been identified as the recommended preferred option.

6.3 Identification of Preferred Option

6.3.1 The full shortlist appraisal table is attached at Appendix C.

6.3.2 Having received the highest overall score, Option 12 – New Stops at Key Locations in the Town Centre (Including by Station) and Redevelop Existing Bus Station, has been identified as the recommended preferred option. This option scored +13 from a possible +15 within the shortlist appraisal process.

6.3.3 The option would deliver a network of high-quality bus stops across the town centre, a concept which was identified as the most popular by workshop attendees, and in so doing would deliver a significant town-centre wide improvement when compared to the existing situation.

6.3.4 This option would avoid impact on existing bus journey times (one of the key criteria identified by TfGM), would improve the bus stop provision adjacent to the rail station (thus improving bus – rail interchange) and would also present the ability for the existing bus station site to be re-developed, contributing to the wider regeneration aspirations for the town centre. The option would be developed within the existing street scene, and would not result in the construction of major new infrastructure and as such would result in one of the lowest forecast environmental impacts of all options considered. This option would also be complementary to other planned and aspirational schemes in the town – including the plans by TPE to improve access to the station and of the proposed brownfield residential development. In the latter case there may also be an opportunity to extend the high quality provision into the large development area to the south of the station as part of the development's sustainable transport provision.

6.3.5 It is anticipated that the recommended preferred option would deliver cost effective and relatively easily deliverable improvements to the town centre, as interventions of a lesser scale than have been proposed in other options would be required, whilst still providing considerable connectivity benefits to Stalybridge.

7 Summary

7.1 Summary

7.1.1 Tameside Metropolitan Borough Council (TMBC) has appointed Pell Frischmann, together with Jefferson Sheard Architects and Temple Group to identify potential options to deliver bus-rail connectivity, as well as options to improve bus provision generally within Stalybridge.

7.1.2 A wide range of potential improvement options have been identified and appraised within this report. The conception of these options has been guided by engagement with key stakeholders throughout this process, including with representatives from TMBC, TransPennine Express, First Rail, LCR Property and Transport for Greater Manchester (TfGM).

7.1.3 Stakeholder workshop sessions have been held in order to identify the objectives against which any identified improvement options have been appraised.

7.1.4 An initial option appraisal process was undertaken of all identified options, and that appraisal process resulted in a shortlist of the four highest scoring being identified. Those options are as follows:

- Option 12 - New Bus Stops at Key Locations in the Town Centre (Including by Station) and Redevelop Existing Bus Station;
- Option 4 - New Bus Station to the north side of Rassbottom Street (Current Car Park);
- Option 9 - New Bus Stops utilising Parking Area to immediate North-East of Station Entrance forecourt; and,
- Option 10 - Enhance Existing Bus Stops on Rassbottom Street.

7.1.5 The shortlist identified above has then been appraised further based on Stakeholder Acceptability, Land Ownership Impact, Forecast Timescales for Implementation and Town Centre Wide Impact. That process identified Option 12 - New Bus Stops at Key Locations in the Town Centre (Including by Station) and Redevelop Existing Bus Station as the highest scoring option, and therefore this has been identified as the recommended preferred option.

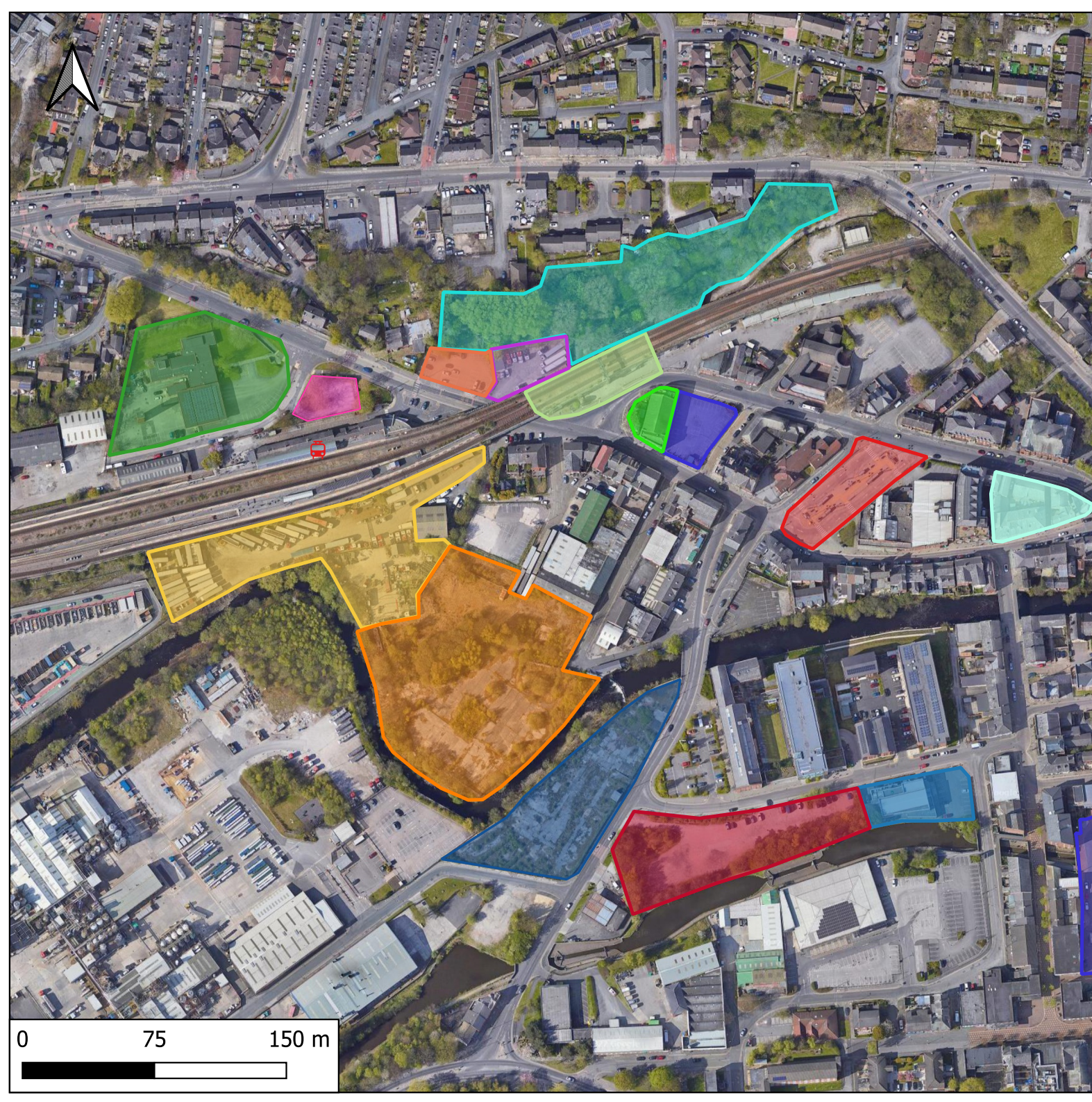
7.1.6 The option is cost effective, deliverable, and is forecast to deliver tangible town-centre wide improvements to bus and rail connectivity and to bus infrastructure generally within Stalybridge. The option would also allow the existing bus station to be redeveloped to support wider regeneration efforts within the town centre.

7.2 Recommended Next Steps

7.2.1 Following this option identification and appraisal stage, it is recommended that the preferred option is taken forward through the design process. Further engagement with key stakeholders will be important throughout the subsequent design stage. Those stakeholders are anticipated to include TMBC, TfGM, Network Rail & local bus operators.

7.2.2 It is recommended that the design of the identified preferred option is progressed in line with all current public transport and active travel guidance, including LTN 1/20, the GMCA Streets for All Strategy and the National Association of City Transport Officials (NACTO) Design Guide.


Appendix A - Drawing No. 106253-PEF-GIS-01-DR-D-00001



Key

-  Railway Station
-  Existing Bus Station Site
-  Site 1 - Fire Station Site
-  Site 2 - Land to South of Station
-  Site 3 - Land to South of Station (Haulage Yard)
-  Site 4 - Car Park North of Rassbottom Street
-  Site 5 - Land North of Rassbottom Street (Haulage Yard)
-  Site 6 - Land North of Rassbottom Street
-  Site 7 - Khaleasi Night Club Site
-  Site 8 - Waterloo Road Car Park
-  Site 9 - Car Park to North of Station
-  Site 10 - Armentieres Square
-  Site 11 - Castle St Car Park
-  Site 12 - Land around Market St, Waterloo Rd & Trinity St
-  Site 13 - Waterloo Road Railway Arches
-  Site 14 - Phoenix City Site
-  Site 15 - Land East of Caroline St

0 75 150 m



Appendix B - Longlist Option Appraisal Table

Option	Impact on Bus – Rail Connectivity	Impact on Connectivity to Key Town Centre Destinations	Impact on Wider Town Centre Regeneration	Impact on Public Transport & Active Travel Use	Impact on Bus Journey Times	Provision of Micro-Mobility Features	Cost Effectiveness / Construction Challenges	Total (Max Score = 21)
Option 1 - New Bus Station on the site of the current Stalybridge Fire Station	+3 Would deliver a co-located bus & rail interchange.	-3 The site would result in an extension to journey times and distances between the bus station and key destinations within the town centre when compared to the existing situation.	+1 A co-located bus & rail interchange has the potential to make a sizable contribution to wider regeneration. This option would allow the existing bus station location to be released for development. However, a new site would need to be found to which the fire station could be relocated.	+2 Creation of a co-located bus and rail interchange facility has the potential to encourage greater levels of PT & AT usage. However, these benefits would be localised to a specific part of the town centre.	-1 Minor diversion to existing route would be required in order to take services into the fire station site.	0 The creation of a new multi-modal transport interchange could contain e-bike or e-scooter hubs. However, similar hubs would be required in additional locations across Stalybridge in order to make this an attractive option.	-3 Significant cost associated with relocating fire station site to alternative site in order to deliver an interchange in this location.	-1
Option 2 - New Bus Station to the South of the Station (Brown Field Site)	+1 A creation of a new bus station in this location would provide a slight betterment in	0 Negligible in terms of pedestrian journey time and distance when compared	-2 The site is expected to deliver 277 new dwellings as part of Tameside LUF	+1 The creation of a new bus station in this location could encourage greater use of	-3 Diversion to all bus routes would be required in order to	0 New micro-mobility hubs could be created within bus station, however	-3 Whilst the site is currently brownfield, and therefore may be expected to	-6

	<p>terms of pedestrian connectivity (i.e. journey time and distance) when compared to the existing situation. However, improvements would need to be made to one or both of Chapel St and / or Water St in order to improve these links for both pedestrian and vehicular access.</p>	<p>to existing situation.</p>	<p>funding bid. Any new bus infrastructure on this site would reduce the total no. of units which could be developed.</p> <p>This option would allow the existing bus station location to be released for development</p>	<p>public transport usage, but significant improvements would be required to highway network in order to facilitate these benefits.</p>	<p>reach this site.</p>	<p>improvements to local highway network would be required in order to make micro-mobility an attractive option in this location.</p>	<p>have lower delivery costs when compared to other sites, the loss of developable land from the planned development in this location is likely to have a sizable potential cost.</p>	
<p>Option 3 - New Bus Station to the South of the Station (Current Haulage Yard)</p>	<p>+1 The creation of a new bus station in this location has the potential to effectively create a co-located bus and rail facility if immediate access to the railway station from the south can be made achievable.</p>	<p>-1 The site would result in a small extension to journey times and distances between the bus station and key destinations within the town centre when compared to the existing situation.</p>	<p>+2 The creation of a new bus station in this location would provide improved public transport facilities, whilst removing the extant haulage use of the site.</p> <p>This option would allow the existing bus</p>	<p>+2 Creation of a new bus station in this location has the potential to encourage greater levels of PT & AT usage. However, these benefits would be localised to a specific part of</p>	<p>-3 Diversions to all bus routes would be required in order to reach this site.</p>	<p>0 New micro-mobility hubs could be created within bus station, however improvements to local highway network would be required in order to make micro-mobility an attractive</p>	<p>-2 Higher anticipated delivery costs when compared to some other options, and compensation would likely be required in order to relocate the existing haulage business.</p>	<p>-1</p>

	However, improvements to immediate access to site from Market Street would be required in order to achieve these benefits.		station location to be released for development	the town centre.		option in this location.		
Option 4 - New Bus Station to the north side of Rassbottom Street (Current Car Park)	+2 A new bus station in this location would provide almost immediate connectivity between bus and rail. Pedestrian crossing improvement works would be required across Market Street	-3 The site would result in an extension to journey times and distances between the bus station and key destinations within the town centre when compared to the existing situation.	+1 This option would allow the existing bus station location to be released for development	+3 The creation of a new bus station would encourage increase in public transport usage, and the removal of an existing car park may add to this effect (if car park is not relocated elsewhere).	+2 Minimal rerouting required of bus services required as site is situated on main bus route.	0 The new station could contain e-bike or e-scooter hubs. However, similar hubs would be required in additional locations across Stalybridge in order to make this an attractive option.	+2 Relatively low cost option, however cost associated with re-providing c. 35 parking spaces at an alternative location within the town centre likely to be added to scheme costs.	+7
Option 5 - New Bus Station to the north side of Rassbottom Street (utilising Haulage Yard and vacant plot to the rear)	+2 A new bus station in this location would provide almost immediate connectivity between bus	-3 The site would result in an extension to journey times and distances between the bus station and	+1 This option would allow the existing bus station location to be released for development	+3 The creation of a new bus station would encourage increase in public transport	+2 Minimal rerouting required of bus services required as site is situated on	-3 New highway connection needed to Market Street in order to make micro-mobility an	-3 This option would require the existing haulage business to be relocated in order to	-1

	and rail. Pedestrian crossing improvement works would be required across Market Street	key destinations within the town centre when compared to the existing situation.		usage, and the removal of an existing car park may add to this effect (if car park is not relocated elsewhere).	main bus route.	attractive transport mode in this location.	deliver the new exercise – which is likely to require substantial amounts of compensation. There are also significant level changes throughout the site which are likely to make the construction of a new facility in this location very challenging, and which will require substantial groundwork and engineering costs to address.	
Option 6 - New Bus Station on the site of the existing Khaleasi Night Club and adjacent car park Waterloo	+1 The proposals would not create a co-located bus and rail facility, but would provide reduced travel time and	-2 The site would result in a small extension to journey times and distances between the bus station and key destinations	-1 This option would require an existing business to be closed in order to deliver the option, and would result in	+3 The creation of a new bus station would encourage increase in public transport usage, and	+2 Minimal rerouting required of bus services required as site is situated on	0 The new station could contain e-bike or e-scooter hubs. However, similar hubs would be	-2 The existing nightclub would need to be closed in order to deliver this option. Therefore,	+1

<p>Road / Queen Street</p>	<p>distance between bus and rail when compared to the existing bus station location. Enhanced pedestrian facilities would need to be introduced between the site and railway station.</p>	<p>within the town centre when compared to the existing situation.</p>	<p>the loss of c. 37 car parking spaces.</p> <p>This option would allow the existing bus station location to be released for development.</p>	<p>the removal of an existing car park may add to this effect (if car park is not relocated elsewhere).</p>	<p>main bus route.</p>	<p>required in additional locations across Stalybridge in order to make this an attractive option.</p>	<p>CPO may be required.</p> <p>Likely that the existing car parking spaces (c. 37 would need to be re-provided elsewhere).</p>	
<p>Option 7 - New Bus Station on the site of the existing Waterloo Road / Queen Street car park</p>	<p>+1 The proposals would not create a co-located bus and rail facility, but would provide reduced travel time and distance between bus and rail when compared to the existing bus station location. Enhanced pedestrian facilities would need to be introduced between the site and railway station.</p>	<p>-2 The site would result in a small extension to journey times and distances between the bus station and key destinations within the town centre when compared to the existing situation.</p>	<p>0 Would result in the loss of c. 37 car parking spaces.</p> <p>This option would allow the existing bus station location to be released for development.</p>	<p>+3 The creation of a new bus station would encourage increase in public transport usage, and the removal of an existing car park may add to this effect (if car park is not relocated elsewhere).</p>	<p>+2 Minimal rerouting required of bus services required as site is situated on main bus route.</p>	<p>0 The new station could contain e-bike or e-scooter hubs. However, similar hubs would be required in additional locations across Stalybridge in order to make this an attractive option.</p>	<p>-1 Likely that the existing car parking spaces (c. 37 would need to be re-provided elsewhere).</p>	<p>+3</p>

<p>Option 8 - New Bus Stops utilising part of Fire Station forecourt</p>	<p>+2 Creation of new bus stops in this location would enhance connectivity between bus and rail, but this improvement would be localised.</p>	<p>-3 The site would result in an extension to journey times and distances between the bus stops and town centre when compared to the existing situation.</p>	<p>+2 Enhanced connectivity in this location has the potential to make a contribution to wider regeneration. This option would allow the existing bus station location to be released for development, if it is considered that the proposed new stops can provide a similar level of service.</p>	<p>+1 Creation of new bus stops in this location has the potential to encourage greater levels of PT & AT usage. However, these benefits would be localised to a specific part of the town centre.</p>	<p>-1 Minor diversion to existing route would be required in order to take services into the fire station site.</p>	<p>0 Whilst micro-mobility facilities could be provided at the new bus stops, additional hubs would need to be located in other areas within the town centre in order to create an attractive micro-mobility network within Stalybridge.</p>	<p>+1 Relatively low cost option, but would require approval of fire service in order to create bus infrastructure on part of the fire station site.</p>	<p>+2</p>
<p>Option 9 - New Bus Stops utilising Parking Area to immediate North-East of Station Entrance forecourt</p>	<p>+3 Would provide immediate bus & rail connection.</p>	<p>-3 The site would result in an extension to journey times and distances between the bus stops and town centre when compared to the existing situation.</p>	<p>+2 Enhanced connectivity in this location has the potential to make a contribution to wider regeneration. This option would allow the existing bus station location</p>	<p>+3 The creation of a new bus station would encourage increase in public transport usage, and the removal of an existing car park may add to this effect (if car park is not</p>	<p>-1 Minor diversion to existing routes would be required in order to take services into the site.</p>	<p>0 Whilst micro-mobility facilities could be provided at the new bus stops, additional hubs would need to be located in other areas within the town centre in</p>	<p>+2 Relatively low cost option, but would likely require the reprovision of lost parking spaces elsewhere within the town centre.</p>	<p>+6</p>

			to be released for development. Would result in the loss of c. 12 car parking spaces.	relocated elsewhere).		order to create an attractive micro-mobility network within Stalybridge.		
Option 10 - Enhance Existing Bus Stops on Rassbottom Street	+1 Would have slight positive impact in terms of bus-rail connectivity through the improvement of existing stops. But very localised improvement.	+1 Slight positive impact to in terms of connectivity to town centre through the improvement of existing stops. Very localised improvement.	-3 Little contribution to wider regeneration. Existing bus station likely to need to be retained.	+1 Potential to provide slight improvement to public transport use on Market Street, but very localised improvement.	+3 No rerouting of existing services required.	0 Whilst micro-mobility facilities could be provided at the stops, additional hubs would need to be located in other areas within the town centre in order to create an attractive micro-mobility network within Stalybridge.	+3 Low cost option.	+6
Option 11 - Re-Configure Existing Bus Station to Better Match Demand	+1 Would have slight positive impact in terms of bus-rail connectivity through the improvement of existing stops.	+1 Slight positive impact to in terms of connectivity to town centre through the improvement of existing stops.	-3 Little contribution to wider regeneration. Reducing footprint of	+1 Potential to provide slight improvement to public transport use, but very	+3 No rerouting of existing services required.	0 Whilst micro-mobility facilities could be provided at the reconfigured bus station, additional	+2 Relatively low cost option.	+5

	But very localised improvement.	Very localised improvement.	existing bus station may bring about limited opportunities for public realm improvements or similar.	localised improvement.		hubs would need to be located in other areas within the town centre in order to create an attractive micro-mobility network within Stalybridge.		
Option 12 - New Bus Stops at Key Locations in Town Centre (Including by Station) and Redevelop Existing Bus Station	+2 Has the potential to enhance connectivity to rail station from numerous areas within town centre, without creating a co-located facility.	+3 Has the potential to enhance connectivity to key destinations within town centre from many areas across Stalybridge.	+2 Would support wider regeneration through encouraging public transport use from various points across the town centre. This option would allow the existing bus station location to be released for development.	+2 Potential to provide boost to public transport use in multiple areas across the town centre.	0 Rerouting of some services may be required depending on exact location of stops.	+2 Inclusion of micro-mobility features at these stops has the potential to create a network of micro-mobility hubs at various points across the town centre.	+1 Lower anticipated costs when compared to options which would create either a new bus station or co-located bus-rail facility.	+12
Option 13 - Relocate Bus Station to Armentieres Square	-3 Would result in considerably increased journey times and distances	+3 Would provide a more convenient bus station for access to key	+2 Likely to result in regeneration by providing enhanced opportunities for	+1 Potential to provide boost to public transport use within the	+1 Only the 356 service would need to be diverted. All other	0 Whilst micro-mobility facilities could be provided at the new	+1 Whilst creation of new bus station could be expected	+5

	between the bus and rail stations when compared to the existing situation.	town centre destinations, resulting in reduced pedestrian journey times and distances.	passing trade by locating the main bus station within the town centre core. This option would allow the existing bus station location to be released for development.	town centre by formalising Armentieres Square's 'de-facto' bus station status.	services currently serve Armentieres Square.	bus station, additional hubs would need to be located in other areas within the town centre in order to create an attractive micro-mobility network within Stalybridge.	to generate substantial costs, these costs could be somewhat offset by the existing bus infrastructure within Armentieres Square.	
Option 14 - Relocate Bus Station to New Facility using Surface Car Park off Castle Street	-3 Would result in increased journey times and distances between the bus and rail stations when compared to the existing situation.	+3 Would provide a more convenient bus station for access to key town centre destinations, resulting in reduced pedestrian journey times and distances.	-2 The site is expected to deliver 51 new dwellings as part of Tameside's Brownfield Land Register. The relocation of the bus station to this location would reduce the quantum of development possible from this site. This option would allow the existing bus station location	+1 Creation of new bus stops in this location has the potential to encourage greater levels of PT & AT usage. However, these benefits would be localised to a specific part of the town centre.	-3 Diversions to all bus routes would be required in order to reach this site.	0 Whilst micro-mobility facilities could be provided at the new bus station, additional hubs would need to be located in other areas within the town centre in order to create an attractive micro-mobility network within Stalybridge.	-3 Whilst the site is currently brownfield, and therefore may be expected to have lower delivery costs when compared to other sites, the loss of developable land from the planned development in this location is likely to have a sizable potential cost.	-7

			to be released for development					
Option 15 - New Bus Stops in Area Surrounding Market Street / Waterloo Road / Trinity Street	-2 Would result in increased journey times and distances between the bus and rail stations when compared to the existing situation.	+1 Slightly enhanced connectivity to main retail areas within the town centre. Bus stops would be created within the Heritage Action Zone (HAZ).	+1 Little contribution to wider regeneration. This option would allow the existing bus station location to be released for development	+1 Creation of new bus stops in this location has the potential to encourage greater levels of PT & AT usage. However, these benefits would be localised to a specific part of the town centre.	+2 Proximity to existing bus station means virtually no diversions required.	0 Whilst micro-mobility facilities could be provided at the new bus station, additional hubs would need to be located in other areas within the town centre in order to create an attractive micro-mobility network within Stalybridge.	+2 Relatively low cost option, however creating new infrastructure within HAZ may bring challenges.	+5
Option 16 - New Bus Stops on Area of Waterloo Road in the vicinity of Railway Arches	+1 A creation of new bus stops in this location would provide a betterment in terms of pedestrian connectivity (i.e. journey time and distance) when compared to the existing situation.	-3 The site would result in an extension to journey times and distances between the bus stops and town centre when compared to the existing situation.	+1 Little contribution to wider regeneration. This option would allow the existing bus station location to be released for development	+2 Creation of new bus stops in this location has the potential to encourage greater levels of PT & AT usage. Opportunities exist for the existing	-1 Minor diversion to existing route would be required in order to take services into the site.	0 Whilst micro-mobility facilities could be provided at the new bus station, additional hubs would need to be located in other areas within the town centre in	-2 Whilst the provision of bus stops in the place of either a bus station or co-located should bring cost benefits, this site is understood to be under the control of	-2

	However, improvements would need to the immediate highway access from Market Street / Waterloo Road in order to realise these benefits.			pedestrian footpath in this location to be improved in order to further encourage sustainable travel in this location.		order to create an attractive micro-mobility network within Stalybridge.	Network Rail, and therefore either land purchase, or an agreement with Network Rail would be required in order to deliver this option. Highway and potentially pedestrian infrastructure improvement works are also likely to be required.	
Option 17 - New Bus Stops as part of Redevelopment of Existing Phoenix City Site	-3 Would result in significantly increased journey times and distances between the bus and rail stations when compared to the existing situation.	+3 Would provide very well located bus stops for several key town centre retail areas.	-1 This option would require the existing Phoenix City business to close. Little contribution to wider regeneration. This option would allow the existing bus station location	+1 Creation of new bus stops in this location has the potential to encourage greater levels of PT & AT usage. However, these benefits would be localised to a specific part of the town centre.	-3 Diversions to all bus routes would be required in order to reach this site.	0 Whilst micro-mobility facilities could be provided at the new bus station, additional hubs would need to be located in other areas within the town centre in order to create an attractive	-2 Whilst the provision of bus stops in the place of either a bus station or co-located should bring cost benefits, land purchase or CPO would be required in order to develop this option.	-5

			to be released for development			micro-mobility network within Stalybridge.		
Option 18 - Creation of a New Bus Station on Land to the West of Caroline Street	-1 Would result in a slight increase to journey times and distances between the bus and rail stations when compared to the existing situation.	+1 Would provide a slight benefit in terms of access to key town centre destinations, resulting in reduced pedestrian journey times and distances.	-2 The site is expected to deliver 277 new dwellings as part of Tameside's Brownfield Land Register. Any new bus infrastructure on this site would reduce the total no. of units which could be developed. This option would allow the existing bus station location to be released for development	+1 Creation of new bus station in this location has the potential to encourage greater levels of PT & AT usage. However, these benefits would be localised to a specific part of the town centre.	-2 Many bus routes would need to reroute in order to serve this site, as only the 343 service extends along the site frontage.	0 Whilst micro-mobility facilities could be provided at the new bus station, additional hubs would need to be located in other areas within the town centre in order to create an attractive micro-mobility network within Stalybridge.	-3 Whilst the site is currently brownfield, and therefore may be expected to have lower delivery costs when compared to other sites, the loss of developable land from the planned development in this location is likely to have a sizable potential cost.	-6
Option 19 - Do-Minimum – Improve Pedestrian Connectivity / Amenity between current Bus Station and the Railway Station	+1 Minor increase in connectivity between bus and rail stations through improved pedestrian	+1 Minor increase in connectivity between bus station and town centre through improved pedestrian	-2 Little contribution to wider regeneration. Existing bus station would	+1 Potential to provide small, localised improvements to pedestrian connectivity.	+3 No bus rerouting required.	-3 No opportunity to introduce micro-mobility facilities.	+3 Lowest cost option.	+4

	infrastructure / experience.	infrastructure / experience.	need to remain in place.					
--	---------------------------------	---------------------------------	-----------------------------	--	--	--	--	--

Appendix C – Shortlist Option Appraisal Table

Option	Stakeholder Acceptability	Land Ownership Impact	Forecast Timescales for Implementation	Physical Constraints	Town Centre Wide Impact	Total (Max Score = 15)
Option 4 - New Bus Station to the north side of Rassbottom Street (Current Car Park)	0 The colour scoring matrix responses from stakeholders indicate that providing a co-located interchange facility is not as preferable as the provision of on-street bus stops, largely as this concept is considered to have additional deliverability and construction challenges when compared to the on-street bus stop option.	+3 The site currently operates as a council operated car park. It is therefore assumed that the site is entirely under the control of TMBC. Therefore, there are no land ownership issues expected for this option.	-1 Highway alteration works and conversion from extant car park use are likely to result in longer timescales for implementation when compared to other options.	-1 The site measures approximately 800m in area, and therefore the scope of co-located interchange which could be accommodated within this area is limited when considering the need for two-way bus movements.	+1 The co-located interchange has potential to attract users from the whole town centre, however, the site is not centrally located, and does not provide direct access to the retail core of the town centre. The existing 35 free car parking spaces are likely to need to be re-provided elsewhere within the town centre.	+2
Option 9 - New Bus Stops utilising Parking Area to immediate North-East of Station Entrance forecourt	+3 The colour scoring matrix responses from stakeholders indicate that the provision of high-quality on street bus stops is the most favourable option (due to the cost	-1 The site currently operates as a car park for Stalybridge Railway Station. It is therefore assumed that the site is either owned by Network Rail, or that Network Rail have easement	-1 Highway alteration works and conversion from extant car park use are likely to result in longer timescales for implementation when compared to other options.	-1 Vehicular access improvements to the site would be required in order to facilitate bus movements. Bus turning manoeuvres are likely to be	-1 The stops would not be centrally located, and would not provide direct access to the retail core of the town centre.	0

	benefit and deliverability benefits offered by this option).	to use the site. Therefore, agreement with Network Rail will need to be reached in order to progress this option, which may involve land purchase.		challenging within the confines of the site due to its size.	The existing c.12 car parking spaces are likely to need to be re-provided elsewhere within the town centre.	
Option 10 - Enhance Existing Bus Stops on Rassbottom Street	+3 The colour scoring matrix responses from stakeholders indicate that the provision of high-quality on street bus stops is the most favourable option (due to the cost benefit and deliverability benefits offered by this option).	+3 The existing bus stops fall entirely within the adopted highway boundary, and therefore no 3 rd party land ownership issues are anticipated.	+3 This option is likely to have the shortest implementation timescale of all options considered, due to the limited geographical scope of the improvements.	+1 The presence of the railway overbridge provides a potential constraint, and the existing westbound bus stop could benefit from being moved from under this bridge. All improvement works would need to take place within the adopted highway boundary in order to avoid 3 rd party land issues.	+1 This option is only expected to deliver improvements in the immediate vicinity of Market Street, and the railway station.	+12
Option 12 - New Bus Stops at Key Locations in Town Centre (Including by Station) and Redevelop Existing Bus Station	+3 The colour scoring matrix responses from stakeholders indicate that the provision of high-quality on street bus stops is the most favourable option (due to the cost	+3 It is anticipated that high-quality on-street bus stops could be delivered in key locations across the town centre, entirely within the existing highway boundary.	+2 This option is likely to have the second shortest implementation timescales (behind Option 10), due to the lower scale of implementations at each key location	+2 Minor localised constraints are likely to be in place at key locations across the town centre, however it is expected that all improvements can be delivered entirely	+3 The provision of high quality bus-stops at key locations across the town centre is likely to deliver town-centre wide benefits.	+13

	benefit and deliverability benefits offered by this option).	Therefore, no 3 rd party land ownership issues are anticipated.	(when compared to the creation of new bus stations or co-located interchanges).	within the adopted highway boundary, or land under the control of TMBC.		
--	--	--	---	---	--	--