

		Key		+++	Large Positive Score	++	Moderate Positive Score	+	Small Positive Score	0	Neutral			
				---	Large Negative Score	--	Moderate Negative Score	-	Small Negative Score	X	Potential Showstopper			
Ref	Scheme	Description	Key Features	Strengths	Weaknesses	Opportunities	Threats	Deliverability	Affordability	Stakeholder Support	Capital Costs	Operating Costs	Demand including Mode Shift	Benefits
Wigan Transport Hub Options														
5	5 – Rodney Street Link to Interchange at North Western		<p>- new link from Rodney Street to Wallgate, via former MFI site and Wigan north Western</p> <p>- Superstop options are usable with this option</p>	<p>Central 'Gateway to Wigan' location for high quality multi-modal (bus, rail and taxi) interchange facility</p> <p>Direct access to station, car parks and new bus station</p> <p>Improves quality of public realm / streetscape on Wallgate. Increased activity and footfall, providing regeneration and improved commercial opportunities.</p> <p>Relieves the weak bridge on Wallgate</p>	<p>High Cost</p> <p>New road bridge required, with likely significant cost and planning implications.</p> <p>Land acquisition required, with associated cost and planning implications</p> <p>Poor links to other 'town centre quarters', with a focus on the Wallgate area.</p>	<p>Regeneration opportunities on Wallgate corridor, King Street and the former MFI site (given the better linkages offered to this part of the town).</p> <p>Potential to amend King Street and Rodney Street traffic movements offering betterment for management of vehicular and pedestrian activity.</p> <p>Existing bus station can be redeveloped (including sale to the land and promotion of enhanced activities in this area linked with the learning quarter)</p> <p>Car park revenues could be enhanced (as the location of the car park, with the new link road, could be seen to serve the station and the Leisure / Civic Quarter)</p>	<p>Without appropriate traffic control, there is the potential to create a new route for general traffic with subsequent severance effects immediately fronting the station.</p> <p>Distance of car park from railway station is slightly greater than existing and could have impacts on use by rail users.</p> <p>Likely opposition from Network Rail (land and required road bridge) and potentially from businesses (should the link reduce redevelopment opportunities for the MFI site due to its reduced plot size)</p>	<p>Likely to be planning issues associated with new link road (including Network Rail) and new bus terminus (Land agreement). Large infrastructure requirements (link road and bus station)</p>	<p>High cost scheme (with many unknowns where costs could escalate) in terms of capital costs and operating costs.</p> <p>Potential redevelopment opportunities (bus station) offering a level of income.</p> <p>Unlikely to be deliverable in phases with implications on funding sources.</p> <p>Single funding application. If MSBC to DfT, then 25%+ local funding required.</p>	<p>Taxi reaction unknown. Improved facilities for taxis. Increased revenue could be achieved from increased rail patronage. However, increased bus services could offer a greater level of competition.</p> <p>Benefits to businesses in the Wallgate area. Potential disbenefits in other parts of the town.</p>	High	Medium	Medium	Medium
				++	---	+++	--	---	---	+				
6	6 - 'Balanced' Option		<p>Provide 4 quality stops at NW station for services from West / North Corridors to terminate. This allows these services to access more of the town centre and link to the railway stations, plus busier areas of the town centre. These service routes would be extended from the bus station, so that nearly all services (over 90%) would serve Wallgate area and the current bus station. Minimal impact to operators and increases in bus resources (drivers, vehicles). Stops on Wallgate to be retained for through services. The existing bus station should be reduced in size, to 10 stands maximum of Superstop quality. Some stands could be located on Hallgate. At least 2/3 of the bus station site would remain for sale with opportunity to integrate future ped links through to Market Street / the Galleries. Provision for layover in Hallgate / Dornig Street is required (in addition to ability to layover at new WNW provision).</p> <p>NW station car park to remain at current location. Look to provide pedestrian route through middle so link to King Street (and ultimately the civic / leisure quarters) is more direct. Link to new second access to NW station through current ticket office to gain make route more direct.</p> <p>Link Option to redevelop the front of NW station, with new waiting area (for bus, rail, taxi), ticket office, retail, information etc.</p> <p>Keep Wallgate open to buses, taxis. General traffic to use new Link Road or River Way. Reduces bus flows on Library Street and King Street East. Common signing and information at two rail stations. Bus Information screens at railway station. Integration of wayfinders into our option at key points (e.g. at the 2nd Wallgate access).</p> <p>Second entrance to Wallgate at west end of platforms, with bridge to King Street. Provides more direct walk link to bus station area, Learning zone.</p>	<p>Low / Medium Cost</p> <p>Improves town centre circulation - buses from all corridors serve both the existing bus station and the railway station areas. Therefore the bus services penetrate the areas of the town with the greatest activity.</p> <p>Links to the other 'town centre quarters' tackled with targeted link enhancements, public realm measures and information (signing / wayfinders)</p> <p>Provides bus-rail and rail-rail (Wallgate-North Western) improvements.</p> <p>Gateway to Wigan' location for high quality multi-modal (bus, rail and taxi) interchange facility provided while enhancing existing facility to serve other elements of the town</p> <p>Integration of facilities for all modes including bus, rail, taxi and cycling facilities, FS</p> <p>Improves quality of public realm / streetscape on Wallgate. Increased activity and footfall, providing regeneration and improved commercial opportunities.</p> <p>Link from Wallgate to Learning Quarter (and other elements of the town centre enhanced through provision of new access)</p> <p>Aims to balance bus services and footfall across the town - allowing for a regeneration of Wallgate, while not doing so at the expense of other areas (which in other options occurs due to bus station closure)</p>	<p>Provide two, rather than a single point of entry for passengers to the bus network</p> <p>Slightly longer routes (but not of a significant nature, and on links that can be managed) for bus services to navigate</p> <p>Some 'town centre quarters' not specifically catered for, but demands in such cases are low.</p> <p>Less of a major "Gateway" scheme.</p>	<p>Less land issues than other options</p> <p>Much (approximately 2/3) of the existing bus station can be redeveloped (including sale to the land and promotion of enhanced activities in this area linked with the learning quarter)</p> <p>Tied in with the above, any redevelopment at this site could involve an integrated link to maintain bus station to Market Street link currently available</p> <p>There exists the potential to integrate the provision of information (signing etc...)</p> <p>Possible "quick win" schemes</p>		<p>Infrastructure improvements are of a smaller scale and have fewer land issues than other options.</p> <p>The option allows for potential quick delivery (compared to most of the other options)</p>	<p>Phasing of scheme and lower overall costs likely to mean access to more funding pots.</p> <p>Links to WCML franchise.</p>	<p>Bus operator support likely given the penetration of key areas and likely increased revenues. Marginal extra costs within current service slack.</p> <p>Taxi reaction unknown. Improved facilities for taxis. Increased revenue could be achieved from increased rail patronage. However, increased bus services could offer a greater level of competition.</p> <p>Benefits to businesses in the Wallgate area balanced with reduced disbenefits on other areas.</p>	Medium / Low	Medium / Low	Medium	High
				+++	-	+++	0	++	++	++				