

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
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**Wigan Transport Hub Options**

3	3 – Combining Options 1 and 2		See Options 1 and 2	See Options 1 and 2 (note this option is not low cost) Provision of new bus station solves Option 1 issues associated with layover.	See Options 1 and 2 (note this option is high cost) In combining the two options, it could be considered that the schemes don't work together and this option may be providing "too much" (i.e. a new bus station and superstops providing an overall benefit)	See Options 1 and 2	See Options 1 and 2	See Options 1 and 2	See Options 1 and 2	See Options 1 and 2	High	Medium	Net Disbenefit	Net Disbenefit
				++	-	+++	---	--	--	0				
4	4 – North Western Access and Queen Street Super Stops	- new link through North Western station to Queen Street (through existing arches)	See Options 1 and 2	Low Cost Allows closure of Wallgate. Therefore significantly improves quality of public realm / streetscape on Wallgate. Increased activity and footfall, providing regeneration and improved commercial opportunities. Provides high quality access to stations. Provides rail-rail (Wallgate-North Western) improvements. Relieves the weak bridge on Wallgate	Requires demolition of existing operational businesses in arch on Queen Street and minor readjustment of Wigan North Western station. Stops on Queen Street have only one way access and with the closure of Wallgate, would involve services navigating a longer route (on already congested routes) with resultant longer journey times and impact on service reliability / operator attractiveness. Stops are remote from the town centre and do not offer much (in locational terms) for the railway stations, increasing walk time from new stops or journey times to navigate longer bus route. The bus stops, particularly on Queen Street, will interfere with general traffic on a major link around Wigan Town Centre. Assuming at least one bus at the stop on all occasions would reduce general traffic in this area to a single lane All buses from the west are forced to navigate King Street (east) making this a very busy corridor, taking away from its potential to provide a reasonably pedestrian friendly corridor.	The regeneration opportunities on Wallgate are significantly more in this option than any other given its potential closure and resultant impact on footfall and commercial activity.	Opposition from affected businesses and taxi services	Minor infrastructure requirements associated with rail station amendments and new link to Queen Street. Likely to be planning issues associated with compensating the impacted business(es) in Queen Street arch. In terms of service deliverability, challenges may exist in relation to gaining operator support (given the issues identified relating to the impact of using the longer route)	Low cost scheme in terms of capital costs and operating costs Potential for additional subsidy requirements to make the longer route financially attractive to operators.	Potential bus operator resistance, given impacts on service viability (increased journey time / delay / need for additional subsidies) Taxi reaction could also be negative as closure of Wallgate impacts on their routing and likely need to take longer routes - reducing the attractiveness of their service. Benefits to businesses on Wallgate likely to outweigh single impact on Queen Street business.	Low	Low	Low	Low
				+	---	+	-	--	0	--				