





GILLESPIES

FINAL OPTIONS PAPER NORTHALLERTON CONNECTIONS

Alley Analysis Table

| Image | Name | Type | Ownership | Use & Connection | Legibility | Appearance | Safety | Conclusions |
|---|--------------------|---------------|-----------------------------------|---|--|--|--|--|
|  | 1. Black Bull | Coaching Yard | Public House Single ownership | Pub/coaching yard Informal walkway and parking Links High Street, pub & East Road. Does not provide a strong link to the prison site. | Clear yard entrance | Stone cart tracks, painted entrance, hanging baskets, Tarmac parking area, rear bin storage | Straight, broad route Active use Poor overlooking to rear | Important public link to north with good improvement potential |
|  | 2. Flag Yard | Alley | Unregistered | Alley walkway Links High Street & Elder Rd/nightclub PROW Does not provide a strong link to the prison site. | Unmarked narrow entrance | Poor surfacing & chain link boundaries | Narrow dog-leg route provides poor visibility After-dark nightclub use adds to poor safety | Unsafe route -use to be discouraged |
|  | 3. Golden Lion | Coaching Yard | Public House Single ownership | Pub/coaching yard & seating area Informally connects High Street to East Road - no PROW Provides a strong link to the prison site. | Clear yard entrance Dog-leg doesn't clearly indicate through-route | Simple flags / tarmac surface attractive buildings overlooking throughout | Broad active route provides safety | Important private link - but with limited opportunities for improvement |
|  | 4. Chapel Entrance | Alley | Tesco Unregistered | Alley walkway connects High Street & East Road including rear parking & servicing Provides a strong link to the prison site. | Unmarked narrow entrance from High Street Clear pedestrian route from East Road | Character buildings flags at front, parking & bins dominate rear area mature planting from East Road | Overlooked to rear Narrow entrance provides less safe feel Parking conflict Street lighting | Important public link, directly connecting to the site - with good improvement potential |
|  | 5. New Row | Yard/Alley | Tesco Adjacent business owners | Alley walkway Main pedestrian entrance to foodstore from East Road & car park Provides a strong link to the prison site. | Clear yard entrance from High Street Clear connection from East Road to foodstore | Comprehensive resurfacing breeze block wall graffiti, litter bin | Very busy route Street lighting | Busy public link to south with opportunity for improvement - with local businesses |
|  | 6. Regency Mews | Alley & Mews | Multiple private owners | Walkway to mews shops and Tesco / car park Connects with New Row Does not provide a strong link to the prison site. | Attractive entrance from High Street Active entrance from car park | Attractive entrance, well maintained, adjacent buildings, block paved | Narrow but busy route with active uses Wall mounted lighting | Attractive secondary link connected to New Row - limited opportunities for improvement |



Route has high potential



Route has potential



Route does not have potential

5. ZETLAND STREET PROPOSALS

Option 1



A clean symmetrical design with increased footpath widths and tree planting.

Key features:

- Improved pavement widths (by approx. 1m either side)
- Carriageway narrowed to two lane 5m road – single track at bus stop
- Clean symmetrical design incorporating paved taxi bays, disabled parking and bus stop
- Setted entrances to back yards off Zetland Street
- Semi-mature tree planting softens the street and gives it an appealing character
- Potential development sites either side of Zetland Street – East Road junction

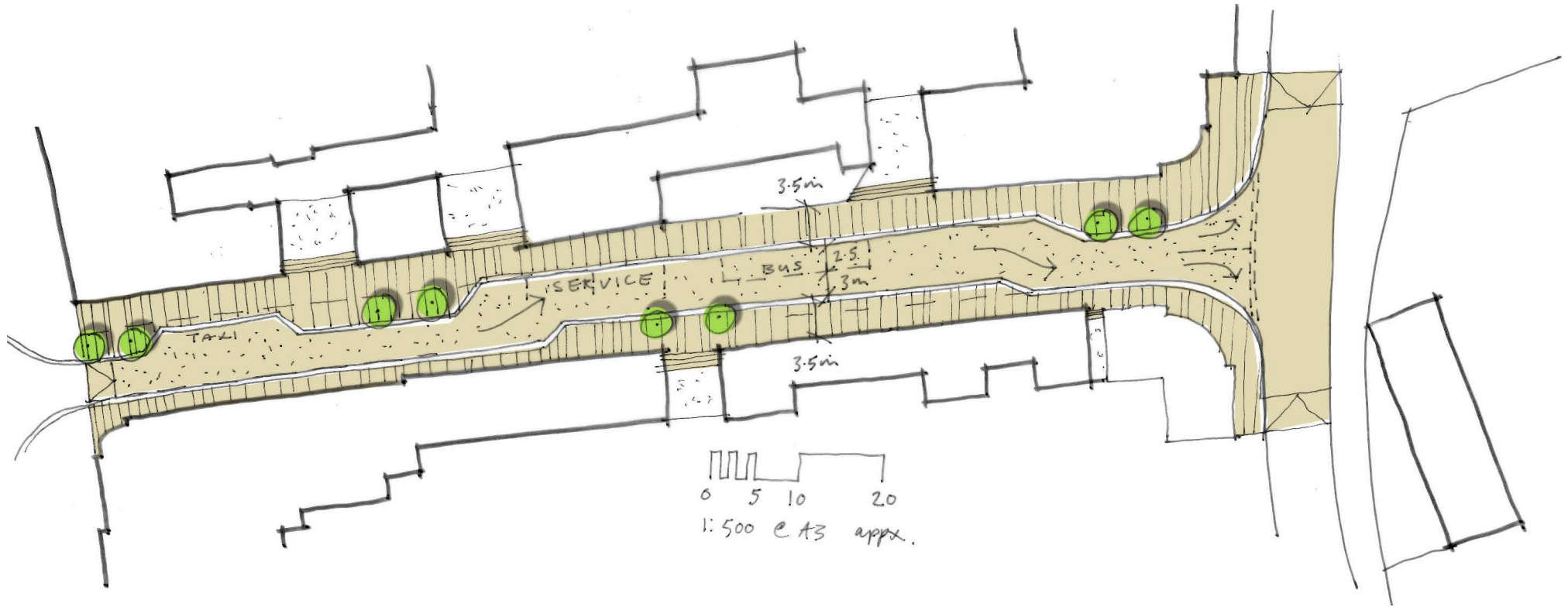
Challenges:

- Traffic volumes and loss of service/short stay parking
- ***Bus standards taken from London guidance***
- ***Paving widths too narrow on both sides of the road ; pinch points measuring 1.63 and 1.68m***
- ***Loss of 4 parking bays***



High quality materials,
Castle Street, Edinburgh

Option 2



A design using staggered kerb alignments to calm traffic

Key features:

- Improved pavement widths in parts
- Carriageway narrowed to 5.5m road with single track section outside J. Cornish gallery
- Taxi bays, service parking and bus stop incorporated
- Setted entrances to back yards off Zetland Street
- Tree planting softens the street and reinforces the visual axis along Zetland Street
- Potential development sites either side of Zetland Street – East Road junction

Challenges:

- Traffic volumes and loss of disabled parking bays



Narrowed carriageway, Poynton

Option 3



- | | | | | | | | |
|--|----------------|--|--------------|--|-----------------------------|--|---|
| | Street Trees | | Bus Shelter | | Benches | | Road Surface (possibly coloured bitmac) |
| | Pleached Trees | | Cycle Stands | | Paving (possibly sandstone) | | Setts (possibly porphyry) |
| | Planter | | Bins | | Kerb | | Setts By Entrances |
| | | | | | | | Existing Kerb Line |



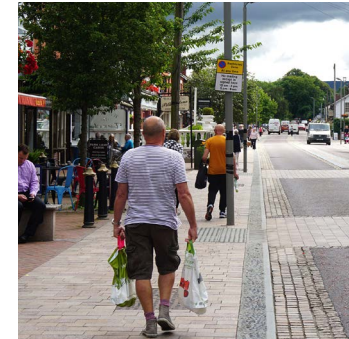
A clean design significantly narrowing the carriageway to one lane

Key features:

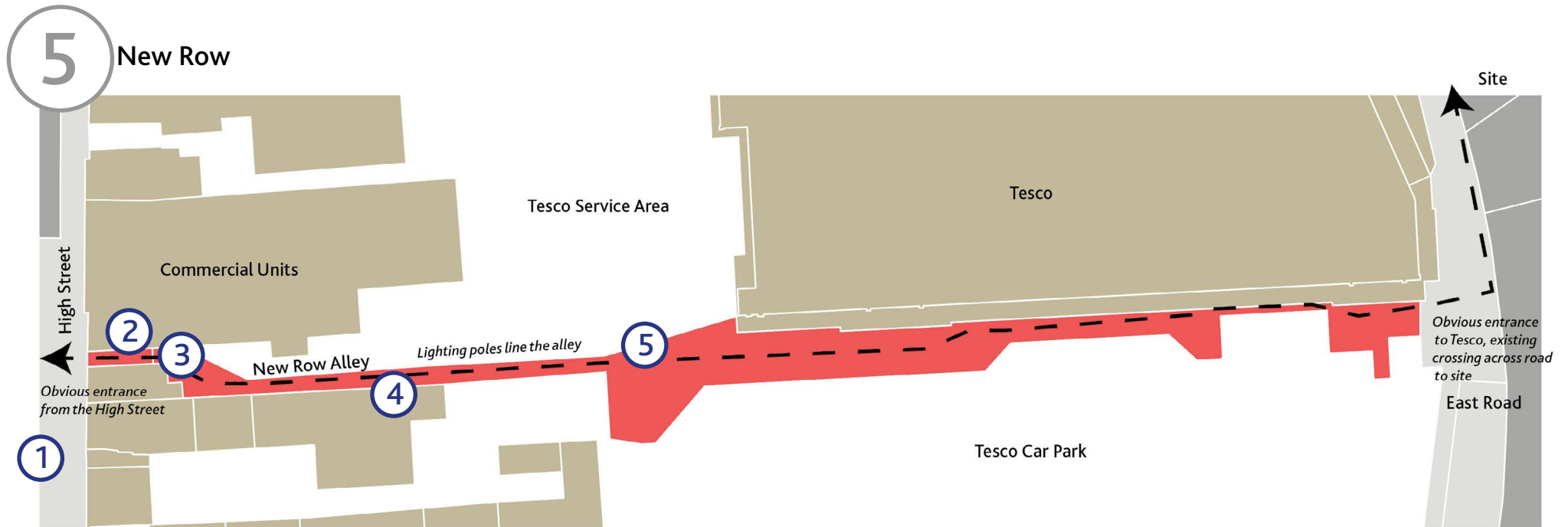
- Improved pavement widths (between 1 and 2 metres) particularly at J. Cornish Gallery and the shops opposite
- Carriageway narrowed to one 3.5m lane widening to two lanes at East Road
- Paved taxi bays, service parking/service bays and bus stop incorporated
- Pleached tree planting formalises the visual axis along Zetland Street
- Potential development sites either side of Zetland Street – East Road junction

Challenges:

- Traffic volumes on single lane road formal tree arrangement and utilities
- *Bus standards taken from London guidance*
- *Paving widths too narrow on southern side of road; pinch point measuring 1.46m, however parking bay could be removed*
- *Loss of 1 parking bay*



Options for materials;
asphalt and natural stone



0m 5m 10m 15m 20m 25m

— — — Pedestrian Route

Alley

- New Row is a long and narrow route with a distinctive coaching gateway to the High Street.
- It is the main pedestrian access from the High Street to Tesco at the rear and the route is well used and clear towards East Road.
- Materials are poor, made up primarily of tarmac, flag paving and a breeze block wall.
- The route can feel threatening because of the poor lighting, narrowness, graffiti and boarded up windows in places.
- New Row is a very important direct link to the site and has potential for improvement, given its constant use.



'Back Door' Concept

