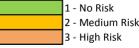
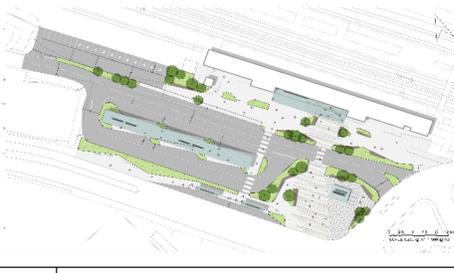
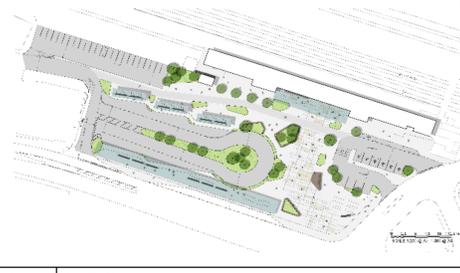


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|---|----------------------|---|--|
| HEREFORD TRANSIT HUB OPTION SIFT | | | |
| Project Number | 964 |  | |
| Project | Hereford Transit Hub | | |
| Rev & Date of Issue | Rev02 14/10/2022 | | |

AUTHOR/ATTENDEES:

| CRITERIA | Option 1 - Island | | Option 2 - DIRO | | Option 3 - External Sawtooth | |
|---|---|--|--|---|---|--|
| |  | |  | |  | |
| | Ranking | COMMENTS | Ranking | COMMENTS | Ranking | COMMENTS |
| BRIEF OPTION DESCRIPTION | | | | | | |
| Accessibility & Inclusivity Passenger Movement | 3 | PR-: Commuters will have to cross vehicular routes to access any bus stop associated to the station. PR-: Lack of direct movement corridor between station entrance and the direction of the town centre doesn't result in a welcoming / open area. T+: Good potential to group waiting facilities T-: Passengers required to cross two way traffic to reach bus stops on island T+: All stops accessed from island in close proximity to one another T+: Accessible parking and pick-up location likely to be at existing staff parking area T-: Buses and car drop off/parking kept mixed, may create potential conflict | 1 | PR+: most accessible and safest passenger movement across the site uninterrupted by vehicular movement. PR+: Corridor space allows intuitive movement towards town centre. T+: Good potential to group waiting facilities T+: All bus stops can be reached without crossing traffic T+: Stops located in focussed area in close proximity to each other T+: Accessible parking and pick-up location likely to be split between forecourt and TTW car park T+: Buses and car drop off/parking kept separate, mitigating potential conflict | 2 | PR +: uninterrupted pedestrian connection to and from the station and clearly differentiates between areas for vehicle movement and areas for pedestrian use. Intuitive movement towards town centre PR-: Pedestrian movement link from the medical centre to the station is less direct and makes a longer trip for pedestrians . T-: All bus stops can be reached without crossing traffic but distributed stop arrangement may lead to passengers crossing bus area T-: Bus stops distributed around perimeter means longer walks between stops T-: Poor potential to group waiting facilities T+: Accessible parking and pick-up location likely to be split between forecourt and TTW car park T+: Buses and car drop off/parking kept separate, mitigating potential conflict T-: Poor sight line for right turning vehicles turning into bus station in west |
| Operations & Futureproofing | 1 | T+: Bus access from both primary station junction and medical centre junction. T+: Flexible facility with capacity to accommodate current, future and event bus services with six bays T+: Primary junction access provides access to existing staff parking area T+: All bus movements in forward gear | 3 | T-: Bus access from medical centre junction only which is give way. Exit proposed from new give way junction T+: Provides capacity for current, future and event bus services via six bays T-: Medical centre junction access provides access to existing staff parking limiting alternative use for pick-up/accessible parking T-: Requires buses to reverse | 4 | T-: Bus access from medical centre junction only which is give way. Exit proposed from new give way junction T-: Provides capacity for current services but may limit future and event bus services due to five bay provision T-: Medical centre junction access provides access to existing staff parking limiting alternative use for pick-up/accessible parking T-: Requires buses to perform tight turn |
| Commercial / Community Opportunities | 3 | PR-: Less commercial space due to less public realm area. | 1 | PR+: Large open space for commercial and community use | 3 | PR-: Offers some opportunity for use of commercial and community space but less than option 2 |
| Heritage Impact | 3 | H+: Canopy is less obtrusive on key of station H-: Minimal Urban realm does not provide as much activation of heritage façade | 1 | H-: Canopy may interrupt some views of station, but key site lines from veils retained. Canopy reduction could also be provided. H-: Urban realm provides maximum activation of existing station building | 3 | H-: Multiple canopies may interrupt some views of station, but key site lines from veils retained. Canopy reduction could also be provided. H-: Urban realm provides some activation of existing station building |
| Construction Impact | 3 | C-: Less potential to phase construction works as new infrastructure is located on existing C+: Existing junctions with City Link Road retained without alteration. No additional junctions. C+: Less impact likely on Sewer and associated easement than other options | 2 | C+: More potential to phase construction works as new infrastructure is located away from existing C-: Construction of new junction with City Link Road. C+: Less impact likely on Sewer and associated easement than other options | 4 | C-: Less potential to phase construction works as new infrastructure is located on existing C-: Construction of new junction with City Link Road. C-: Canopy crosses sewer and easement, likely to have issues with DCWW |
| Environmental Impact & Landscaping | 3 | PR-: Constraints with regards to connected landscape surfaces - segregating biodiverse connectivity | 1 | PR+: Opportunity for a more coherent ecosystem and connected green areas | 2 | PR-: Less connected green areas than option 2 segregating biodiversity by hard surfaces decreasing connectivity and opportunity for green corridors |
| Cost incl. Land-take | 1 | C+: £6,676,000 | 3 | C-: £7,265,000 | 2 | C+: £7,001,000 |
| Maintenance | 3 | PR+: Materials and planting have been chosen with a focus on low maintenance species and material that is sustainable and with high durability A: constrained access to canopy roof due to island arrangement | 1 | PR+: Materials and planting have been chosen with a focus on low maintenance species and material that is sustainable and with high durability A: Canopy can be easily accessed for maintenance from urban realm | 1 | PR+: Materials and planting have been chosen with a focus on low maintenance species and material that is sustainable and with high durability A: Canopy can be easily accessed for maintenance from urban realm |
| Safety, Security | | Any safety issues can be managed and mitigated PR+: Bicycle parking has been placed in central open spaces with maximum opportunity for surveillance and activity surrounding the stands to avoid theft. PR+: Lockers have been placed underneath the shelters where commuters will often be around to discourage theft. A/T-: Centralised waiting facility positive for personal security but at times of very low use not open to public realm areas T-: All Vehicles can get close to station building, so higher risk. | | Any safety issues can be managed and mitigated PR+: Bicycle parking has been placed in central open spaces with maximum opportunity for surveillance and activity surrounding the stands to avoid theft. PR+: Lockers have been placed underneath the shelters where commuters will often be around to discourage theft. A/T+: Centralised waiting facilities positive for personal security and accessible to public realm T- Vehicle stand off from station building is much greater, therefore less risk | | Any safety issues can be managed and mitigated PR+: Bicycle parking has been placed in central open spaces with maximum opportunity for surveillance and activity surrounding the stands to avoid theft. PR-: Some lockers have been placed close to the switch room in a more isolated location which could potentially create a risk for theft. A/T-: Waiting areas divided which may lead to personal security concerns but accessible to public realm. T-: Buses can get close to station building, so higher risk. |
| OVERALL ASSESSMENT | 20.00 | | 13.00 | PREFERRED OPTION | 21.00 | |

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| Key | |
| PR+ | Public Realm Positive Impact |
| PR- | Public Realm Negative Impact |
| A+ | Architecture Positive Impact |
| A- | Architecture Negative Impact |
| T+ | Transport Positive Impact |
| T- | Transport Negative Impact |
| C+ | Cost Positive Impact |
| C- | Cost Negative Impact |
| H+ | Heritage Positive Impact |
| H- | Heritage Negative Impact |