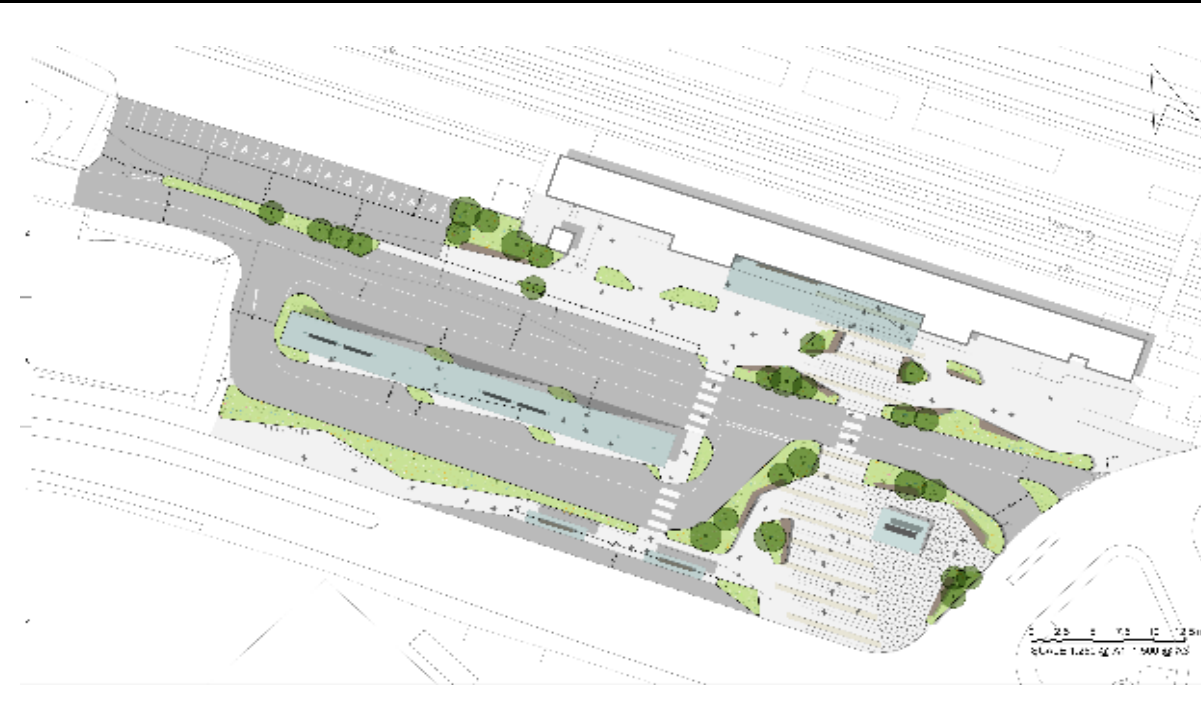




<b>HEREFORD TRANSIT HUB OPTION SIFT</b>	
<b>Project Number</b>	964
<b>Project</b>	Hereford Transit Hub
<b>Rev &amp; Date of Issue</b>	Rev02 14/10/2022

1 - No Risk
2 - Medium Risk
3 - High Risk

**AUTHOR/ATTENDEES:**

CRITERIA	Option 1 - Island	Option 2 - DIRO	Option 3 - External Sawtooth
			
	<b>Ranking</b>	<b>Ranking</b>	<b>Ranking</b>
	<b>COMMENTS</b>	<b>COMMENTS</b>	<b>COMMENTS</b>
<b>BRIEF OPTION DESCRIPTION</b>			
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	<b>Any safety issues can be managed and mitigated</b> 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.	<b>Any safety issues can be managed and mitigated</b> 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	<b>Any safety issues can be managed and mitigated</b> 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.
<b>OVERALL ASSESSMENT</b>	<b>20.00</b>	<b>13.00</b>	<b>21.00</b>
		<b>PREFERRED OPTION</b>	

<b>Key</b>	
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