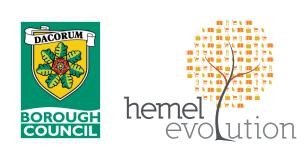
MARLOWES SHOPPING ZONE AND BUS INTERCHANGE CABINET REPORT – FEBRUARY 14

APPENDIX 2

BUS INTERCHANGE FINAL DESIGN - MEMBERS PRESENTATION



BroadwayMalyan[™]

Architecture Urbanism Design

BUS INTERCHANGE DETAILED DESIGN - PRESENTATION TO MEMBERS

Broadway Malyan

DesignTeam

Bus Interchange | Team



Allan Cox - Broadway Malyan

Director of Landscape Architecture



Danny Crump - Broadway Malyan

Associate Director of Landscape
Architecture



Labieba February - Mott MacDonald
Highways Engineer

Detailed Design - Presentation

- Introduction Context
- Stakeholder Consultation
- Key Design Drivers and Considerations
- Scheme Development
- Schematic Layout
- Public Realm Proposals
- Roundhouse Proposals
- Waterhouse Street Parking Strategy
- Costings and Maintenance
- Procurement Route and Timeline

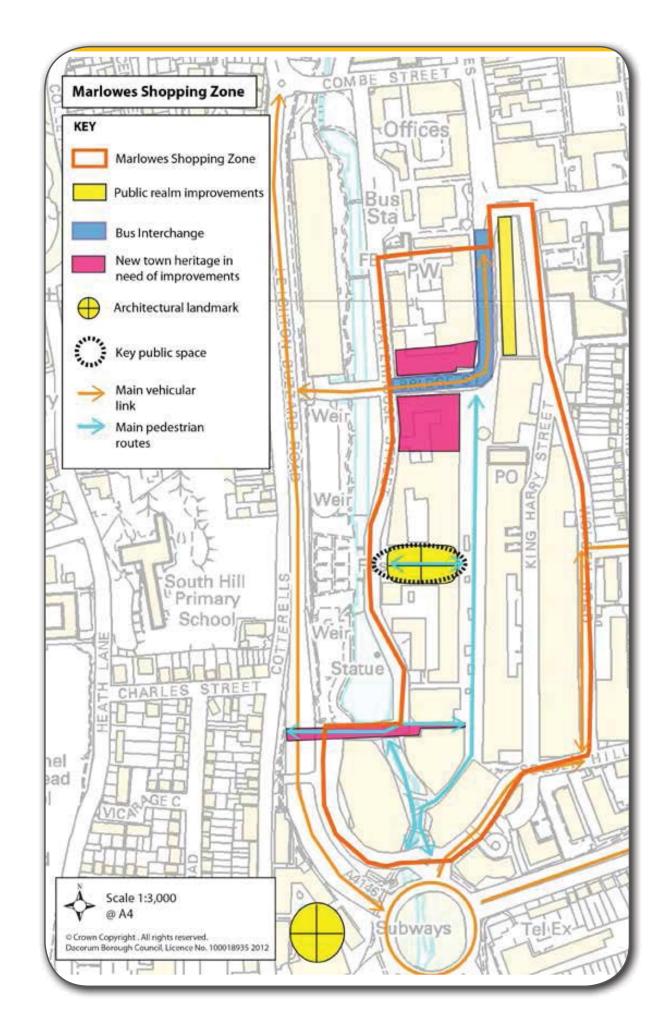


Introduction - Context

Bus Interchange | Context

 Bus Interchange Proposals part of the Hemel Hempstead Town Centre Masterplan (adopted as a SPD in 2013)

- The proposals include:
 Relocation of the existing bus station to part of the Marlowes and Bridge Street
 Relocation of the existing taxi rank to Waterhouse Street.
- Opportunity for the creation of a new integrated modern Bus Interchange facility close to the heart of the town centre and at the same time release a town centre development opportunity on the current Bus Station site and adjacent Market Square.



Recap of Project Objectives

Bus Interchange | Context

Objective 1.

A modern integrated bus interchange facility and improved public realm incorporating passenger transport best practice and technology in the Town Centre as an early phase of wider regeneration scheme.

Objective 2.

Relocate the taxi rank into a location(s) convenient for users of taxi services

Objective 3.

The bus interchange and taxi rank facilities to fully meet Equalities Act requirements.

Objective 4.

Along Waterhouse Street as part of bus movement and taxi rank options to consider **opportunities for blue badge holder** and increased on-street car parking spaces and **general pedestrian / cycling users** requirements.

Objective 5.

Design and fit out of a shop unit (to be identified) to provide a modern attractive bus passenger waiting room incorporating a café (to be sub-leased), **bus ticketing, mutli-purpose information point** (including tourist information) and public toilets

Objective 6.

A design concept that delivers the objectives of the Town Centre Masterplan; takes into account and **complements design** work for the **Marlowes Shopping Zone** Improvement Project and other programme phases as far as possible; **ties together** and defines the **bus interchange**, **bus user facilities** and **public realm** contributing to the uniqueness and attraction of the town centre as a whole; is **durable** both in use and time; **minimises** on-going **maintenance** requirements; takes account of special events such as Christmas lights and key existing street furniture such as litter bins; CCTV and cycle parking; and draws on **best practice** to **minimise crime**, increase potential for crime detection and **contributes positively** to users **safety** both in real terms and perception.

Objective 7.

Provides bus user facilities, information and ambience to **encourage bus** and **taxi use** and encourage a modal shift in the town centre away from the private car.

Stakeholders Consultation

Bus Interchange | Waterhouse St

- Officers / TCM and Management and Maintenance : Ongoing meetings and workshops
- Herts County Council: Ongoing meetings and workshops
- Neighbours: Landlords / Retailers / Taxis / Operators / Cycle group / County Officers : Invited event with recorded comments - deadline 16.12.13
- Families, Public and Children (TCP / NA Group / Immediate Residents): 2 x Early Public Event with recorded comments: Paper and Web based August / September Responses mainly around service delivery



• Improved pedestrian experience :

Pedestrian friendly and focused Psychological Traffic Calming Techniques



- Improved pedestrian experience
- Working within site constraints:

Site width influences tracking - Impact on 'Public Realm'

Services in footway - especially to the West of the site



- Improved pedestrian experience Psychological Traffic Calming Techniques
- Working within site constraints
- Number of Stops Required:

Analysis of current and future schedules, routes and service

Northbound																																																						
Location		00 01	02 03	04	05 06	07				1 12	13	14 15	5 16	17	18	19	20	21	22	23	24	25	26 2	7 2	B 29	30	31	32	33	34	35	36 3	37 3	8 3	9 4	0 4					46	47	48	49	50	51	52	53	54	55	56	57	58	59
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The Marlowes	12m			ML2 N	лL2 ML	.2			3	3 3												3	3 ;	3											- 3	3 3	3					<u> </u>		ML2	ML2	ML2				3	3	3		1
The Marlowes (arrivals)	12m			H11a						353	a 301a 5	500a										33	22a	H1	1a 300)a				H10a								301a	500a	а						502a				318a	3		H10a	300
Southbound																																																						
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The Marlowes	12m	500 500	500				318	318	318		101	101 10	11														500	500	101	101 1				1	1 1	1 1						Ш.		Ш.	502	502	502	101	101	101			30	30
Bridge Street	15m																						58 7		8 75					4	46 4	46 4	16									Ш.		<u> </u>										<u> </u>
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Conclusions

- All existing services can be accommodated within an interchange layout providing a total of 12 bays
- 8 bays for local bus services on The Marlowes (4 on each side of road)
- 4 bays (or 2 double length bays) for National Express and Green Line coaches on Bridge Street (2 on each side of road)
- 1 bay for northbound bus movements on The Marlowes is reserved for terminating services dropping off passengers on arrival The bays for southbound bus movements are more heavily utilised than those for northbound movements
- all 4 southbound bays for local bus services are occupied for 7 out of 60 minutes between 1200 and 1259
- all 6 southbound bays are occupied for 1 out of 60 minutes at 1230
- The unshaded cells within the grid indicate unutilised capacity available to accommodate any future increase in service levels

Ongoing Issues:

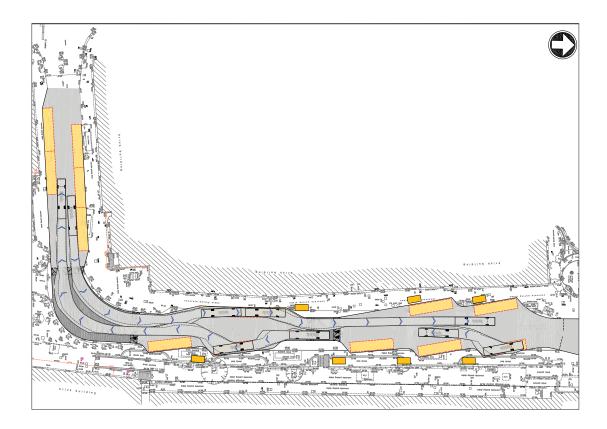
- Turning of Buses initial design work undertaken at Hillfield Road Junction indicating redesign and associated costs
- · Layover Spaces current provision for current bus routing
- Operational requirements of operators Agreed in principle: Finer Details TBC

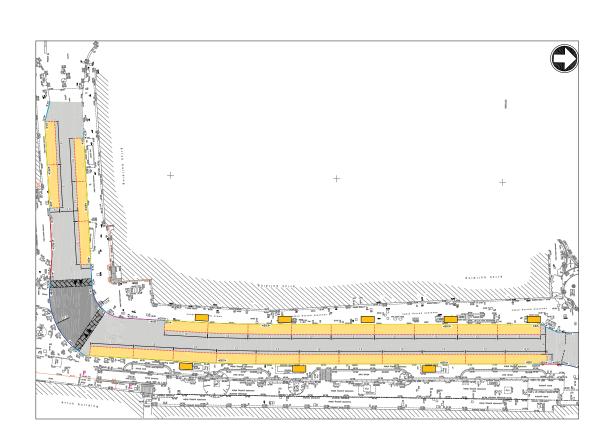
Scheme Options

Linear and Sawtooth

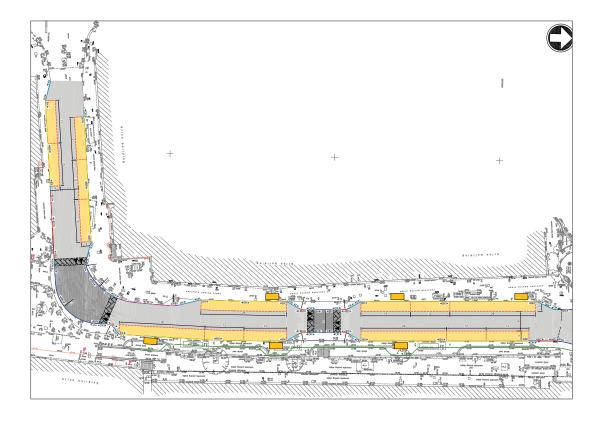
Linear Preferred:

- Accommodates stop numbers required
- Maximises public realm
- Future proofs scheme
 in terms of flexibility/
 increasing bus lengths.









Schematic Layout

Bus Interchange | Layout

Existing wide footway retaine

Existing bus shleters to be removed

shelters at the locations shown



Existing planters

Existing island and bollards to be

- Twelve stops are proposed:
 - 8 Stops: The Marlowes local Hemel Hempstead bus services (12m length)
 - 4 Stops: Bridge Street Long distance National Express and Green Line coaches 15m length)
- High bus stop kerbs across the bus stops for easy access when boarding buses.
- Modern looking cantilevered shelters (to ensure clear movement) which will include Real Time Passenger information
- Arranged to maximise pedestrian space to the East and West of the carriageway
- Subject to the findings of a road safety audit; access through the proposed bus interchange for cyclists will be maintained.

Existing planters

-Existing wide footway retained

Existing bus shleters to be removed

and replaced with modern bus

Existing taxi waiting

Existing planters

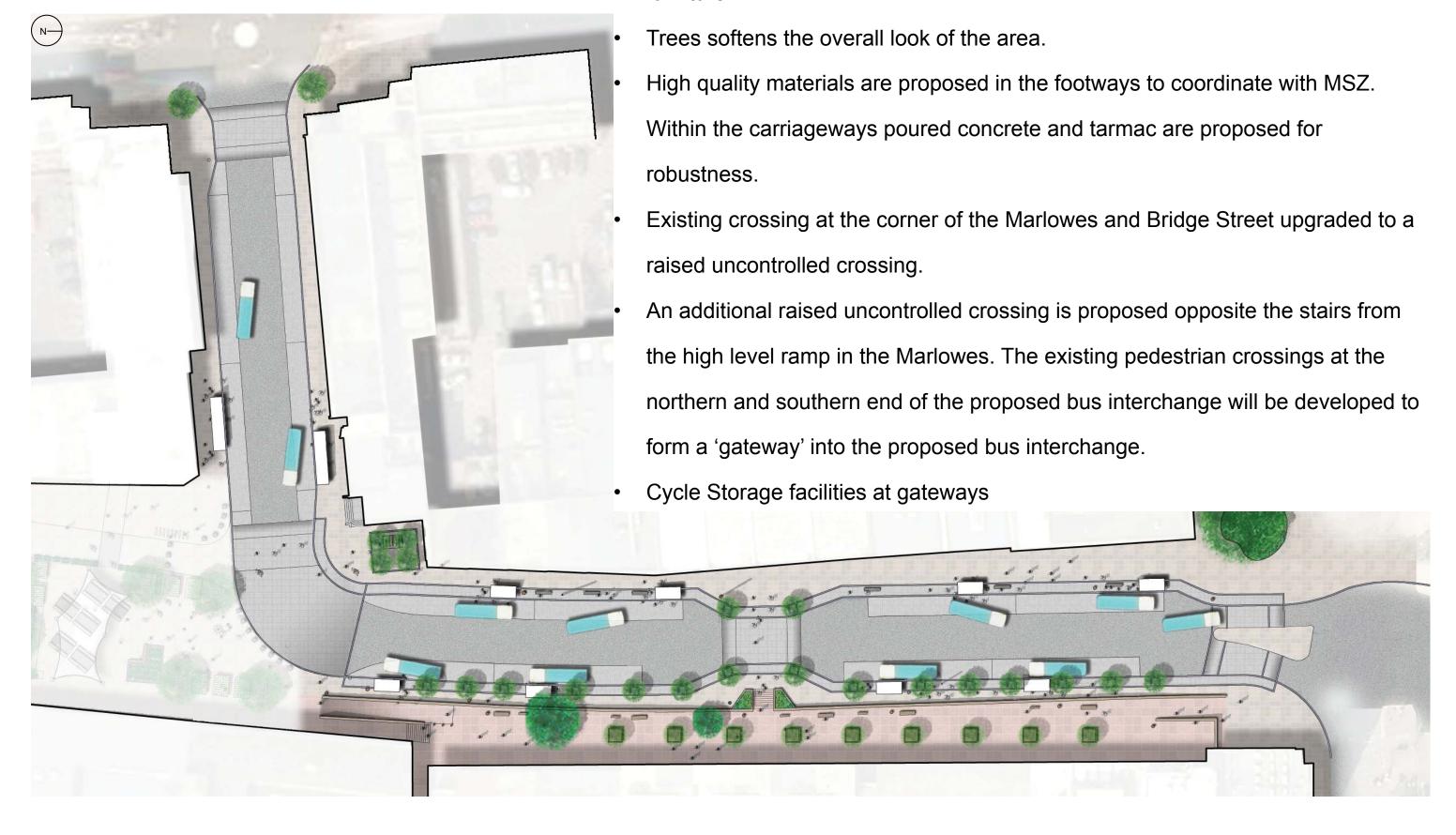
to be removed

removed and replaced with mo

shelters at the locations shown

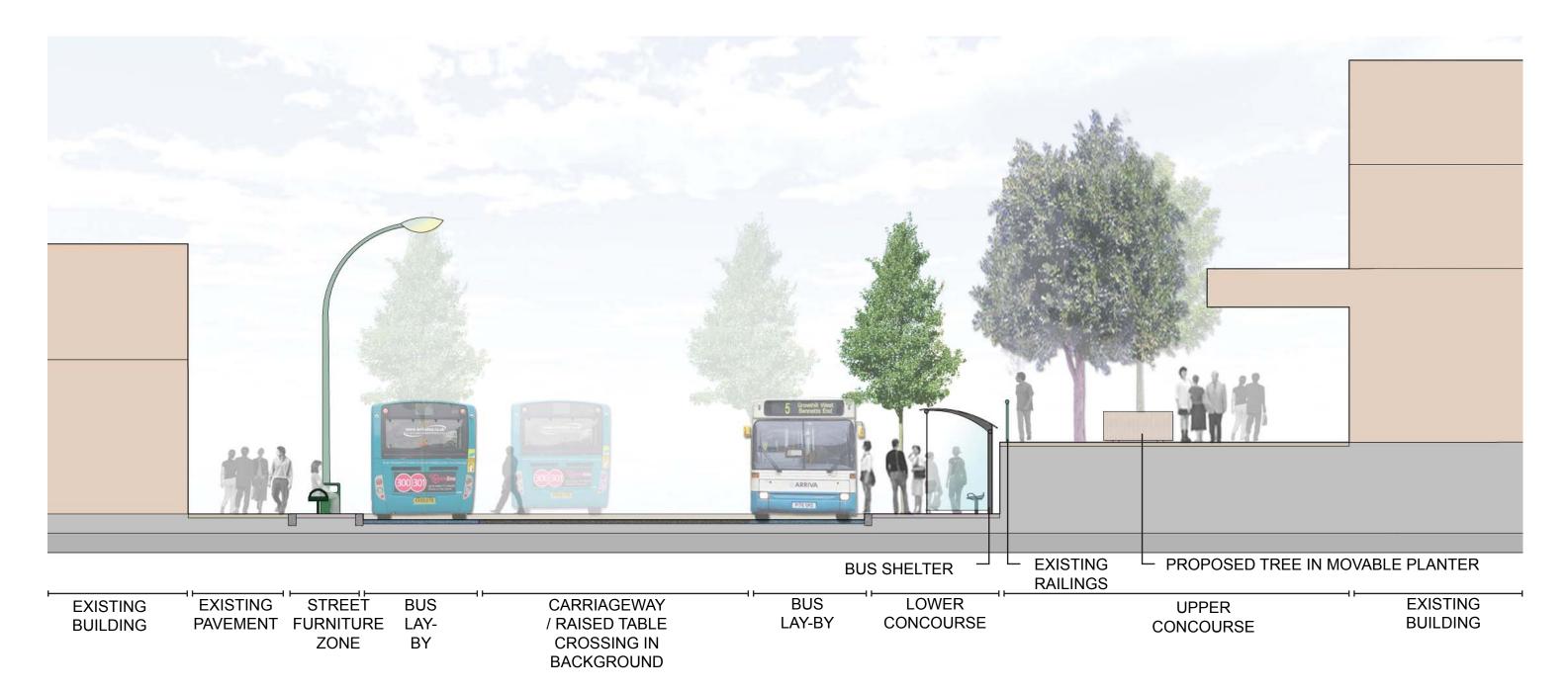
opposite the stairs from the high level shopping

- Traffic Calmed: Narrow Carriageway, Chicane layout, Gateways, Crossing points
- Minimum 2m wide footways are proposed, routes are clear with zones for street furniture.

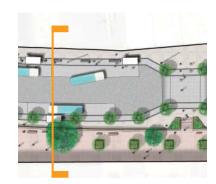


Illustrative Cross Section

Bus Interchange | Section



SECTION A,A



Location plan to show section A,A

Tree Species

Bus Interchange | Tree

Liriodendron tulipifera 'Fastigiatum'

Qualities:

- Impressive, conical medium sized tree with stiffly
- Upright branches.
- Moderately fast growing.
- Tolerates all soil types.
- Not as many flowers as the species selected for the MSZ
- Good autumn colour.

Alligns with Species selected for MSZ

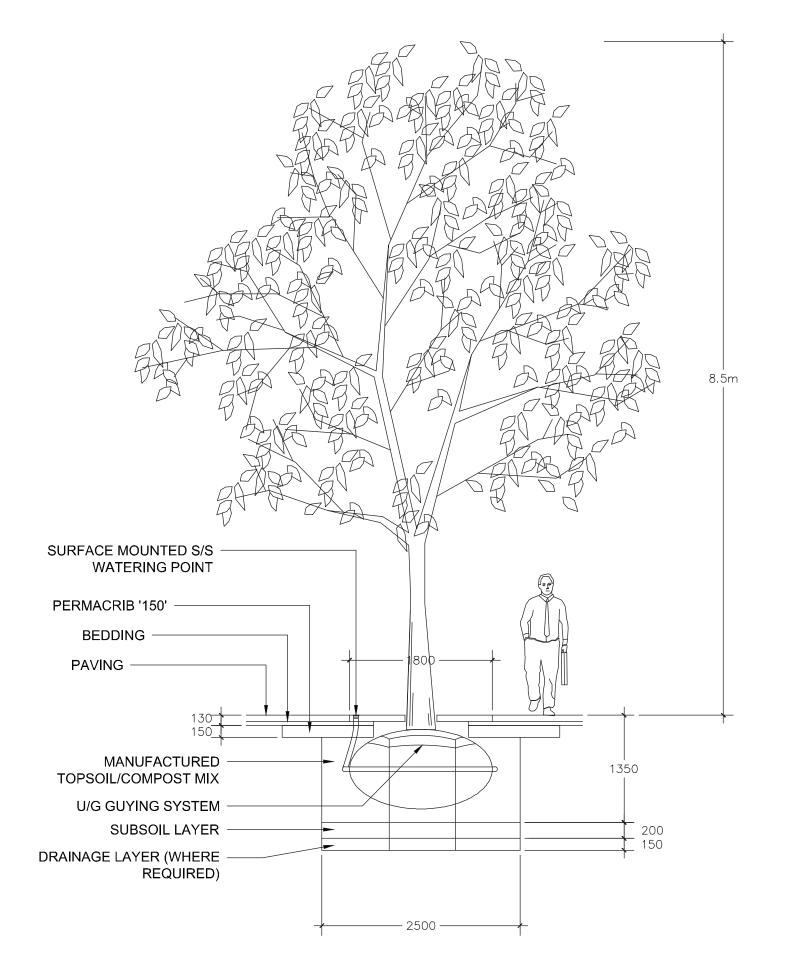


Tree Pit Construction

Bus Interchange | Tree

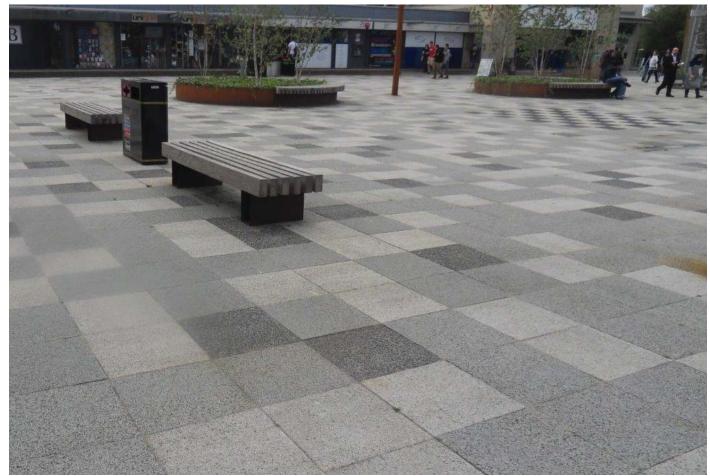
Full urban tree pit construction and irrigation system to include the following:

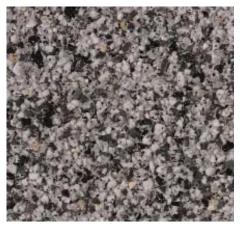
- Permavoid Raft (reinforcement below paving for trafficable areas)
- Linked irrigation system
- Underground guying system
- Top soil (Growing Medium: 5-10m3)
- Subsoil
- Root barrier
- Arbour resin infill



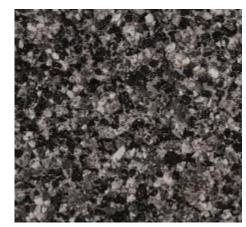
Proposed Concrete Paving: Footpaths







Tagenta B



Tagenta C



Tagenta E



Marlowes Shopping Zone Paving

Kellen Breccia Tagenta

Product name: Kellen Bracia Tagenta

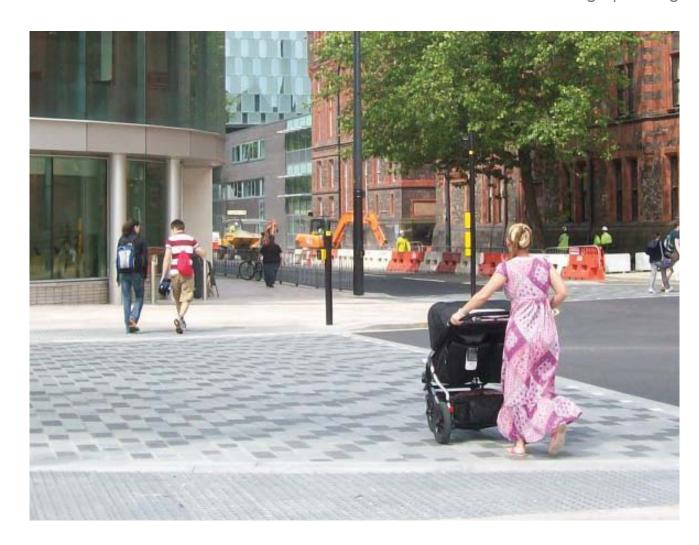
Blend colours: Tagenta B (50%), Tagenta

C (20%), Tagenta E (30%)
Block size: 400x400x80mm

Proposed Concrete Paving: Carriageway and Crossing Points





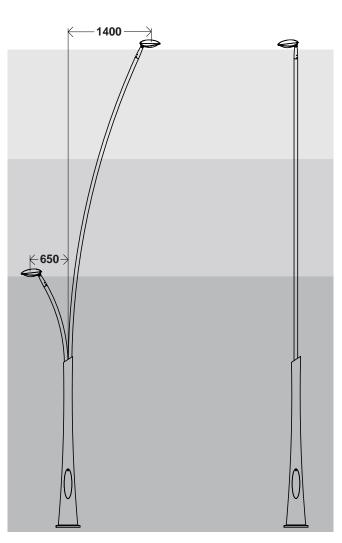




Lighting Columns

- Suitable to meet requirements of highways authority
- Contemporary columns in a variety of aesthetic configurations
 Suitable to meet requirements of highways authority
- Layout similar to the existing with 10 12m high columns on both sides of the road.
- Columns to be staggered (as existing), approximately 30m between staggered columns.
- The area will be lit to 20 lux (standard lighting requirements for a bus interchange).
- Elegant and Simple
- CCTV New Proposed Cameras







Lighting



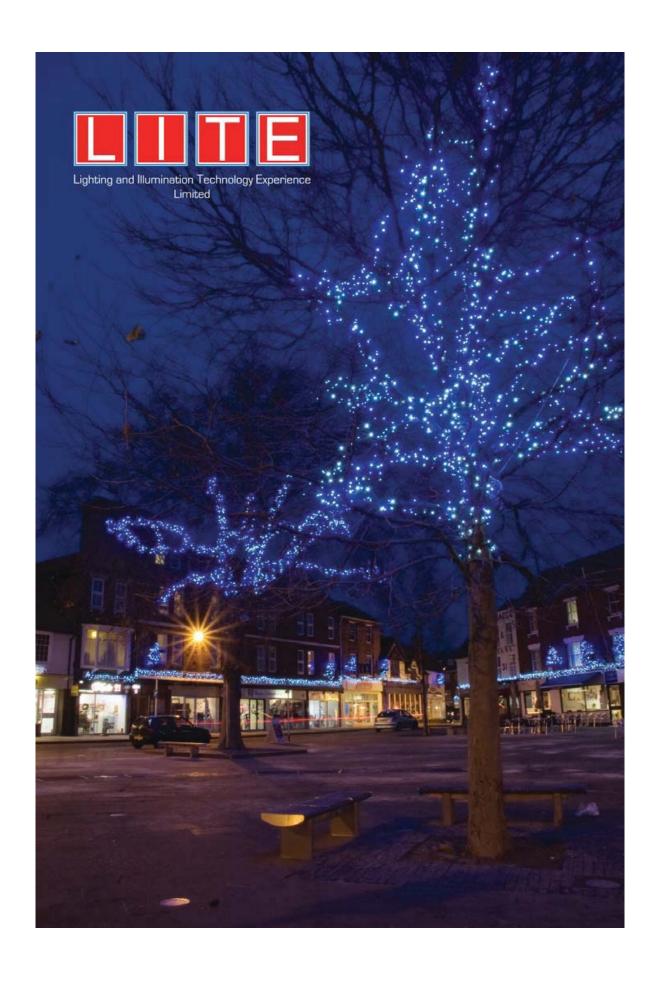




Urbis - Noctis Uplighter for Bus Shelters/Rear Retaining Wall

- LED Fitting
- Stainless steel ring
- Frosted glass to diffuse light white light

Festive Lighting Option s nte h nge Lighting

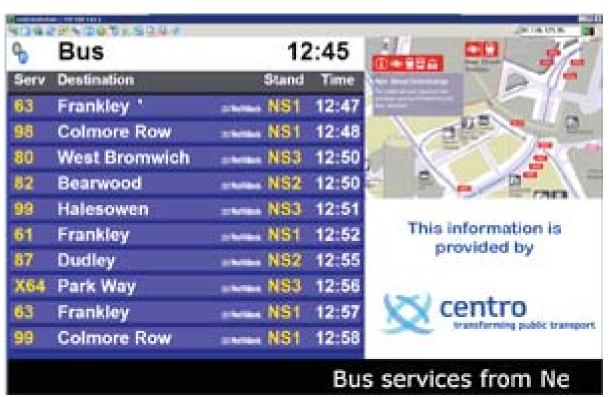


Travel Information

Bus Interchange | Info







Three located at gateways to the scheme;

- End of Bridge St
- End of Marlowes
- MSZ Edge of Foodcourt

Real Time Passenger information

Bus Shelters

Bus Interchange | Bus Shelters





Contemporary Design

High Quality robust materials - consistent with shopping zone

Bus Interchange | Street Furniture

Street Furniture





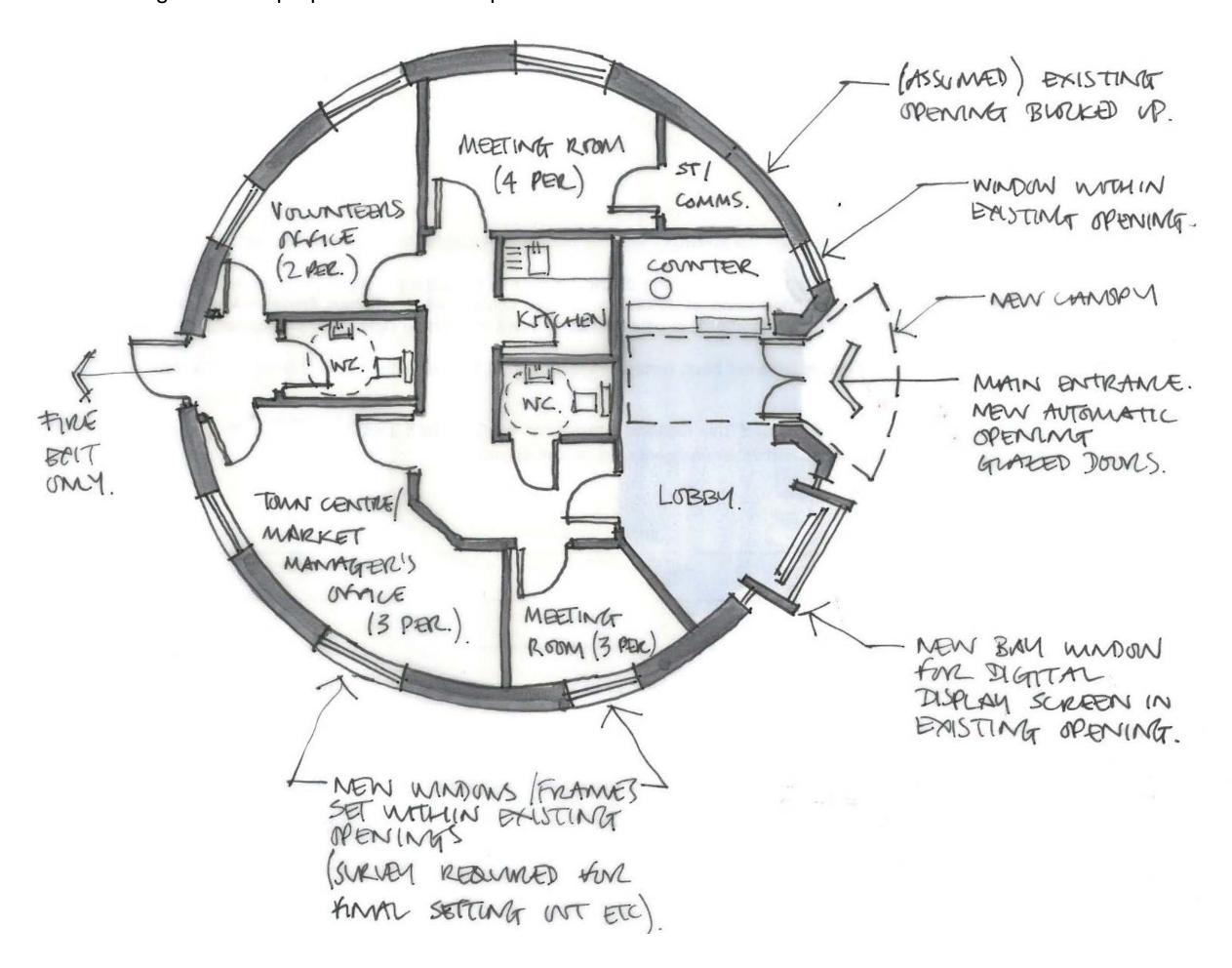
Benches

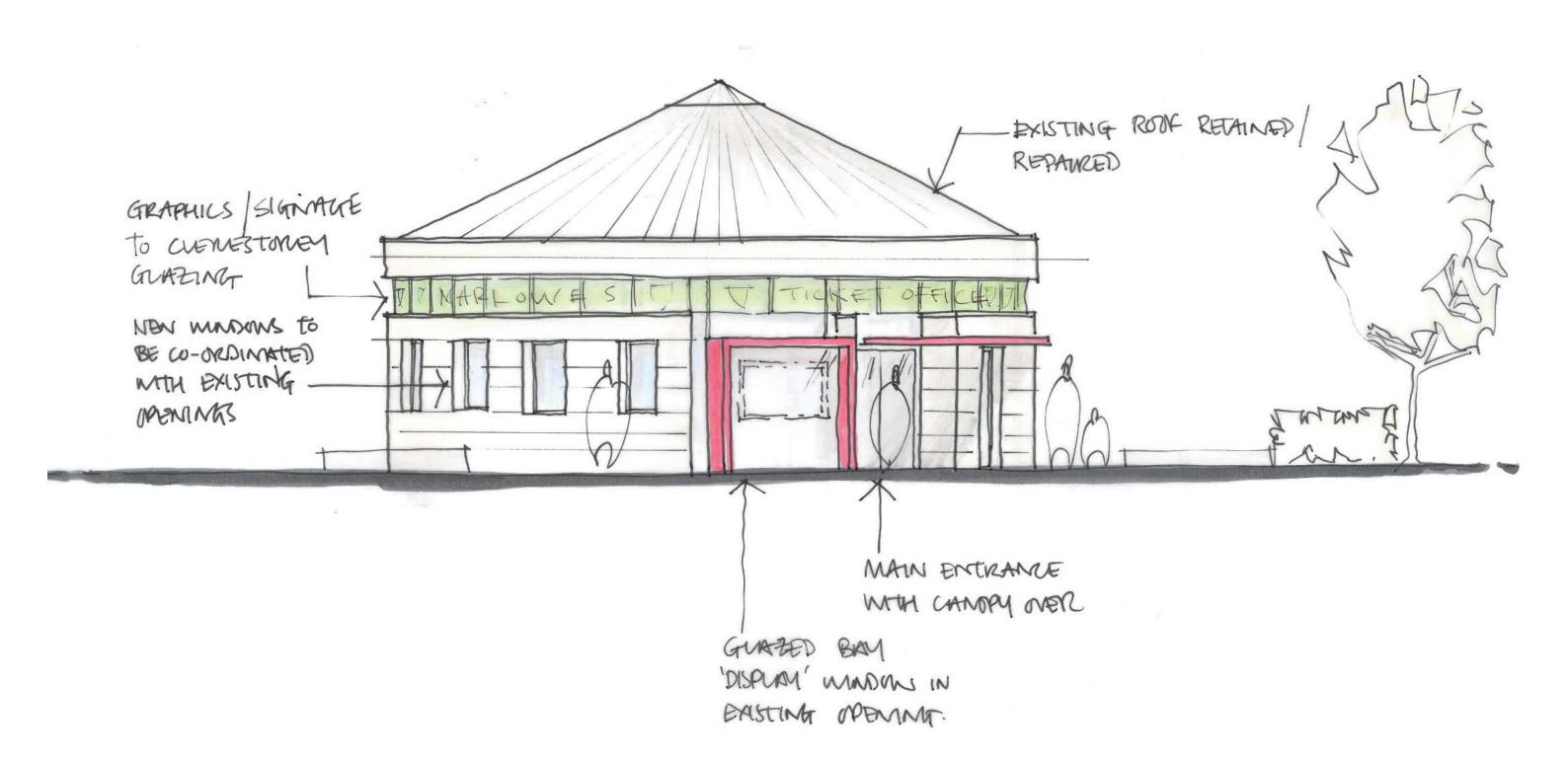
Contemporary Design

High Quality robust materials - consistent with shopping zone

Round House Proposals

Bus Tiicketing and Multi purpose information point



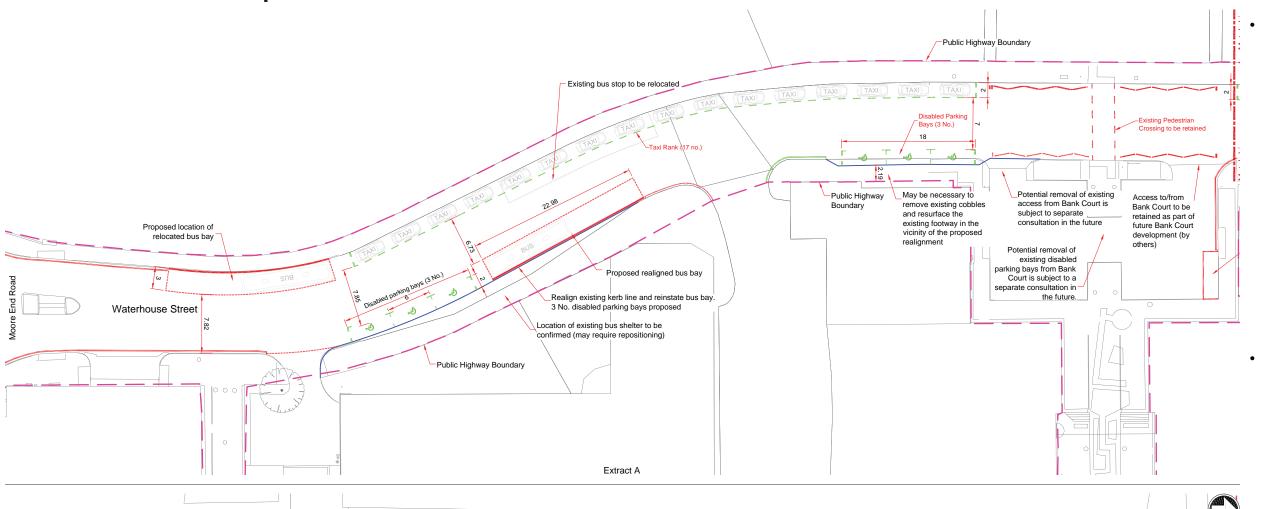


Public Highway Boundary

_Disabled parking

bay (1 no.)

Public Highway Boundary



parking bays to be

Access to/from Bank Court to be

retained as part of future Bank Court Parking

No.)

Potential inclusion of proposed motorcycle parking in Bank Court is subject to a

separate consultation in the future

Realign

existing kerb

- An on-street taxi rank is proposed to replace the existing 21 spaces located in the Marlowes (Plus 3 outside Bank Court and 2 to Waterhouse Street South) to provide 37 taxi spaces in Waterhouse Street, an increase of 11 spaces. Head of Line at Bridge St end
- Night-time taxi rank provision will be identified through the design development of the Market Square Redevelopment. Until this time, the Council are exploring the opportunities to use the bus station as a night-time taxi rank (as existing).
- The strategy includes the provision of twelve (12) blue badge holder parking bays within Waterhouse Street.

Existing double yellow

Waterhouse Street

Location of proposed disabled bay diagonally adjacent the existing

island to be confirmed (from topographical survey when available) and vehicle maneuvers

Location of existing kerb island to be confirmed from topographical

Short stay parking bays (2 no.)
Disabled parking bay (1 no.)

survey (when available)

- Two short stay parking bays are proposed near bridge street.
- The existing controlled pedestrian crossing linking Bank Court to the Water Gardens will be retained within this scheme.

Questions.....

