

An Integrated Transport Network for Gloucestershire

- Interchange Hubs -

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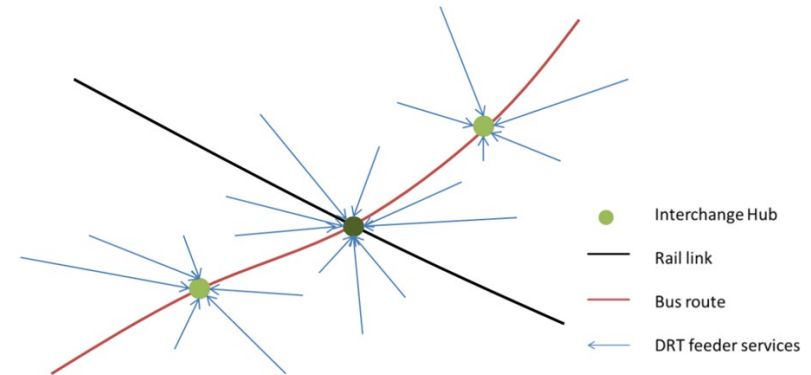


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Gloucestershire's vision for buses

- Mass Rapid Transit (MRT) in Gloucestershire's urban core
- Express Bus Services feeding into the MRT system and on inter-urban routes
- Interchange Hubs that link high frequency bus routes and rail to:
 - lower frequency bus routes
 - Demand Responsive Transport
 - Cars and Taxis
 - Walking and cycling



Interchange hubs

- Interchange hubs are places where passengers and cargo can be exchanged between vehicles and/or transport modes
- Interchange Hubs are referenced in both: the LTP and BSIP
- GCC has commissioned an interchange study to:
 - Review our existing interchange hubs
 - Review the strategic interchange hubs identified in the LTP
 - Develop an assessment tool to identify locations for interchange hubs
 - Provide indicative specifications and sketches for local interchange hubs
- Once completed, the work will inform the recent Council decision to invest £1.2 million in interchange hubs across Gloucestershire.



Interchange hub types - Strategic

Hub Type	Description	Example
Strategic Interchanges / City Hubs	<ul style="list-style-type: none"> A high demand for transport – high passenger numbers for starting / ending journeys / transferring between modes. Potential to reduce car trips through better provision of sustainable modes and improving transport connectivity. 	Gloucester or Cheltenham Spa Railway Stations
Strategic Market Town/Village Hubs	<ul style="list-style-type: none"> Access to national rail services or Tier 1 bus service If the space allows, the areas can be used to provide a wider range of services. 	Stonehouse Railway Station
Strategic Transport Corridor / Linking Hubs	<ul style="list-style-type: none"> Focus on linking high volumes of users to the core sustainable transport network. An opportunity to offer greater choice to people for the first/last minute trips. This type of hub can also be developed at P&R sites. Opportunity to attract high demand from pass by trips. 	Cheltenham Arle Court P&R

Interchange hub types - Local

Hub Type	Description	Example
Transport Corridor Link Hubs	<ul style="list-style-type: none"> Local catchment linking residents to core transport network. Hub can be developed along very high/high frequency bus routes in urban/suburban and inter-urban areas. 	Old Chelt. Rd – 94 bus
Key Designations	<ul style="list-style-type: none"> High density of users. Located in areas which attract regular sustained visitor numbers, e.g.: <ul style="list-style-type: none"> Business parks, Hospitals, etc. 	Micheldean – Vantage Park Business Village
Mini Hubs or Community Hubs	<ul style="list-style-type: none"> The transport offers are limited, and demand is lower. E.g.: car club spaces, bike share or secure parking or DRT drop off/pick up. Locations for mini hubs can include: <ul style="list-style-type: none"> Suburban settings New housing developments. 	The Redbridge mini hub (George Lane, London) – see report
Market towns / village hubs	<ul style="list-style-type: none"> If the space allows: can be used to provide a wider range of services. Some small market town / village hubs can also serve as a tourism hub. 	High Street, Newent

Existing hub assessment

Assessment criteria based on CoMoUK's Mobility Hub accreditation process:

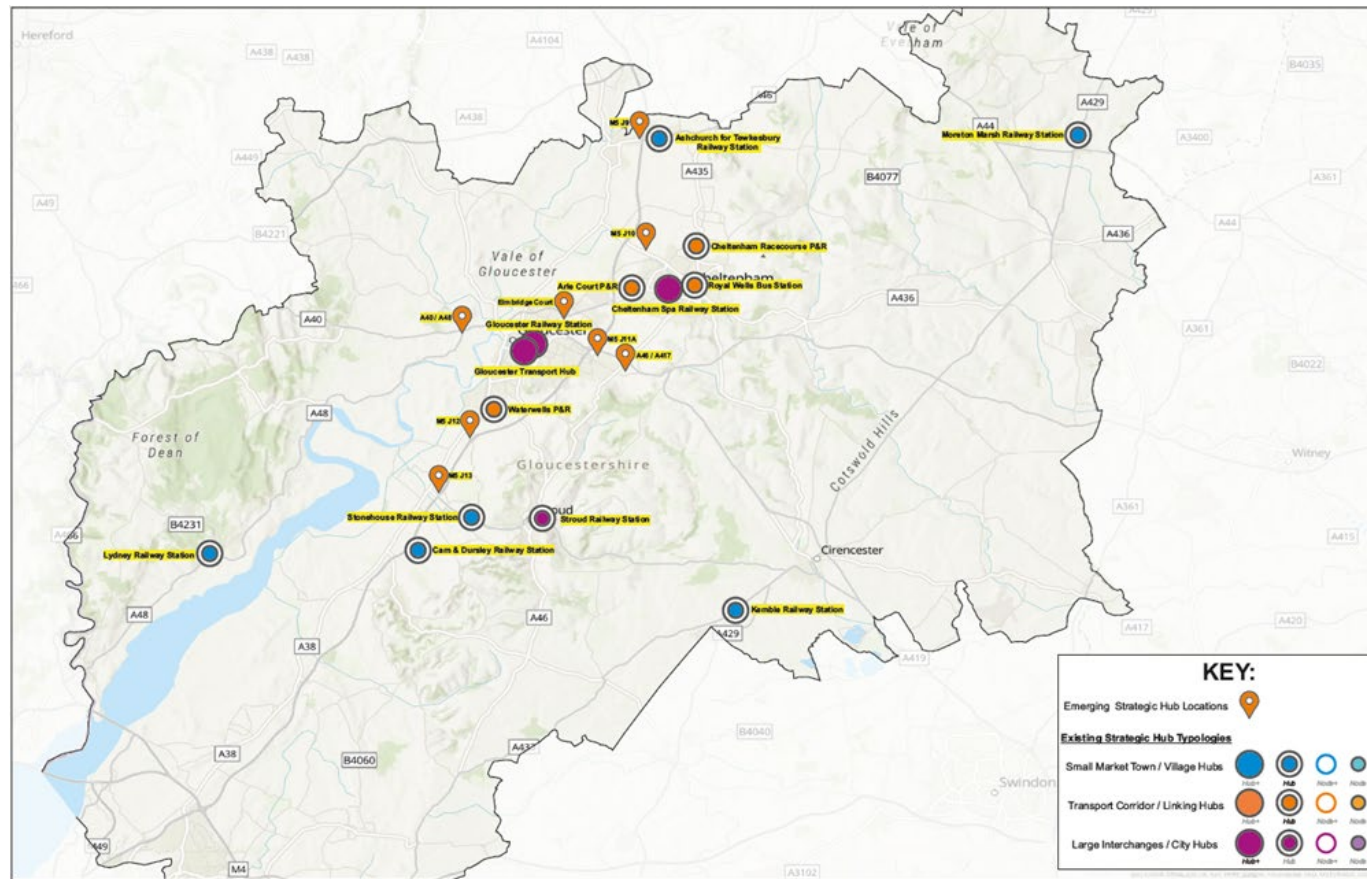
- I. Visibility and accessibility
- II. Choice of sustainable modes
- III. Safety
- IV. Practical facilities
- V. Visual, Social and Community Appeal
- VI. Ease of switching between modes

Common gaps in provision:

- A shared mobility option
- Clear signage
- Better information, incl. timetable
- Real time passenger information (RTPI)
- Way finding signage for walk trips
- Simple ticket purchase option
- Modern clean infrastructure (public realm)
- Staffed during core travel hours
- Safer crossings and pavement repairs
- Removal of hidden areas around the hub
- Street lighting, shelters, seating.



Review of future strategic hubs



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Identifying local hub locations

- Ongoing and will be advisory only.
- Based on the following criteria:
 - Existing bus/rail routes and use of facility.
 - Access to community transport/DRT schemes/provision.
 - Proximity to strategic cycle routes and services
 - Availability of local services and car parking.
- Aim: to develop a comprehensive, multi modal hub network that will help support, encourage and enable sustainable travel within Gloucestershire.



Indicative specifications & sketches

Sketch for a local transport link hub using obsolete bus layby

Specification	
<ul style="list-style-type: none"> • Approximately 3m x 12m dimensions (To fit within a bus stop layby) • Parallel to the highway. • Totem / Smart information board. • Covered seating area / bus stop. • Low level planting. • Parcel collection / bike lockers. • E-scooter / E-Bike hire docks. • Bike repair station. • 3 no. covered bike stands/racks minimum 	

Sketch for a local market town/village hub

Specification	
<ul style="list-style-type: none"> • Approximate area 200m² • Parallel to the highway if on a bus route. • Flexible design. • Totem / Smart information board. • Covered seating and/or bus stop. • Low level planting. • Parcel collection / bike lockers. • E-scooter / E-bike hire docks. • Bike repair station. • 10no. covered bike stands/racks minimum. • 4no. EV Charging / Car Club bays minimum. • Public realm improvements / areas for community participation. • Opportunity for a small convenience facility. 	

Conclusion and next steps

- By linking different ways of travelling, interchange hubs can:
 - Make sustainable transport modes more attractive.
 - Enable public transport modes to attract new customers or to be easier accessed by existing customers.
 - Extend the reach of active travel modes such as walking and cycling.
- The findings of the study will:
 - feed into the BSIP review
 - inform implementation
 - Feed into future funding applications,
 - Aid planning applications and S106/CIL negotiations

