Context

This proposal sits at the centre of the redevelopment of Wolverhampton Interchange providing safe and secure cycle parking for 110 users with excellent access to Train, Tram and Bus Stations/Stops to make the last mile Journey as seamless as possible and encourage the use of cycling to access public transport. The proposal builds upon the provision made under the multistory car park and drop off scheme in 2016 which provided covered cycle parking and an area dedicated to motorcycles. The masterplan has overall provision for 200 spaces across 3 sites and will eventually include additional parking and access to the Canal via the Banana Yard further enhancing the access from the network and improving walking and cycling connectivity to the City Centre.

 The scheme has secured £525,000 of grant funding and marks a commitment to improving last mile access to all users with a diversity impact assessment ensuring equality and inclusivity for all.

The Baseline

Originally 84 spaces on site before re-development. This has since reduced since summer last year commencing construction to 74 cycle parking spaces.

Usage

Usage figures for cycle parking are on average 42 (spaces used) in the financial year of 2018-2019. There is variation as expected (i.e. due to weather, holidays etc) with peaks of 52 and the lowest figure of 26 (in winter). This represents usage of over 55% (average) with highs of 68%. Wolverhampton is one of the top ten used stations to cycle to in the West Midlands.

**Evidence Base**

The rail delivery group published in 2016 the Cycle Rail toolkit analyzed the value for money (VfM) reporting the West Midlands was in the highest benefit cost ratio at 6.17 (parameter is 4 minimum).

The propensity to cycle tool (using 2011 Census data) predicts using the scenario of government target (increasing to 5% cycling to work) that there will be an increase in several pockets of Wolverhampton (east and north Wolverhampton). This represents a predicted increase in demand for cycling overall.

Local Cycling and Walking infrastructure plans [(LCWIPS)](https://governance.wmca.org.uk/documents/s2574/Report.pdf) have been developed to increase cycling levels and provide a step-change in safe cycling infrastructure. Three planned routes will link to Wolverhampton city Centre, providing connections to the city Centre and Wolverhampton interchange. The plans will enable delivery of routes across the West Midlands over the next 10 years to supercharge cycling and reach the ambitious 5% cycling target by 2023 (Cycling Charter, 2015).

## **Scope of Works**

110 space cycle capacity hub:

* 110 spaces within cycle hub and open sheltered cycle parking (i.e. two tiered racks with shelter). There should be a mixture of both a cycle hub and open cycle parking to allow users to choose between quick drop off and more secure cycle parking. Current proposal for the 110 spaces is 92 internal and 18 external.
* The hub should be at no cost to users as this deters uptake (evidenced by uptake at TfWM cycle hubs).
* Any cycle parking facility should not also encourage use by motorcycles. Rail Delivery Group offers separate guidance on parking for motorcycles.

This facility is to include 14 external space provision for Bike Share as per plan 0700 to 0703. Bike share docking stations have some different requirements and provide an alternative option. They are complimentary to cycle parking and can reach a different market (i.e. those who do not have access to a cycle).

**BikeShare requirements:**

* Needs to be outside for cycles to function
* Needs a flat surface (no steep angles)
* Surface has to be able to be drilled into shallowly. Concrete slabs and asphalt are the best surfaces. Grassland or paving that is interlocking or has cobblestones will require foundations.
* It will need access close by for service teams by van.
* Should not cover or prevent access to any utilities or emergency points.
* Should not block any pedestrian access, leaving at least 2m for any walkways.
* Scheme users should be able to join a road or cycle route easily and safely (i.e. not needing to jump kerbs).

Plans illustrate the current Serco proposals which are outside the current package of work and will be delivered by others.

**Motorcyclists**

Motor cycle parking is provided in the station forecourt.

General

Needs to be a mixture of a secure enclosed structure (“hub” or “cycle pod”) and open sheltered cycle parking. All spaces will need:

* Shelter
* Thorlux Smartscan LED Lighting inside the hub and also covering external open parking
* CCTV: 4-6 cameras for the cycle hub. Each open cycle parking facility would need also dedicated CCTV.
* Design of CCTV in accordance with BTP output requirements, NR standards and CCTV guidance documentation.
* CCTV to go to Summer Lane in line with the wider CCTV strategy with viewing capability at the rail station.
* Accommodation for different types of bikes (i.e. cargo, trike etc). Up to 5% of cycle parking for this requirement.
* It must also enable growth and be modular for cycle hub/pod and two-tiered racks. For example, ideally growth in significant numbers, i.e. 50 in unit.
* Passive provision for power and comms to be provided for rail customer information systems (CIS)
* Cycle Maintenance – 1 x pump and tool facility located in the secure hub/cycle pod to reduce vandalism.
* Cycle hub/pod to allow swipe access by swift card and have 24/7 access. Paxton fob access control system will be installed
* Two-tiered gas-assisted cycle racks.
* Help point / Emergency Call Point
* 3m maintenance zone at perimeter of MSCP needs to be maintained for NR access.

Open cycle parking (plus general requirements above**)**

* 18no. single cycle spaces around 9 Hoops
* Accommodation for different types of cycles within design

Location

* As this is the main allocation it needs to be close to station egress points – ideally within 30-50m of building footprint as cycle parking further away from the station is less likely to be utilised.
* Location identified on plan 0700, in front of the MSCP.
* Access will be clear and ideally at 1 in 20 or less although working with the existing topography on railway drive this may not be achievable – enable ease of movement from cycling infrastructure to cycle parking. For example, any drop kerbs.
* Access will also avoid conflict of moving vehicles and reduce pedestrian conflict.
* Temporary interim paths will be provided from the existing footways to the parking slabs as the area will be resurfaced by the MMA Tram team in Magma Granite.
* An indicative context plan is including in the package but the Tram team drawings will need to be revised to take account of drop kerb and tactile positions now that the hub has been sited.