WORCESTERSHIRE PARKWAY

Car Park Expansion

PL0162

Market Appraisal Questionnaire

28 October 2024

You are invited to respond to this questionnaire by 9th November by responding the questions stated.

Responses should be made to commercial-place@worcestershire.gov.uk

INTRODUCTION

Worcestershire County Council is seeking to understand the possible engineering solutions available to expand its car parking on its existing site by way of a car park deck at Worcestershire Parkway Station. The Council is particularly interested in solutions that will minimise disruption to the existing car parking and are economical.

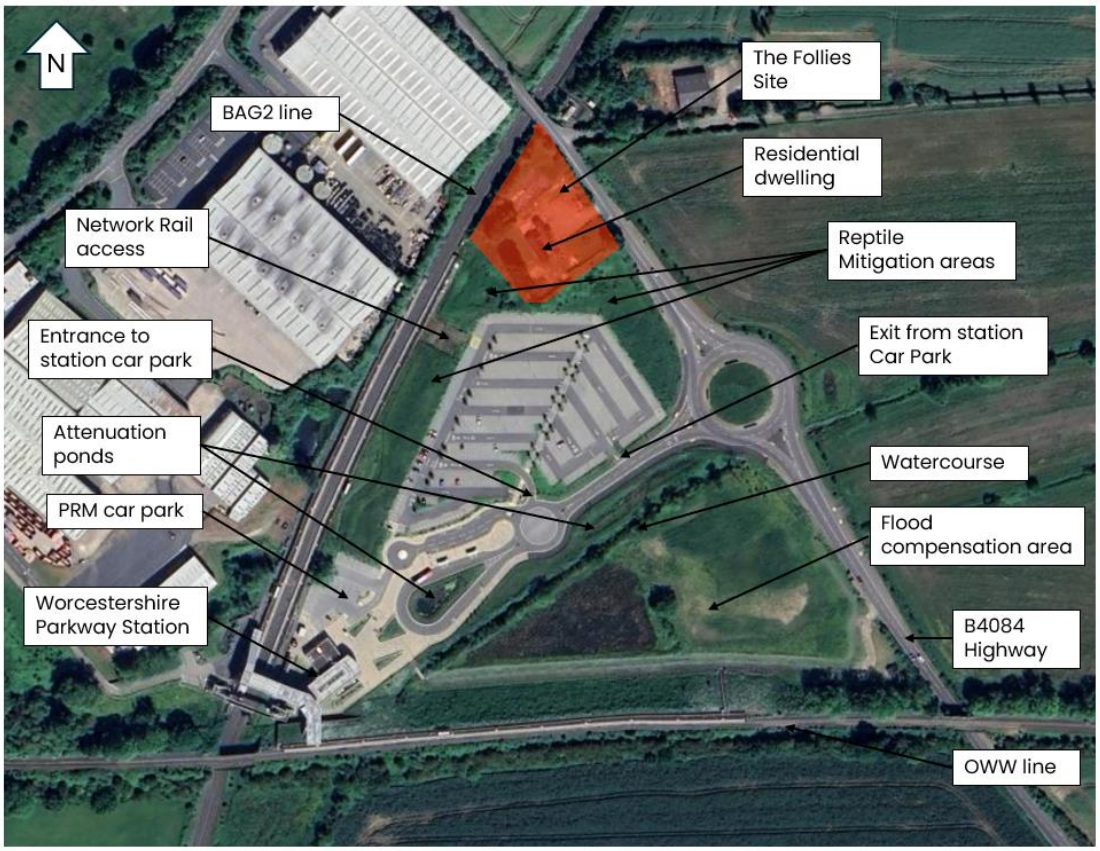
Responses will be used to inform the Councils procurement approach and budget.

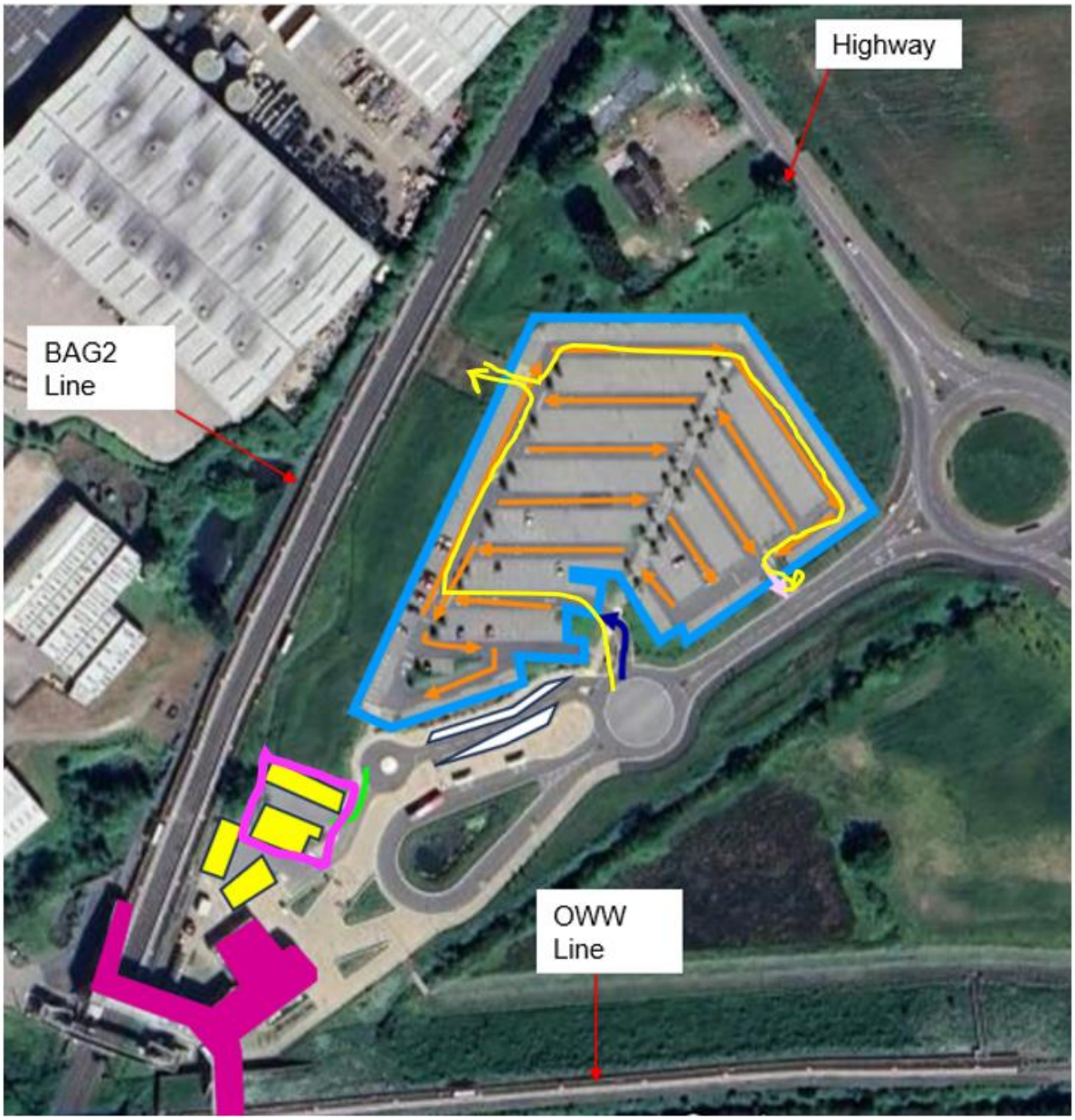
BACKGROUND

Worcestershire Parkway station opened to passengers in February 2020 and transformed access to the National Rail network for the population of Worcestershire, expanding the county's direct rail connectivity across Great Britain. Furthermore, despite the impact of Covid-19 on services and patronage, recovery at Worcestershire Parkway is trending above the national average and the existing 506-space car park is close to capacity already.

The strategic objective this Worcestershire Parkway Car Park project is to ensure that car park capacity keeps pace with growth and that the settlement interfaces are understood and are managed as part of the overall growth strategy. This project is being undertaken in parallel with the development of additional train services through various workstreams with Cross Country Trains, WMRE, NCLTF and Midlands Connect and the monitoring of customer satisfaction at the station all form part of the County's drive to maximise the financial and environment benefits of this significant investment in public transport infrastructure.

OVERVIEW OF EXISTING CAR PARK





Key:

- Existing car park
- Car park circulation
- Exit from main car park
- Entry to main car park
- Entry to PRM spaces
- PRM spaces
- Existing station building
- Taxi drop off area and Bus stop

Yellow lines = route in/out of NR access, assume transit van size vehicle (TBC by NR)

Pink square = existing PRM spaces assumed to be available for a compound etc during construction

REQUIREMENTS – CAPACITY & SPACES

Provide additional number of parking spaces

- *178 additional by 2030*
- *328 additional by 2040*

Requirements for additional spaces

- *5% of additional to have 7kW EV charging (can be retrofit within existing spaces/footprint)*
- *5% of additional to be 'enlarged' 6.0x4.8m (can be retrofit within existing spaces/footprint)*
- *30% of above 'enlarged' spaces to have 7kW EV charging*
- *No requirement for additional accessible spaces as part of this remit*
- *Include provision of 7kW EV charging facilities to min. 25% of existing accessible spaces*

REQUIREMENTS – CONSTRAINTS

Additional capacity must operate as extension to the existing car park i.e. one entry and one exit point, cannot have separate in/out into extension only

NR access/egress to be retained for transit van sized vehicle (route to and from NR access shown indicatively in yellow line on sketch in previous slide)

Footprint is constrained to existing car park infrastructure only (blue line on sketch), land around car park is not available including not as construction compound etc due to ecological constraints being a designated reptile mitigation zone, assume existing accessible spaces can be used for compound (pink square on sketch)

Further to above any structure must not 'overbear' on surrounding reptile mitigation areas, assume any deck structure must be set back from edge of existing car park by same length as the structure is high e.g. 5m high structure min. set back 5m)

Design life to be 50 years minimum

ParkMark Safer Parking certification to be obtained (existing car park is certified)

Signage, CCTV and lighting to be provided in line with industry standards

Any new infrastructure must be fully accessible (i.e. if decks proposed then lifts are required for step-free access)

Attenuation of surface run-off will be required

OPTIONS

Option 1 – Minimum Viable Product (MVP) meeting above requirements

Option 2 – MVP + 'iconic' façade (combination of feature cladding and green walls)

Option 3 – MVP + solar panels (1,800m2 area)

Option 4 – MVP + 'iconic' façade + solar panels

QUESTIONS

We are seeking feedback from suppliers with high-level information that will consider:

- *Proposals for a decked expansion solution for above Options 1-4, considering constraints and requirements (both 2030 and 2040). Outputs required for above brief:*
- *Indicative methodology and sketch indicating proposed footprints, number of decks required, and constructability considerations (compound location, access/egress, walking routes, etc) and number of achieved additional spaces.*
- *Indicative programme for overall delivery, and detail on what areas will have to be closed off and for how long, to enable delivery. Output expected in format of "XX spaces unavailable for YY weeks".*
- *Indication of what extent of the existing at-grade infrastructure will essentially be re-built as a result of the decking.*
- *Indicative costs for delivery and future maintenance of solutions to outlined requirements, any assumptions, with clear indication what is included and excluded e.g. design, construction, PM, OH&P, risk, inflation, etc.*
- *Narrative on how future expansion beyond 2040 might work with the proposed designs.*

Where possible your answers should be demonstrated by case studies of where it has been provided elsewhere and include any lessons learned, key risks and environmental considerations

We would also pe interested in any innovative funding schemes that you may offer for providing such car parks.

This is not a tender. This is for the purpose of understanding the market and defining funding requirements and procurement route.