**Invitation to Tender**

**Appendix A2 – Site information pack**

**For the supply, installation, and maintenance of a Mobility Hubs solution**

**Project REF: DN651617**

**Commencing: 14 February 2023**

**Contract term: 24 months + 12-month optional extension**

**Procedure: Open**

**Tender submission deadline: 03 April 2023**

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## About this document

This document provides more detail about each Mobility Hub site as well as our delivery aspirations. It includes the typology of each hub, information about the existing site, including a link to the location of the hub on Google Streetview, and anything that may be useful to know when developing the site into a mobility hub.

Reference designs, Statutory Undertaker’s Infrastructure, and Topographical Surveys for each site are all provided separately within the Procurement documentation.

## Portway Park & Ride

* Landowner: Bristol City Council

### Hub typology

This is a corridor hub, which means that it is on an existing public transport network, with the intention to integrate more travel options to and from the site as part of the trial. As a Park and Ride site, it is an existing interchange point for users that either drive or walk to the site and catch the Park&Ride bus into Bristol City Centre.

The anticipated usage of this site as a mobility hub is to maintain it as an interchange point with enhanced options for travel. Given its proximity to the Ridingleaze trial mobility hub, we anticipate opportunities for users to pick up e-scooters or other travel options at Ridingleaze to travel to the Portway P&R site for onward journeys into the city centre.

### Link to Street view

[596 Portway - Google Maps](https://www.google.co.uk/maps/@51.4903486,-2.6881464,3a,75y,287.35h,80.61t/data=!3m6!1e1!3m4!1svPw4mBV5b0Bkan0OO23BLQ!2e0!7i16384!8i8192)

### About the site

Portway Park & Ride is an established bus Park & Ride site with regular bus services into Bristol city centre. A new railway station is due to be opened during winter 2022/23 with services into Bristol Temple Meads along the Severn Beach Line.

### Delivering this site

This site is primarily accessed by car drivers, but we hope to increase the possibility for more people to interchange with cycle, and this is a key location for us to trial the use of secure cycle lockers.

The site currently benefits from established planting so we are not seeking to provide planting at this site, but some additional seating to complement the existing large bus shelter would be welcomed.

We also intend to trial a co-working pod at this site which will be sourced separately to this procurement exercise.

### Other

Portway Park & Ride site is locked outside of operational hours. Operational hours: Monday to Saturday 05:15 to 22:15; Sunday and Bank Holidays: 08:30 to 19:20. There is a height restricted barrier to the site of 2.1metres.

## Ridingleaze, Lawrence Weston

* Landowner: Bristol City Council

### Hub typology

This is a community hub, which means that it is a smaller hub based in a neighbourhood to provide residents with a wider range of travel options than at present to reach their destinations, or to connect to larger mobility hubs to interchange to public transport services.

The anticipated usage of this site as a mobility hub is for residents to obtain travel information to access destinations or to connect to a larger hub, such as the Portway Park and Ride hub to interchange to public transport services.

### Link to Street view

[260 Long Cross - Google Maps](https://www.google.co.uk/maps/@51.5021394,-2.6591504,3a,75y,153.01h,82.74t/data=!3m7!1e1!3m5!1siZIB4RKPT5qwbQbu-P0s5A!2e0!6shttps://streetviewpixels-pa.googleapis.com/v1/thumbnail)

### About the site

Ridingleaze is a community hub in Lawrence Weston, located less than 2km from Portway Park & Ride, and the mobility hub components are focussed on its bus stop.

### Delivering this site

Seating and planting are not required at Ridingleaze due to existing facilities. However, we would like the Tenderer to explore lighting options to delineate the path between the mobility hub site and the Ridingleaze shops.

### Other

Due to limited hardstanding, some of the grassed areas may require additional preparation to install components. Some facilities, such as the parcel locker may need to be located nearer the shops if a suitable location cannot be found within the red line envelope.

## Arnside Road, Southmead

* Landowner: Bristol City Council

### Hub typology

This is a community hub, which means that it is a smaller hub based in a neighbourhood to provide residents with a wider range of travel options than at present to reach their destinations, or to connect to larger mobility hubs to interchange to public transport services.

We anticipate that residents will use this hub to obtain travel information to access destinations or to connect to larger hubs such as the Southmead Hospital hub from where they can interchange to an array of public transport services. It is also anticipated that this mobility hub will act as an opportunity to further enhance the public realm at Ridingleaze which has recently benefitted from other such improvements and will provide travel options to new residents when new homes are developed adjacent to the site.

### Link to Street view

[120 Ullswater Rd - Google Maps](https://www.google.co.uk/maps/@51.5038751,-2.6027185,3a,75y,190.19h,75.72t/data=!3m7!1e1!3m5!1s9p7BoWgAtfr3z2C_IzZCJg!2e0!6shttps://streetviewpixels-pa.googleapis.com/v1/thumbnail)

### About the site

Arnside Road has benefitted from a recently completed regeneration project led by Bristol City Council including new cycling and walking infrastructure, seating, planting, and improved public realm. The proposed site for the mobility hub is at the junction of Arnside Road and Ullswater Road. Buses run from the nearby Greystoke Avenue and wayfinding to the bus stops will be provided at the mobility hub.

The neighbouring Glencoyne Square is due to be developed for housing in the short to medium term, which will increase usage of the mobility hub.

### Delivering this site

The focus at this hub is on the provision of facilities such as improved micromobility parking, parcel lockers, cycle pump and repair stand, and water fountain, ensuring that they respect the recent improvements to the public realm.

## Southmead Hospital

* Landowner: North Bristol Trust. There is also a Private Finance Initiative which manages some of the site under a contract for the hospital development.

### Hub typology

This is a campus hub, which is a large key destination within the region where trips are often started or completed. The proposed hub at Southmead Hospital acts as an interchange point, as many bus routes serve the site, and it is the third busiest bus interchange in the West of England.

The anticipated use of the mobility hub is to maintain it as an interchange point with enhanced options for travel. Given its proximity to the Arnside Road trial mobility hub, we anticipate opportunities for users to pick up e-scooters or other travel options at Arnside Road to travel to the Southmead Hospital site for onward journeys.

### Link to Street view

[Chapel Wy. - Google Maps](https://www.google.co.uk/maps/@51.4972051,-2.5918044,3a,75y,193.83h,76.75t/data=!3m6!1e1!3m4!1sLc_a8fxML2VliJvqxGm2jA!2e0!7i16384!8i8192)

### About the site

North Bristol Trust is a key stakeholder in this site’s design. They have a proactive sustainability team which is keen to adopt new facilities into its site. The proposed mobility hub site sits between land owned by the Trust and its Private Finance Initiative so some additional authorisations may be required when planning delivery of this site.

Southmead Hospital acts as the third largest bus interchange in the West of England, and already benefits from good facilities such as an indoor waiting area open to the public, publicly accessible toilets, and retail/coffee units within the main hospital, as well as a high-quality public realm. The components proposed will add to the existing good mobility hub facilities.

### Delivering this site

Installation of components at this site will be carried out by the Trust’s own contractors, therefore the Tenderer is not required to install components at this site but will be expected to schedule the supply of components to the Trust and provide all necessary installation information to the Trust.

### Other

Planning permission is being sought for this site, led by the West of England Combined Authority. The winning Tenderer may need to support this through the provision of component specifications and installation details.

We are unable to connect any components to mains electricity at this site, so the proposed mobile device charging would need to be powered independently to be considered.

## Filton Avenue (Horfield Library)

* Landowner: Bristol City Council

### Hub typology

This is a community hub, which means that it is a smaller hub based in a neighbourhood to provide residents with a wider range of travel options than at present to reach their destinations, or to connect to larger mobility hubs to interchange to public transport services.

The anticipated usage of this site as a mobility hub is for residents to obtain travel information to access destinations or to connect to a larger hub, such as the UWE campus hub to interchange to other public transport services.

### Link to Street view

[376 Filton Ave - Google Maps](https://www.google.co.uk/maps/@51.4948818,-2.5741936,3a,75y,117.98h,80.13t/data=!3m7!1e1!3m5!1s8hBjH12b0OmF8_bvc3Ut2w!2e0!6shttps://streetviewpixels-pa.googleapis.com/v1/thumbnail)

### About the site

The Filton Avenue mobility hub is located outside Horfield Library and an existing bus stop, which benefits from regular bus services to the popular Gloucester Road and Bristol city centre.

### Delivering this site

The library has recently invested in its garden which can be seen from the street. We would like to retain visibility of this green space as much as possible, and/or enhance it through the provision of seating and additional planting within the red line envelope. There is the opportunity for lighting which integrates with existing components to enhance the quality of the public realm at this site, and potentially also enhancing the site with thermoplastic decoration.

### Other

There is currently a clothing bank on the mobility hub site and the winning Tenderer will be required to carry out its removal.

## Gainsborough Square, Lockleaze

* Landowner: Bristol City Council

### Hub typology

This is a community hub, which means that it is a smaller hub based in a neighbourhood to provide residents with a wider range of travel options than at present to reach their destinations, or to connect to larger mobility hubs to interchange to public transport services.

The anticipated usage of this site as a mobility hub is for residents to obtain travel information to access destinations or to connect to a larger hub, such as the UWE campus hub to interchange to other public transport services. It is also anticipated that the mobility hub will enhance the site that is already a focal point in the community, attracting more people to use the site.

### Link to Street view

[Gainsborough Square - Google Maps](https://www.google.co.uk/maps/@51.490484,-2.5624726,3a,75y,287.32h,80.38t/data=!3m6!1e1!3m4!1sAvTIWnWW1gi9m8R2YrMI3g!2e0!7i16384!8i8192)

### About the site

In 2015 Gainsborough Square benefitted from a regeneration project led by Bristol City Council. The result is a high-quality public realm which benefits from a central well-used park with play facilities and seating.

### Delivering this site

We want to build on this through providing additional facilities, but there are challenges around retrofitting components into a space which has already been carefully designed.

### Other

n/a

## Church Road, Filton

* Landowner: South Gloucestershire Council

### Hub typology

This is a community hub, which means that it is a smaller hub based in a neighbourhood to provide residents with a wider range of travel options than at present to reach their destinations, or to connect to larger mobility hubs to interchange to public transport services.

The anticipated usage of this site as a mobility hub is for local residents to obtain travel information to access destinations or to connect to larger hubs in the area, such as the UWE campus or Abbeywood Retail Park hubs. Despite not being located at a bus stop, as are many community hubs, there is a bus stop nearby on the A38 with frequent services to which there will be wayfinding from the hub, so it is anticipated that users will navigate to the bus stop from the hub.

### Link to Street view

[4 Church Rd - Google Maps](https://www.google.co.uk/maps/@51.5099447,-2.573399,3a,75y,88.81h,89.04t/data=!3m6!1e1!3m4!1spYJygzIaMjIXmdMMVj6ihw!2e0!7i16384!8i8192)

### About the site

Church Road in Filton benefits from existing facilities including local shops, public toilets, e-scooter parking delineation, and recently installed EV charging. It’s located just off the A38 which has frequent bus services to the Gloucester Road and Bristol city centre, but it’s not obvious from the site that this is the case, so this is something we plan to increase awareness of via the wayfinding.

### Delivering this site

There’s an opportunity at this site to improve the wayfinding, micromobility options and public realm through the provision of a bespoke parklet/seating/planting/lighting/thermoplastic design.

### Other

n/a

## Conygre Road, Filton

* Landowner: South Gloucestershire Council

### Hub typology

This is a community hub, which means that it is a smaller hub based in a neighbourhood to provide residents with a wider range of travel options than at present to reach their destinations, or to connect to larger mobility hubs to interchange to public transport services.

The anticipated usage of this site as a mobility hub is for residents to obtain travel information to access destinations or to connect to a larger hub in the area, such as the UWE campus or Abbeywood Retail Park hubs.

### Link to Street view

[893 Filton Ave - Google Maps](https://www.google.co.uk/maps/@51.5131464,-2.5668741,3a,75y,184.17h,79.08t/data=!3m6!1e1!3m4!1s-NcgX99TG-LK0QgGlPJYVQ!2e0!7i16384!8i8192)

### About the site

The Conygre Road site is based around a green space and a row of local shops. It is not served by any public transport routes. There are bus stops located on Filton Avenue close to the proposed hub location on Conygre Road, however there are currently no public services that use these stops.

South Gloucestershire Council is currently leading on a project to develop a shared use path along Filton Avenue, and these plans will need to be considered at the Detailed Design stage, which will be undertaken by the client’s consultant team, to ensure the proposals do not negatively impact on each other.

### Delivering this site

The winning Tenderer will need to seek Permission from McColls at Filton Avenue to install the AED machine, and to ensure that there are no access restrictions which would restrict us from installing components against the metal shutters along the Filton Avenue aspect of the McColls shop.

### Other

There is currently a clothing bank on the mobility hub site and the winning Tenderer will be required to relocate/remove this.

## Abbeywood Retail Park

* Landowner: South Gloucestershire Council

### Hub typology

This is a corridor hub, which means that it is on an existing public transport network, with the intention to integrate more travel options to and from the site as part of the trial.

The anticipated usage of this site as a mobility hub is to extend the catchment of the bus services that operate from this stop through the provision of first and last mile transport options, to enable more people to connect to the hub from smaller community hubs or from wider local areas beyond walking distance.

### Link to Street view

[A4174 - Google Maps](https://www.google.co.uk/maps/@51.5072354,-2.5577019,3a,75y,317.42h,90.3t/data=!3m6!1e1!3m4!1sjHO1qBgb9sq7nY7TsL_RsA!2e0!7i16384!8i8192)

### About the site

Abbeywood Retail Park is a large site along the A4174, and centres around a well-used bus stop, opposite a busy retail park. Bus services are frequent, with routes accessing Bristol City Centre, UWE and Cribbs Causeway.

### Delivering this site

Due to the expanse of space available we are keen to select and locate components which can enhance the public realm and provide a sense of place to what is currently a bus stop only. The lack of any existing walls may mean that additional consideration needs to be given to placing large items so that they do not create any unnecessary hiding spaces or shadows which may reduce the amenity of the site to users.

### Other

n/a

## The University of the West of England (UWE)

* Landowner: The University of the West of England (UWE)

### Hub typology

This is a campus hub, which is a large key destination within the region where trips are often started or completed. The proposed hub at the UWE Frenchay campus acts already acts as an important interchange point, as is the second busiest bus interchange in the West of England with around 50-60 buses per hour during the peak.

The anticipated use of the mobility hub is to maintain it as an interchange point with enhanced options for travel. Given its proximity to other community hubs (Gainsborough Square, Filton Avenue) and surrounding neighbourhoods in which residents would not usually consider travelling to UWE for transport options, we anticipate opportunities for users to pick up e-scooters or other travel options at community hubs and in surrounding neighbourhoods to travel to the UWE site for onward journeys.

### Link to Street view

[Stoke Gifford, England - Google Maps](https://www.google.co.uk/maps/@51.4993907,-2.5457726,3a,75y,330.55h,84.21t/data=!3m6!1e1!3m4!1sQhYjZE6MBTRDBfdHoZ60ZQ!2e0!7i16384!8i8192)

### About the site

The University of the West of England site is located at the University’s eastern entrance of the Frenchay campus, which also acts as the second largest bus interchange in the West of England after Bristol Bus and Coach station and is about to benefit from the provision of a second high-quality metrobus shelter. The site is extremely busy both day and night. We would like to increase the appeal of the site both to students, and members of the public who may be interchanging at this site or visiting the campus.

### Delivering this site

The project will utilise a small car park to the back of the metrobus stops to locate its components which means there is flexibility on exactly where the components are located to ensure that the public realm is enhanced as much as possible through this project. We would like to provide components that provide both additional waiting facilities for passengers using the site as an interchange as well as a welcoming destination for those terminating their journey at UWE.

Additionally, we would like to cut back the grassed mound between the current e-scooter parking and the small car park to create more waiting space and use the new retaining wall to double up as a bank of seating to create a useful feature and create more waiting space. There is a shipping container currently on the site which will need to be moved back as per the Reference design to accommodate the other components and create more open space.

Two length dimensions are provided for the secure cycle enclosure due to the trapeze shaped piece of land available. We are interested in designs which can closely fill this space but are also open to more standardised (rectangular) designs.

Finally, new paving is required throughout this site as per the Reference design.

### Aesthetic ambitions

There is an ambition to link nature to the existing stark architectural styles at the University of the West of England. It is a campus university with attractive green spaces which we are keen to enhance through the selection of components to soften the hard lines of the architecture. We are seeking consistency of materials across this site particularly between the large bike shelter, canopy, seating and retaining structures. We anticipate that this could be through natural materials such as hard woods, glazing, and metal where metal would support the longevity of the structure and add to the aesthetic attractiveness. We are also seeking feature lighting to enhance these components.

### Other

The university is actively collaborating with the Combined Authority to develop this site. The University has additional long-term plans about how to develop the area around the Eastern Entrance.

The West of England Combined Authority is leading on seeking planning permission for this site. The winning Tenderer may need to support this through the provision of component specifications and installation details.

## Bristol and Bath Science Park

* Landowner: South Gloucestershire Council

### Hub typology

This is a campus hub, which is a large key destination within the region where trips are often started or completed. In contrast to the other campus hubs in this trial (UWE and Southmead Hospital), this site is used less as an interchange point, given the limited number of bus routes that serve the site.

The anticipated use of the mobility hub is to provide more transport options to and from the site to encourage visitors of the Bristol and Bath Science Park to consider alternative modes to the car. In addition, it is anticipated that the trial hub will extend the catchment of the bus services that operate from this hub through the provision of first and last mile transport options, to enable more people to connect to the hub from smaller community hubs or from wider local areas beyond walking distance.

### Link to Street view

[Westerleigh Ln - Google Maps](https://www.google.co.uk/maps/@51.4994914,-2.4762059,3a,75y,288.31h,88.37t/data=!3m6!1e1!3m4!1sVNlVR3fW5mx7NuvJ5E4FhQ!2e0!7i16384!8i8192)

### About the site

The Bristol and Bath Science Park is a business park managed by South Gloucestershire Council and is served by metrobus. The site benefits from EV charging and there is an existing car club located nearby in the BBSP park’s car park. The mobility hub site itself is located by the bus stops, which has a large space available for mobility hub components.

### Delivering this site

There are current issues with cars parking on the footway and the mobility hub is an opportunity to enhance the footway space to signal more obviously that it is not suitable for car parking – which can be through installing large planters placed at intervals, and thermoplastic markings.

### Other

Large vehicles often access the site so the detailed designs, undertaken by the client’s consultants, will need to ensure that there is sufficient turning space at the junction so that those vehicles do not encroach upon the mobility hub.

## Lyde Green Park & Ride

* Landowner: South Gloucestershire Council

### Hub typology

This is a corridor hub, which means that it is on an existing public transport network, with the intention to integrate more travel options to and from the site as part of the trial. As a Park and Ride site, it is an existing interchange point for users that either drive or walk to the site and catch the bus.

The anticipated usage of this site as a mobility hub is to maintain it as an interchange point with enhanced options for travel and to provide a focal point within the newly established community.

### Link to Street view

[26 Willowherb Rd - Google Maps](https://www.google.co.uk/maps/@51.494286,-2.467705,3a,75y,217.88h,76.02t/data=!3m6!1e1!3m4!1sMkWah6gMb_u_WgyjzQS4ig!2e0!7i16384!8i8192)

### About the site

Lyde Green Park & Ride is defined as a multi modal interchange (MMI) served by the metrobus within a recently developed residential area. It benefits from existing covered cycle parking shelter. Residents of Lyde Green are keen to enhance the local identity of Lyde Green which the mobility hub provides an opportunity to do so.

### Delivering this site

We hope to create a very compact hub through locating the components close to the Bristol bound metrobus stop. This involves reallocating some of the car parking bays to create space for public realm improvements within the vicinity of the bus stop; moving an existing car club bay at the far end of the car park closer to the hub; and other key mobility hub components, such as e-scooters, that provide first/last mile connectivity and enables seamless journey experiences. We also propose to clean the existing covered sheltered cycle parking

### Other

n/a

## St James’ Place, Mangotsfield

* Landowner: South Gloucestershire Council

### Hub typology

This is a community hub, which means that it is a smaller hub based in a neighbourhood to provide residents with a wider range of travel options than at present to reach their destinations, or to connect to larger mobility hubs to interchange to public transport services.

The anticipated usage of this site as a mobility hub is for local residents to obtain travel information to access destinations or to connect to a larger hub in the area, such as the Lyde Green Park and Ride or the Bristol and Bath Science Park hubs.

### Link to Street view

[3 St James Pl - Google Maps](https://www.google.co.uk/maps/@51.4826731,-2.4852552,3a,75y,53.39h,82.83t/data=!3m7!1e1!3m5!1sJz9ckZFyvVg5R3szj-pXLQ!2e0!6shttps://streetviewpixels-pa.googleapis.com/v1/thumbnail)

### About the site

St James’ Place mobility hub is located around a small amount of public space and row of retail units within the residential suburb of Mangotsfield. The site benefits from existing public toilets, and good access via car-free cycle routes into Bristol via the Bristol Bath Railway Path as well as to the Ring Road cycle path which serves Lyde Green Park & Ride and Bristol and Bath Science Park mobility hub sites.

### Delivering this site

The site is fairly constrained by space limitations, although we are seeking to accommodate micromobility parking, travel information and wayfinding at the site.

### Other

n/a