



Cheshire & Warrington Local Transport Body

Date of Meeting: Friday 22 June 2018
Report of: Roy Newton
Subject/Title: Mid Cheshire and Middlewich Railway Lines Study

1. Report Summary

- 1.1. At the April meeting of the Local Transport Body Members endorsed the proposal to undertake a study of the Mid Cheshire and Middlewich railway lines in response to a request from the Secretary of State for Transport for the LEP to coordinate a piece of work to examine the potential for the re-opening of the Middlewich railway line to passenger services. A copy of the previous report is attached at Appendix 1.
- 1.2. The first stakeholder group meeting was held on 30 May to discuss a draft brief (which is attached at Appendix 2). The main comments of the Group were:
 - The map was geographically incorrect and needed to better represent the proposed airport link;
 - Need to consider the potential demand from Hale and Altrincham
 - Need to identify quick wins within the study;
 - Consider developing a Strategic Outline Business case rather than a feasibility study as the SOBC would align with the Government's new approach to rail investment;
 - Need to consider bringing in 3rd party investment (wider interests as well as train operators);
 - Support for considering the airport western link as part of the study, including the involvement of Manchester Airport;
 - Network Rail reported that they are no longer funded to undertake network enhancements – these are now considered by DfT;
 - TfN is currently reviewing pan-northern improvements and is looking to develop a strategic case for investment and will publish a list of strategic schemes in the Autumn; and
 - Disabled access to stations, particularly Northwich, should be considered.
- 1.3. It was originally envisaged that the study would consider the feasibility of potential options; however the advice from the Department for Transport is that the study should aim to produce a Strategic Outline Business Case. Discussions are being held with Cheshire East Council and Cheshire West and Chester Council to consider the potential funding implications to do this.

2. Recommendation

- 2.1. The Local Transport Body is asked to agree that the brief be updated to reflect the comments of the Stakeholder Group.

APPENDIX 1 – Report to April LTB

1. Report Summary

- 1.1. The Secretary of State for Transport has asked the LEP to coordinate a piece of work to examine the potential for the re-opening of the Middlewich railway line to passenger services. It is, therefore, proposed that the LEP coordinate a piece of work that assesses the potential for running passenger services along the Middlewich Railway Line to link to the Crewe Hub, with new stations at both Middlewich and Gadbrook Park and linkage with services along the Mid Cheshire Line.
- 1.2. It is proposed to establish a working group to oversee the day-to-day management of consultants who would need to be procured to undertake the work. The working group would feed into a Stakeholder Group to make sure that it is rooted in, and properly reflects, the views and aspirations of users of the railway, as well as other stakeholders. The working group will report back progress and any emerging issues to the Local Transport Body.
- 1.3. It is envisaged that the first meeting of the Stakeholder Group will take place in early May and that the study would take about 6 months. Funding will need to be secured to undertake this work and it is currently envisaged that contributions will be sought from C&WLEP, Cheshire West and Chester Council, and Cheshire East Council.

2. Recommendation

- 2.1. The Local Transport Body is asked to endorse the proposed study.

3. Background

- 3.1. The Secretary of State for Transport has asked the LEP to coordinate a piece of work to examine the potential for the re-opening of the Middlewich railway line to passenger services.
- 3.2. For too many journeys across the Cheshire and Warrington area rail travel either is not an option or when it is an option it does not match the convenience, comfort or cost of travel by car. To support a doubling of the economy rail will need to play a greater part than it currently does. We need to revolutionise rail travel across the geography building on HS2 investment to create effective access to labour markets, population centres, education and healthcare in order to unlock growth.
- 3.3. Internal connectivity by rail in the sub-region is limited, with particularly poor east-west connectivity and a number of towns with either poorly located stations or not having a local station at all. Middlewich is an example of the latter. The Middlewich branch line currently has no scheduled passenger services running along it and the previous station at Middlewich was closed in 1960, with the buildings being subsequently demolished. The line was reduced to single track and is currently used as a diversion route for the West Coast Main Line.
- 3.4. The C&W LEP is coordinated a pan-regional partnership comprising Cheshire East Council, Cheshire West and Chester Council, Warrington Council, North Wales' local authorities, Constellation Partnership and the rail industry to develop a West and Wales Rail Prospectus which sets out the collective long-term vision for improvements to the rail network, building upon the work and progress achieved to date through Growth Track 360, Constellation Partnership and Warrington New City. The prospectus aligns with TfN's Strategic Corridor covering 'West and Wales' and sets out plans to transform rail travel through creating effective access by rail to labour markets, population centres, education and healthcare in order to unlock growth. This includes ensuring that an integrated rail network is in place that works for everyone.
- 3.5. Key emerging priorities from the Rail Prospectus are the development of key hubs at Crewe, Chester, Warrington and Manchester Airport to improve inter-regional connectivity and enhancing the potential of the future HS2 network through improving connectivity on Strategic Rail Corridors. A priority is to increase connectivity to the intra-regional network by enhancing services through the proposed HS2 Crewe Hub and the other core hub stations (Chester, Warrington and Manchester Airport) to facilitate better interchange and hence open up a wider range of destinations. The vision is to increase service frequencies, reduce journey times and improve the quality of the trains across the network to support the growing economy, and includes the potential for the use of Middlewich line for passenger use alongside improvements to the Mid Cheshire Line.

4. Opportunities to Deliver Sustainable Economic Growth

- 4.1. The Constellation Partnership's emerging growth strategy builds upon a new HS2 Hub Station coming to Crewe and the area's success and growth in science, engineering, rail and automotive sectors. Through the expansion and regeneration of Crewe and stronger linkage to the cluster of towns and villages in mid-Cheshire, the Partnership aims to create the opportunity for growth that would otherwise take decades to deliver, and underpin Crewe's position as the "Gateway to the Northern Powerhouse". Connectivity to the HS2 Hub is, therefore, a key component to help drive this economic growth.
- 4.2. Middlewich is a market town with a population of around 13,700. The closeness to the M6 motorway has led to the creation of a large distribution and business park at

Midpoint 18 and the town centre has about 80 retail units. The town is identified as a Key Service Centre which is expected to accommodate in order of 75 hectares of additional employment land and 1,950 new homes in the period to 2030. The town is not currently connected to the rail network but the Cheshire East Council Local Plan Strategy sets out an intention to safeguard land to explore the potential delivery of a new train station on the Middlewich line.

- 4.3. Gadbrook Park is a 100 Ha business park currently employing over 4000 people and located adjacent to the Middlewich branch line but not connected to it. The Cheshire West and Chester Local Plan identifies the Park as a key site which will be retained and protected for continued employment purposes. The Plan proposals are for an allocation of 3ha for employment classes B1, B2, B8 at Gadbrook Park with a further 19 Ha on land to the south A556/south-west Gadbrook Park for the same use classes. The Local Plan supports improvements and enhancements to the rail network and is proposing to safeguard sufficient land for a railway station.
- 4.4. Provision of passenger services along the Middlewich line on to the Mid Cheshire Line opens up the opportunity for a large area to benefit from direct access to the Crewe Hub by rail. This includes Northwich, Knutsford and Middlewich together with the smaller villages along the Mid Cheshire Line. This access to Crewe Hub would not only provide access to HS2 fast services (especially to London and Birmingham) but also a wide range of West Coast Main Line and regional services thus significantly expanding the opportunities for rail commuting and business trips. At the same time a new station at Gadbrook Park would open up the ability for rail commuting to the business park, which suffers from significant peak road congestion at the moment, as well as giving businesses on the park direct access to Crewe Hub by rail.

5. Proposed Study

- 5.1. Given the above it is, therefore, proposed that the LEP coordinate a piece of work that assesses the potential for running passenger services along the Middlewich Railway Line to link to the Crewe Hub, with new stations at both Middlewich and Gadbrook Park and linkage with services along the Mid Cheshire Line.
- 5.2. The first stage will be to identify the potential demand for reinstating passenger services on the Middlewich branch line and identify any constraints to running these services. The work would need to assess:
 - the opportunities for passenger services that re-use of the Middlewich line would offer, taking account the timetable interactions with platform availability at the Crewe Hub and current and proposed timetabled services on the Mid Cheshire Railway Line;
 - the potential levels of demand for the services taking into account demand from the introduction of new stations at Middlewich and Gabrook Park and potential demand arising from unlocking development as a result of the introduction of the passenger services;
 - assess options for where the passenger services should travel to and from, including the use of the Mid Cheshire Railway Line;
 - understand the interactions of new services with Crewe Hub and current and proposed services on the Mid Cheshire Railway Line
 - infrastructure capacity constraints that would need to be addressed to deliver the passenger services; and
 - the financial income and operating costs of operating the identified passenger service options
- 5.3. The second stage of the work would be to develop outline solutions, including high level cost estimates and value for money assessments, to address any infrastructure

capacity constraints that had been identified in stage 1. The study would also review work previously undertaken e.g. the business case developed by the Mid Cheshire Rail Users Association.

- 5.4. Both stages of work would need to be undertaken with Network Rail, who would be able to provide network details and advise on infrastructure capability and associated constraints. A detailed brief will be developed for discussion at the first Stakeholder meeting.

6. Study Management

- 6.1. It is envisaged that the LEP would convene a working group comprising representatives from:

- C&W LEP
- Cheshire East Council
- Cheshire West and Chester Council
- Network Rail
- TfGM
- Merseytravel

- 6.2. The working group would oversee the day-to-day management of consultants who would need to be procured to undertake the work. The working group would feed into a Stakeholder Group to make sure that it is rooted in, and properly reflects, the views and aspirations of users of the railway, as well as other stakeholders. The working group will report back progress and any emerging issues to the Local Transport Body.

7. Stakeholder Group

- 7.1. It is envisaged that the Stakeholder Group will meet 3 times: at the beginning, part-way through and at the end of the study to ensure wider stakeholder technical and non-technical views are captured by the work. The proposed membership of the group includes:

- Department for Transport
- Network Rail
- Mid Cheshire Rail Users Association
- Mid Cheshire Development Board
- Middlewich Town Council
- CPRE
- Cheshire East Council
- Cheshire West and Chester Council
- Local MPs

- 7.2. It is anticipated that the first meeting of the Stakeholder Group will take place in early May. It is currently envisaged that the representation of the two local authorities would be at senior officer level, but the transport portfolio holders would be welcome to attend. The LTB is also invited for its views on whether other stakeholders should be invited onto the Group.

8. Funding

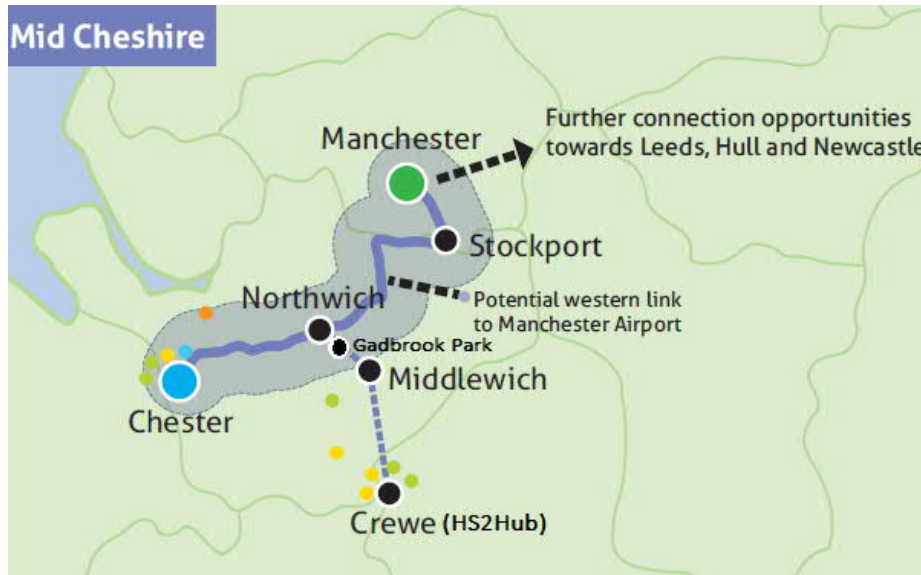
- 8.1. Funding will need to be secured to undertake this work and it is currently envisaged that contributions will be sought from C&WLEP, Cheshire West and Chester Council, and Cheshire East Council.

APPENDIX 2

Draft Brief for the Mid Cheshire and Middlewich Railway Lines Study

1. Purpose of the Study

The purpose of the study is to assess the options for the re-opening of the Middlewich railway line to passenger services, and assessing the potential for new stations at Middlewich and Gadbrook Park alongside improving passenger services along the Mid Cheshire railway line.



Source: West and Wales Strategic Rail Prospectus

2. Context

The Cheshire and Warrington Local Enterprise Partnership (C&W LEP) area is one of the most productive and economically successful economies in the UK. Whilst key centres in this economy are served directly by the rail network a large part of it is characterised by old rolling stock, slow journeys and fragmented service patterns. Hence, for too many journeys rail travel either is not an option or when it is an option it does not match the convenience, comfort or cost of travel by car. To support the Strategic economic Plans aim of doubling of the economy in terms of GVA by 2040 rail will need to play a greater part than it currently does. We need to revolutionise rail travel across the geography building on High Speed Two (HS2) investment to create effective access to labour markets, population centres, education, tourism, leisure and healthcare in order to unlock growth.

A pan-regional partnership comprising the; C&W LEP, Cheshire East Council, Cheshire West and Chester Council, Warrington Borough Council, North Wales' local authorities, Constellation Partnership, Growthtrack 360, Liverpool City Region and the rail industry has developed a comprehensive vision for improving rail services across the area. The priority is to increase connectivity for the intra-regional network by enhancing services through the proposed HS2 Crewe Hub and the other core hub stations (Chester, Warrington and Manchester Airport) to facilitate better interchange and hence open up a wider range of destinations. Our vision is to increase service frequencies, reduce journey times and improve the quality of the trains across the network to support the growing economy.

Currently east-west rail connectivity across the sub-region is particularly poor with a number of towns with either stations located away from the urban centre or towns not having a local station at all. Middlewich is an example of the latter. The Middlewich branch line runs from the Crewe/Manchester line near Sandbach via Middlewich to meet up with the Chester to Manchester Mid Cheshire line in a triangular junction near to Northwich Station. It currently has no scheduled passenger services running along it and the previous station at Middlewich was closed in 1960, with the buildings being subsequently demolished. The line was reduced to single track and is currently available for use by freight services (e.g. stone trains from the Peak District to access the West Coast Main Line) and as a diversion route for the WCML passenger services.

2.1. Opportunities to Deliver Sustainable Economic Growth

The Constellation Partnership's emerging growth strategy builds upon a new HS2 Hub Station coming to Crewe and the area's success and growth in science, engineering, rail and automotive sectors. Through the expansion and regeneration of Crewe and stronger linkage to the cluster of towns and villages in mid-Cheshire, the Partnership aims to create the opportunity for growth that would otherwise take decades to deliver, and underpin Crewe's position as the "Gateway to the Northern Powerhouse". Connectivity to the HS2 Hub is, therefore, a key component to help drive this economic growth.

Middlewich is a market town with a population of around 13,700. The closeness to the M6 motorway has led to the creation of a large distribution and business park at Midpoint 18 and the town centre has about 80 retail units. The town is identified as a Key Service Centre which is expected to accommodate in order of 75 hectares of additional employment land and 1,950 new homes in the period to 2030. The town is not currently connected to the rail network but the Cheshire East Council Local Plan Strategy sets out an intention to safeguard land to explore the potential delivery of a new train station on the Middlewich line. Currently the nearest stations are at Holmes Chapel (c6km away, trains to Manchester, Airport & Crewe) and Winsford (c5km away, trains to Liverpool, Crewe and Birmingham).

Northwich and adjoining Parishes with a population of over 75,000 has undergone £130m of public and private sector investment to transform the market town within recent years. The Local Plan (Part One) makes provision for at least 4,300 new homes and 30 hectares of additional land for business and industrial development, in the town up to 2030. Gadbrook Park is an established 100 ha business park located on the outskirts of Northwich on the A556, currently employing over 4,000 people and located adjacent to the Middlewich branch line but not connected to it. The Cheshire West and Chester Local Plan identifies Gadbrook Park as a key site which will be retained and protected for continued employment purposes. The Local Plan (Part Two) proposals are for an allocation of 3 Ha for employment classes B1, B2, B8 within Gadbrook Park with a further 19 ha land allocated to the south A556/south-west Gadbrook Park for the same use classes. Outline planning permission has been granted for up to 180 new dwellings (ref: 15/01318/OUT) on a site located directly opposite the Park, on the A556; with planning permission for a further 170 dwellings granted on another site nearby. The Local Plan supports improvements and enhancements to the rail network and includes proposals to safeguard sufficient land for a railway station and car parking within the 19 Ha land allocation.



Source: CTP Ltd, Land South and Southwest of Gadbrook Park, Junction Modelling Assessment

Provision of passenger services along the Middlewich line on to the Mid Cheshire Line opens up the opportunity for a large area to benefit from direct access to the Crewe Hub by rail. This includes Northwich, Knutsford and Middlewich together with the smaller villages along the Mid Cheshire Line. This access to the Crewe Hub would not only provide access to HS2 fast services (especially to London and Birmingham) but also a wide range of WCML and regional services thus significantly expanding the opportunities for rail commuting and business trips. At the same time a new station at Gadbrook Park would open up the ability for rail commuting to the business park, which suffers from significant peak road congestion at the moment, as well as giving businesses on the park direct access to Crewe Hub by rail.

2.2. Interfacing with Crewe, Chester and Manchester

This study will need to take into account emerging work on the HS2 Crewe Hub, particularly with respect to available platform capacity and any pathing constraints prior to HS2 Phase 2a, during construction of Phase 2b and post completion of Phase 2b. This study will also need to take into account issues and work being undertaken by Cheshire West and Chester Council on proposed improvements to track capacity east of Chester station, including proposed improved facilities at the station, given its role as a key hub in the sub-region. The study will also need to take into account congestion between Stockport and Manchester and consider the emerging findings of the South Manchester Rail Network Assessment & HS2 Preparedness work being undertaken by TfGM.

3. Study Objectives

The study will comprise a programme of review, analysis and investigation to understand the opportunities for running passenger rail services along the Middlewich line and the options and interlinkages with enhanced passenger services along the Mid-Cheshire Line. It is expected that this work will be undertaken in a manner that is recognised by the

rail industry (e.g. MOIRA, WebTAG, TEMPRO) and in line with the Government's new approach for rail enhancement schemes. It is not envisaged that this study will produce SOBCs but rather determine whether there are potential solutions for which one or more business cases would be worth developing subsequently. Study outputs should be prepared in such a manner as to allow inclusion within a future SOBC.

The appointed consultant will be required to provide a coherent, evidence-based analysis of the strategic issues, the opportunity to address these issues and a summary of key transport and wider benefits that would accrue from the delivery of the interventions. It is expected that the study will also provide a coherent and evidence-based assessment of the potential impacts, costs and barriers to each option. The timing of delivery of options should take account of the delivery phases for HS2 as this is expected to impact on the local network during periods of train path re-assignment and blockades. The key periods are:

1. Before 2027 – pre arrival of HS2 Phase 2a to Crewe
2. 2027 to 2034 – during construction of HS2 Phase 2b
3. Post 2034 – following opening of HS2 Phase 2b

The objectives of the Commission are to:

- Identify and assess options for running passenger services on the Middlewich line, linked to the potential for improving passenger services along the Mid Cheshire railway line to support the continued economic growth of the area including:
 - Assessing the potential and feasibility for new stations at Gadbrook Park and Middlewich, including a market analysis and a broad assessment of the scale and location of stations;
 - Assessing and forecasting the potential levels of demand for the services taking into account demand from the introduction of new stations at Middlewich and Gadbrook Park and potential demand arising from unlocking development as a result of the introduction of the passenger services;
 - For each of the two objectives above, the gross and net impacts must be illustrated, to provide a clear understanding of the extent of transfer and abstraction of existing demand (and travel patterns, such as use of Northwich station switching to Gadbrook station) and revenue in addition to the residual demand and revenue that will be generated;
 - Identifying the destinations and service patterns which would support the assessed levels of demand;
 - Identifying infrastructure capacity constraints that would need to be addressed to deliver the identified passenger service options;
 - Understanding the interactions with platform availability at the Crewe Hub and current and proposed services on the Mid Cheshire Railway Line, including access to other key destinations (e.g. Chester, Stockport and Manchester);
- Set out key components, key constraints and high-level infrastructure cost estimates, including operating costs of the identified passenger service options and any implications for subsidy for each identified option;
- Assess the timing of key opportunities with regard to current rail franchises and the delivery of HS2; and
- Identify the services and associated infrastructure requirements that would be worthy of further consideration, providing the analysis and an evidence base (including economic business case) to help justify future development of a Strategic Outline Business Case.

4. Study Deliverables

1. A technical report which presents a high level overview of the options for intervention. This should include the strategic objectives, local context and expected strategic outcomes which would be delivered by delivering each option. The report will derive a long-list of options taking account of the existing infrastructure, service patterns, local demands for rail travel (current and future) and franchises. The long-list should be developed from a comprehensive review of the existing evidence base, input from key stakeholders, and consultant's original thoughts. The consultant should liaise with the South Manchester study steering group to seek consistency of output (where possible). Each option within the long-list should be assessed, at a high level, to enable comparison of options against a set of key performance metrics, which are expected to include cost, timescales, barriers to implementation etc. The consultant will need to develop an appropriate assessment framework and agree this with the client group; and
2. A technical report setting out the sifting and appraisal process, the results of the process and recommendations for any options to be taken forward for business case development.

5. Study Management

The client comprises the following organisations:

- Cheshire & Warrington Local Enterprise Partnership
- Cheshire East Council
- Cheshire West & Chester Council

Day-to-day management of the study will be carried out by a client group comprising officers of the three organisations. The Client Senior Responsible Officer is Philip Cox, Chief Executive of the C&W LEP, and the Client Project Manager is Roy Newton, Transport Coordinator of the C&W LEP

A working group will be established comprising officer representatives from the client organisations plus DfT, Network Rail, TfGM and Merseytravel. It is envisaged that this would meet monthly during the study.

Although a considerable amount of the work is technical, we want to make sure that it is rooted in, and properly reflects, the views and aspirations of users of the railway, as well as other stakeholders, hence a wider stakeholder reference group has also been established. It is envisaged that this group will be convened three times over the course of the study: at the beginning to input into the draft brief, during the study to input local knowledge, and at the end of the study to consider the emerging conclusions.

The appointed consultant will be required to provide appropriate representation at these meetings; to help with engaging key stakeholders and producing summary meeting notes, and providing weekly progress notes. Meeting rooms will be provided by the client.

6. Tender Submission

Tenderers must provide a full response to the requirements set out in this brief in no more than 30 pages including appendices, examples of previous projects and CV's. Proposals will need to be received by 12 (noon) on 2 July 2018. Any submission received after this time and date will not be considered. Bidders will be notified of the outcome via email within two weeks of this date.

Consultants wishing to tender for this Study are required to submit their tender documents via the Chest, not exceeding a file size of 10Mb.

The tender submission should include a full technical and financial proposal which should contain comprehensive information about the consultants' qualifications and expertise, the approach which would be adopted, the staff who would be employed on the project, the proposed study programme and the fees to be charged.

Particular information to be presented should include the following:

Proposal for carrying out the Services

The tender submission should describe in detail how bidders would complete and present the outcomes of the tasks outlined above, identifying any additional tasks they feel would be appropriate in developing these activities.

Proposals for keeping the client informed of emerging findings and changing risks to the project.

The work would constitute a resource for the Client to carry out future business case development. It is important that any data and modelling can be used in future either by the Client, the consultant responsible for its development or other consultants that might be appointed by the Client for specific tasks. It is important that any evidence and the outcomes of any modelling and data should be readily accessible for use. Copies should be supplied of spreadsheets and output files from any modelling work in a format that can be used for future development of SOBCs.

Qualifications and Experience of the staff

The tender document should include the names of a designated project manager and key study team members together with a brief description of the qualifications and role to be played by each member of the team.

Details should be included on the technical and project management experience of the project team with respect to work on a similar scale and degree of complexity.

Details of the proposed location of the project team should also be provided. The curriculum vitae of each member of the team should be provided as an appendix.

Breakdown of Costs and Staff Inputs

The tender submission should contain a breakdown of the costs and expenses for the stage 1 study. All prices quoted should be in pounds sterling (£), Value Added tax (VAT) should be excluded.

A breakdown of staff time inputs should be provided and a summary of time and costs for each member of the study team.

The tender should also indicate the rates that would be charged for any additional work which may arise during the commission.

Sub Consultants

The tender submission should contain details of any sub consultants the Bidder would intend to employ for any of the tasks within this commission, including details on how any sub consultants would be managed and arrangements for checking the quality of work carried out by any sub consultants.

Timetable

Stage	Date
Finalisation of the brief	w/c 4 June
Invitation to Tender	w/c 11 June
Deadline for Tender Queries	22 June
Deadline for Tender Submissions	2 July
Assessment of Tenders	w/c 2 July
Award of Tender	Mid July
Commencement of Study	Late July
Completion of Study	Late Nov

Evaluation Criteria

Scoring of Tenders will be undertaken in accordance with the Warrington Framework and on the basis of:

- Quality 70%
- Cost 30%

All tenders received will be considered based on the information submitted in the tender. The tenders will be evaluated upon the criteria shown in the table below.

Assessment Criterion	Weighting
Understanding of the brief	10
Methodology <ul style="list-style-type: none">• Proposed methodology• Compliance with requirements of brief	25 5
Programme and Risk Management <ul style="list-style-type: none">• Proposed programme• Risk management approach	5 5
Proposed Team <ul style="list-style-type: none">• Technical capability and experience of nominated staff• Time commitment of project manager• Time commitment of senior staff• Appropriateness of resource	5 5 5 5
Price	30
Total	100

The lowest tender cost (Grand Total £) will be awarded the full 30% for Price and all other Tender costs will be divided into the lowest tender cost, multiplied by 100 and then weighted at 30% by multiplying by 0.3.

The remainder of the criteria will be assessed on the basis of the scoring matrix below with the appropriate weighting then applied.

Score	Category	Documentation	Detail	Suitability
0	Unsatisfactory	Not addressed	No relevant detail provided	Unable to assess suitability due to lack of evidence
1	Poor	Major deficiencies and response only minimally addresses the question	Little relevant / qualified detail	Little evidence of suitability
2	Partial	Partial satisfaction response covers some aspects of the question but with some deficiencies apparent	Contains some relevant detail, but response is incomplete	Some evidence of suitability
3	Satisfactory	Questions addressed in full, but response provides only basic responses	Complete but basic	Sufficient evidence of suitability
4	Good	Questions addressed in full and response contains a good level of detail	A good level of detail which evidences that the organisation has the capability to meet the requirements	Good evidence of suitability
5	Excellent	Questions addressed in full and response contains an excellent level of detail	An impressive level of detail which clearly evidences that the organisation has the capability to meet the requirements	Excellent evidence of suitability

A capped fee will apply. The fee shall include all expenses including, but not limited to, travelling, subsistence and other disbursements in the delivery of the scope of services. This will include all support that the client might require to support or defend an adjudication event with a third party. No additional fees will be charged as this will fall as part of the scope required for delivery of the project. Any extraordinary expenses required by the client will be reimbursed on invoice substantiation and verification basis.

The consultant may also propose to carry out the whole of the services in accordance with the terms of the Framework Agreement for an alternative payment structure. The client reserves the right to accept or reject the alternative payment structure.

The fee shall remain valid for three (3) months from the "Service Proposal required by" date

The funding partners have identified a maximum budget of £60,000, however it should be noted that as part of this Competitive Tender the partners are looking to achieve maximum value and efficiency savings as part of this exercise.

Award of contract

The study will be awarded through and subject to the terms and conditions of the Warrington Transportation and Public Realm Consultancy Services Framework.

The Client will decide whom to award the contract to, based on an evaluation of proposals submitted and according to the criteria noted above.

The Client reserves the right not to accept the lowest or any tender/quotation and reserves the right to accept the whole or parts of tenders/quotations.

All study reports will be made available to the Client as hard copies and as electronic copies.

7. Background Information Available

For the purposes of the study, the following evidence and information is available for use:

- Strategic Vision for Rail (DfT November 2017)
- Cheshire and Warrington Strategic Economic Plan (C&WLEP, July 2017)
- Cheshire and Warrington Strategic Economic Plan Draft Transport Strategy (C&WLEP, April 2017)
- West and Wales Strategic Rail Prospectus (C&WLEP/Growth Track 360, February 2018)
- Strategic Transport Plan Draft for Consultation (TfN January, 2018)
- Long Term Rail Strategy Draft for Consultation (TfN, January 2018)
- West and Wales Strategic Development Corridor (TfN, work on-going)
- Cheshire East Council Rail Strategy (unpublished)
- Local Transport Plan 2011 to 2026 (Cheshire East Council, 2011)
- Local Transport Plan Update (Cheshire West and Chester Council, 2017)
- Constellation Partnership Rail Strategy (unpublished)
- HS2 Phases 2a and Phase 2b consultation documents (HS2 Ltd)
- Feasibility Study into Re-opening the Sandbach to Northwich Railway Line to Passenger Traffic, including Re-opening Middlewich Station Consultants' Feasibility Report (Mid Cheshire Rail Link Campaign, 2009)
- Mid Cheshire Rail Link Campaign Business Case And Update On Railway Consultancy Report (Mid Cheshire Rail Link Campaign, 2016)
- South of Manchester/South West Quadrant Rail Studies (TfGM, ongoing)
- Winsford Transport Strategy (Cheshire West and Chester Council, 2016)
- Northwich Transport Strategy (Cheshire West and Chester Council, 2018)
- Local Plan (Part One) Strategic Policies (Cheshire West and Chester Council, 2015)
- Local Plan (Part Two) Land Allocations and Detailed Policies Submission version (Cheshire West and Chester Council, 2018)
- South Manchester Rail Network Assessment & HS2 Preparedness (TfGM, ongoing)