

Knutsford Town Council

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TENDER

FOR

STUDIES TO SUPPORT THE DEVELOPMENT OF A TOWN CENTRE MASTERPLAN



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BACKGROUND

Knutsford Town Council is developing a Town Centre Masterplan for Knutsford, to set out a vision and forward plan for ensuring the ongoing vitality of Knutsford Town Centre. The masterplan will look to solve the long-discussed question of how to improve the pedestrian experience; the town has been polarised on pedestrianisation and it is considered that a solution which retains vehicular access whilst improving the pedestrian experience will generate the greatest support.

In 2019/20 the Town Council developed and consulted on the *From Top to Bottom Street* report. This proposed a limited vehicular accessibility scheme (LVAS). The intention of this scheme was to control the flow and destination of traffic in the commercial heart of Knutsford and divided the town centre into three sectors which essentially form three loops – traffic cannot pass through the town centre, but can access the majority of the town centre. The *From Top to Bottom Street* report also proposed the creation of new public realm areas and changes to car parking arrangements. The principles were supported at a public consultation.

We are now looking to undertake feasibility studies on different aspects of the *From Top to Bottom Street* report to ascertain its viability and costs. This will then form part of the Town Centre Masterplan which we (Knutsford Town Council) would work with Cheshire East Council to see delivered.

This next stage of work is being funded through a grant via the Shared Prosperity Fund. It is a requirement of this fund that this work is completed by 31st March 2024.

SUMMARY OPPORTUNITIES

TCMP1	Traffic modelling of the proposed traffic flow changes to ascertain the impact (individually and cumulatively) on the local road network
TCMP2a	Feasibility study on the works required to implement the traffic flow changes including estimated costs, timings and local impacts.
TCMP2b	Feasibility and cost estimate for the upgrade of the unadopted Moorside road
TCMP2c	Feasibility and cost estimate for the creation of a new highway access to Princess Street King Edward Road
TCMP3	Feasibility study on the development of a multi-storey car park on the existing Tatton Street car park including estimated costs, management and outline business model
TCMP4a	Feasibility study of the creation of public realm area at Canute Place and development of options for the public realm



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- TCMP4b Feasibility study of the creation of public realm area at Princess Street (Lost and Found) and development of options for the public realm for later consultation.
- TCMP5 Study on wider town centre public realm improvements to enable improved pedestrian movement developing options for consultation for later consultation.

NOTES

- 1) The contract(s) may be awarded in part(s) but we envisage working with a single contractor for similar commissions where possible e.g. one highways consultant for TCMP1-4
- 2) The awarded grant is for a set amount. Depending on tenders we may have to omit certain sections from the commission.
- 3) Each opportunity is covered in more detail on the following pages.



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TCMP1 Traffic modelling of the proposed traffic flow changes to ascertain the impact (individually and cumulatively) on the local road network

Overview

The *From Top to Bottom Street* report proposes a number of changes to the town centre highway network. The end result is to limit access on the principal shopping streets to those that are necessary i.e. for access to businesses and car parking, but not through traffic. It is possible that some elements could be delivered separately to others, or all could be delivered at once. It is therefore important to understand how the different highway changes would impact traffic flows individually and cumulatively.

The changes are:

- 1) Ending through traffic on King Street – this would make King Street access only, traffic for the car park would be routed back out onto Adams Hill. Through traffic would utilise Adams Hill and the A50.
- 2) Closure of one lane of Canute Place – this will be to create a public realm area. Two options exist depending on what happens with Princess Street. The first is that traffic would be routed down Green Street, alternatively it could continue down Princess Street and exit onto the A50.
- 3) Closure of a section of Princess Street – this would require a new access to be made from King Edward Road (A50) for accessing traffic.
- 4) Cessation of through traffic on King Street – this would involve the closure of a section of the street to prevent through traffic and the creation of two circular systems providing access.

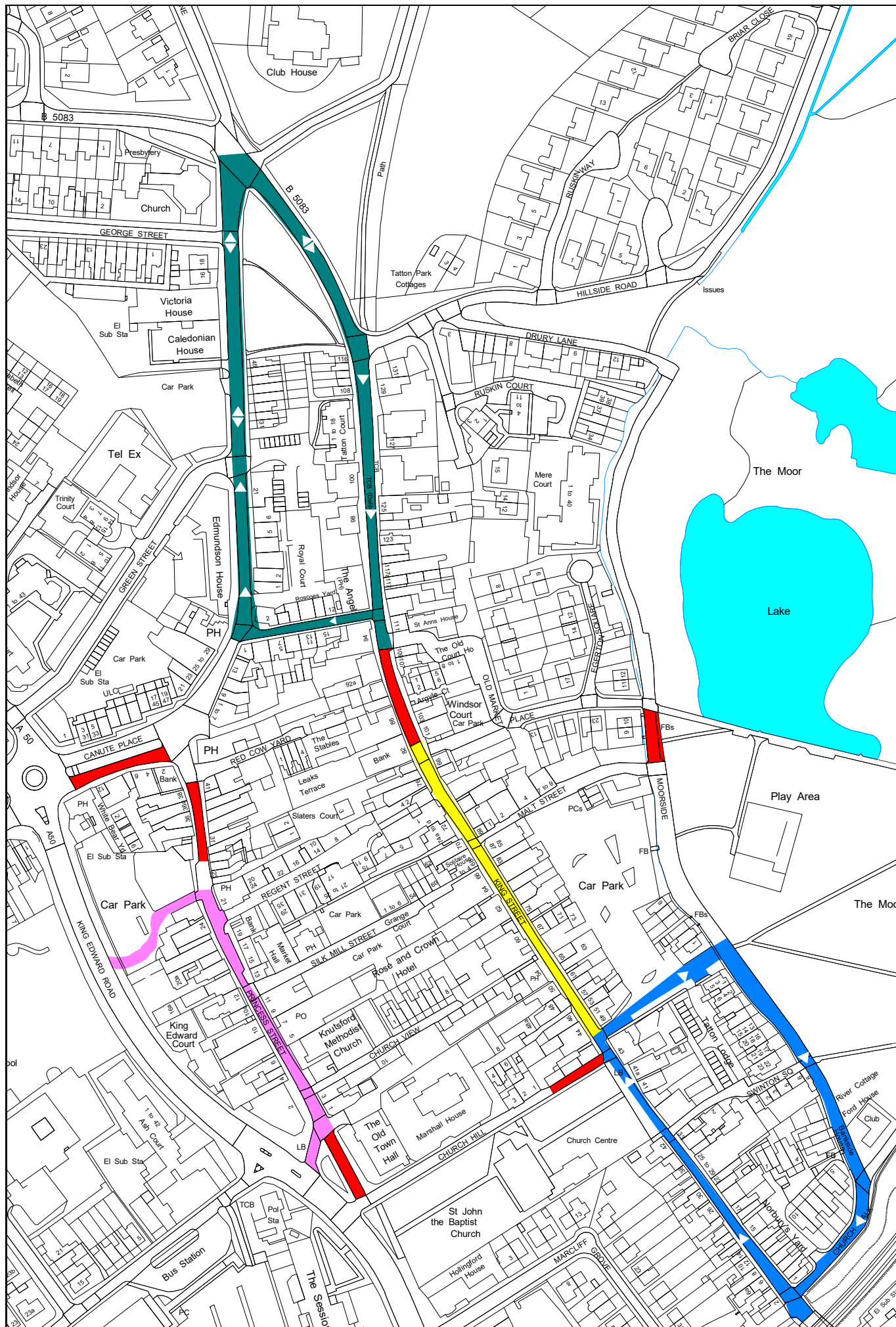
These are illustrated on the map overleaf.

This aspect of the tender would be to model the impact of each change to understand how traffic flows would be affected by the changes. The aim is to understand if the proposals are feasible, work cumulatively/individually and what wider mitigation might be required.



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TCMP2a Feasibility study on the works required to implement the traffic flow changes including estimated costs, timings and local impacts.

Overview

Further to understanding the traffic flow implications, the second aspect will be to understand the likely costs, timings and impacts of the highway changes. This would be to produce:

- a) A schedule of works for each aspect including methodology (traffic management requirement, timescale of works etc)
- b) An estimated cost for the implementation of each aspect

TCMP2b Feasibility and cost estimate for the upgrade of the unadopted Moorside road

Overview

Moorside is an unadopted (unregistered) roads. It is currently not a highway. One aspect of the *From Top to Bottom Street* proposals is to upgrade this road to an adoptable standard including to link it to Hillside Road to provide an additional relief/route for traffic from King Street.

This aspect of the tender would be to produce:

- a) A schedule of works for the upgrading of the road to an adoptable standard including methodology (traffic management requirement, detailed drawings, timescale of works etc)
- b) An estimated cost
- c) A recommendation as to the feasibility of this proposal

TCMP2c Feasibility and cost estimate for the creation of a new highway access to Princess Street King Edward Road

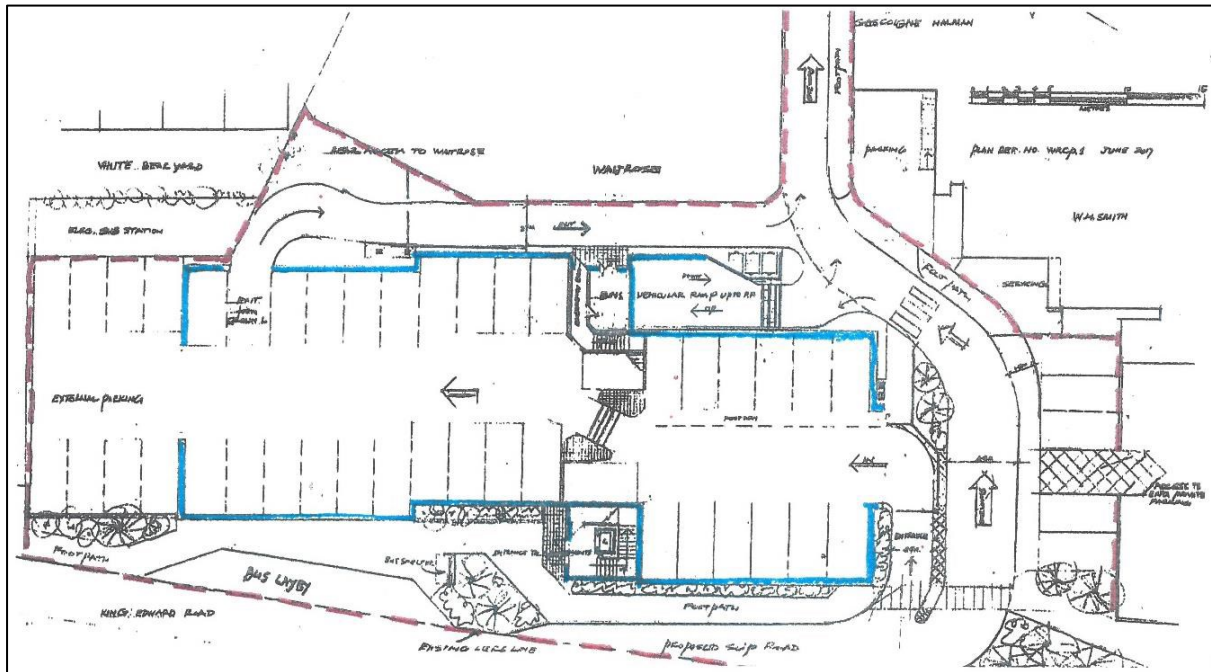
Overview

One proposal in the *From Top to Bottom Street* is to create a new access to Princess Street from the A50. An indicative sketch of the proposal is shown below and would be a single lane entry from the A50 into the existing car park.



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The feasibility report would be to produce:

- a) A schedule of works for creating the road including methodology (traffic management requirements, detailed drawing proposals, timescale of works etc)
- b) An estimated cost
- c) A recommendation as to the feasibility of this proposal

TCMP3 Feasibility study on the development of a multi-storey car park on the existing Tatton Street car park including estimated costs, management and outline business model

Overview

Tatton Street car park currently provides 144 parking spaces. The area has a change in levels which provides opportunity for developing a larger car park with an additional storey. The site was previously occupied by gas works and it is understood the ground is likely considered contaminated ground.

This aspect of the tender would be to develop a proposal for the creation of a multistorey car park on this site. A key consideration is ensuring an attractive active frontage to Tatton Street and carefully considering the impact on neighbouring properties.

Options for incorporating apartments to the frontage of Tatton Street should be included/explored to provide an active and attractive frontage.

The feasibility report would include:

- a) An indicative illustration



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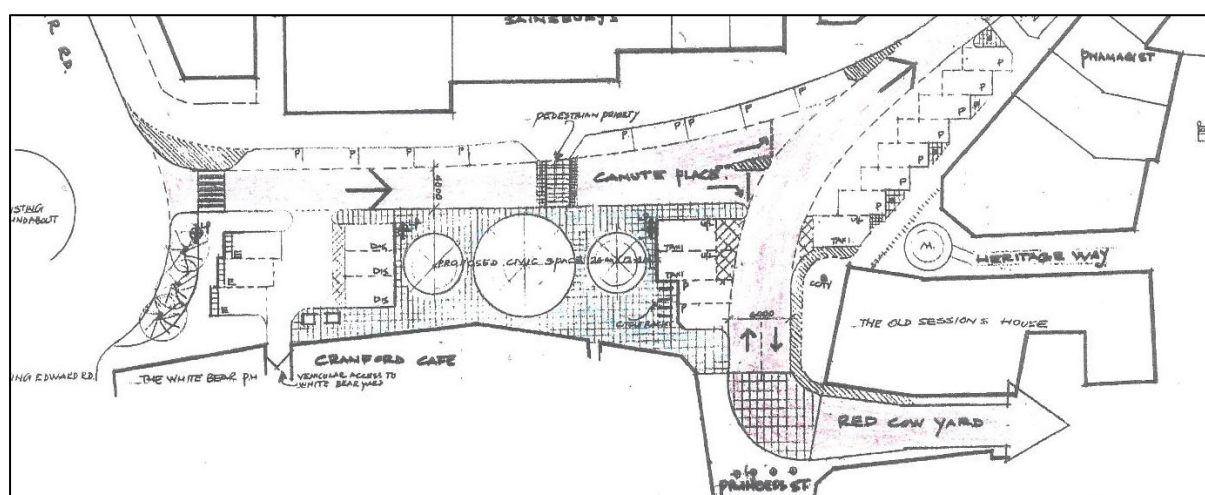
- b) An outline business model based on estimated costs of construction, future income and operational costs. This would be prepared both on an assumption of its continued operation by Cheshire East Borough Council or a third party model.

TCMP4a Feasibility study of the creation of public realm area at Canute Place and development of options for the public realm

Overview

One of the main public realm proposals included in the *From Top to Bottom Street* report is the creation of a new public realm area in Canute Place. This necessitates the closure of the southern section of Canute Place and the construction of a new pedestrian plaza and associated parking.

This is one element which could be delivered independently of other major traffic flow changes and restriction to through traffic in the principal streets. The *From Top to Bottom Street* report included an indicative sketch proposal:



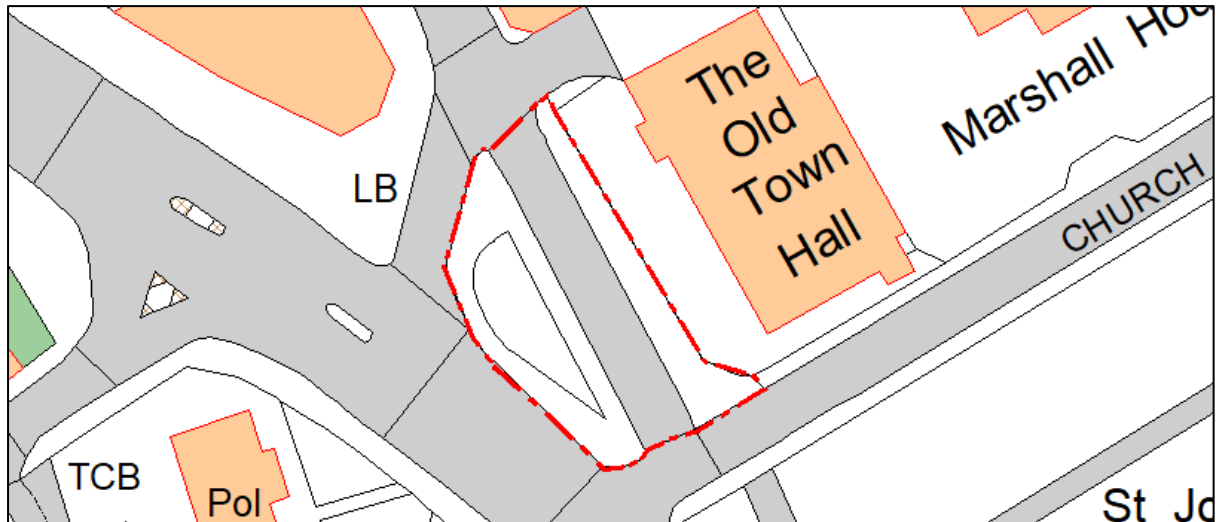
Under this workstream we would like to develop a more detailed proposal, including street-level visuals, a materials palette, a schedule of works including methodology (traffic management requirements, timescale of works etc) and an estimated cost.

TCMP4b Feasibility study of the creation of public realm area at Princess Street (Lost and Found) and development of options for the public realm for later consultation.

Overview

A second public realm proposals included in the *From Top to Bottom Street* report is the creation of a new public realm area at the south end of Princess Street. This would involve

the closure of a stretch of the highway to create a new plaza between an existing public realm area and the Lost and Found. This is one element which could be delivered independently of other major traffic flow changes and restriction to through traffic in the principal streets.



Under this workstream we would like to develop a proposal, including street-level visuals, a materials palette, a schedule of works including methodology (traffic management requirements, timescale of works etc) and an estimated cost.

TCMP5 Study on wider town centre public realm improvements to enable improved pedestrian movement developing options for consultation for later consultation.

Overview

Discussions on the pedestrian accessibility of Knutsford town centre have been ongoing for decades and the *From Top to Bottom Street* report is the latest set of proposals for making a change (by reducing the volume of traffic). There have been calls for pedestrianisation, but this is highly divisive and does not garner sufficient support from the town – it is therefore not being considered.

Much of King Street has narrow pavements. This has some historic basis insofar as Lady Jane Stanley (a wealth spinster) funded new pavements on the condition that they be so narrow as to prevent couples walking arm in arm. Many sections of King Street have no pavement and many obstacles (steps to shops for example) reduce the accessibility of pavements.

The Town Council is keen to develop a scheme which:

- a) Improves pedestrian accessibility
- b) Retains the character of the town centre



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- c) Maintains car access and some on-street parking

This section of the tender would be to:

- a) Develop different options for major public realm improvements in the town centre to create a more pedestrian friendly town centre
- b) Include visuals of different option
- c) Include an indicative construction methodology, traffic management requirements, works duration and estimated costs – broken down into potential packages

We envisage working with the successful company to inform a range of options. These would later be put to public consultation using the output of the tender.



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TENDER SUBMISSIONS

Tender submissions should be submitted by 5pm Monday 8th January 2024.

Any questions should be directed Adam Keppel-Green -
townclerk@knutsfordtowncouncil.gov.uk

Tenders should be submitted by email to townclerk@knutsfordtowncouncil.gov.uk. Submissions should be password protected. The password should be emailed to sandra.curties@knutsfordtowncouncil.gov.uk. All tenders will be opened at on Tuesday 9th January and awards made by Monday 15th January.

TENDER EVALUATION PROCEDURE

Tenders will be evaluated based on the table below. Tenders will be appraised both as a whole (for all aspects a company has tendered for) and individually (for each tendered aspect). The council may award aspects of the tender to different companies or group awards to a company.

Aspect	Points Awarded	How Measured
Perceived Quality	The highest perceived quality will submission will be awarded 10 points, the next 9 points and so on until 1. A submission which is not perceived to be of sufficient quality will score 0.	Testimonials (if sought), Company website, quality of quote.
Price	The lowest priced submission will be awarded 10 points, the next 9 points and so on until remaining tenders receive 1.	Submitted pricing.
Locality	2 points will be awarded to companies based in Cheshire, 1 for companies based in the North West.	Registered company address / office.
Company Size	SMEs (up to 250 employees) will be awarded 1 additional point.	Statement on quote / company website.

TOTAL BUDGET

The total available budget for this work is £80,000. This is externally funded and our budget has no contingency. We will therefore look to achieve the maximum outputs within the available budget and as part of reviewing tenders may elect to omit aspects to ensure we are able to deliver the highest priority aspects.

Please ensure tender submissions are detailed with respect to costs to enable us to cost engineer the tender awards.



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