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# SO16085 An assessment of options for the redevelopment of train stations in the North of England

## Appendix B – Service Description

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### 1. INTRODUCTION

- 1.1 The National Infrastructure Commission (NIC) is an independent body enabling long term strategic decision making to build effective and efficient infrastructure for the UK. The NIC has been tasked by the Chancellor with delivering three reports by budget 2016 providing advice on three distinct infrastructure challenges:
- Northern Connectivity: particularly identifying priorities for future investment in the north’s strategic transport infrastructure to improve connectivity between cities, especially east-west across the Pennines
  - London’s Transport System: particularly reviewing strategic options for future investment in large scale transport improvements – on road, rail and underground – including Crossrail 2
  - Energy: reviewing how the UK can better balance supply and demand
- 1.2 To inform the first of these reports - concerning northern connectivity - the NIC is seeking bids to meet the following requirement: An assessment of options for the redevelopment of one or more major stations and approaches in the North of England in order to meet potential long-term capacity and connectivity demands.

### 2. PURPOSE

The Authority are seeking to commission an assessment of options for the redevelopment of one or more major stations and approaches in the North of England, in order to meet potential long-term capacity and connectivity demands, which will arise through HS2 phase II and, potentially, through Northern Powerhouse Rail.

### 3. BACKGROUND TO THE AUTHORITY

- 3.1 The Authority is the government’s economic and finance ministry, maintaining control over public spending, setting the direction of the UK’s economic policy and working to achieve strong and sustainable economic growth. The National Infrastructure Commission (NIC) is an independent body that enables long term strategic decision making to build effective and efficient infrastructure for the UK.
- 3.2 The NIC was set up on 5 October 2015 and will look at the UK’s future needs for nationally significant infrastructure, help to maintain UK’s competitiveness amongst the G20 nations and provide greater certainty for investors by taking a long term approach to the major investment decisions facing the country.
- 3.3 The NIC will deliver a long-term plan and assessment of national infrastructure needs early in each parliament, setting out what a government is expected to do over the next five years. It will be overseen by a small board, appointed by the Chancellor, and able to commission research and call for evidence from public sector bodies and private sector experts.
- 3.4 The NIC has started work immediately with an initial focus on:
- A plan to transform the connectivity of the Northern cities, including high speed rail, with a particular focus east west across the Pennines;

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- Priorities for future large-scale investment in London’s public transport infrastructure;
- How to ensure investment in energy infrastructure can meet future demand in the most efficient way.

3.5 The Commission will publish advice to the government on these infrastructure challenges before next year’s Budget. It will also begin work on a national infrastructure assessment, looking ahead to requirements for the next 30 years.

#### **4. BACKGROUND TO REQUIREMENT/OVERVIEW OF REQUIREMENT**

4.1 The NIC is due to report, by Budget 2016, on future investment priorities to improve connectivity between cities in the north of England, particularly east-west across the Pennines. An important consideration for the NIC will be the degree to which stations in the region will need to adapt in order to meet future challenges, and ultimately, what this necessary adaptation may cost.

#### **5. SCOPE OF REQUIREMENT**

5.1 The aim of the requirement is to develop options, and ultimately a recommendation, for how best to accommodate future levels of rail capacity and connectivity at one or more major stations in the north. Options should seek to establish as comprehensively as possible what the future need of the station(s) and their approaches is likely to be. Options should:

- Be informed by - and compatible with - the Northern hub project
- Be informed by HS2 station redevelopment options considered to date and by demand/capacity forecasts for HS2
- Be informed by Northern Powerhouse Rail demand scenarios and emerging ‘network concepts’ for Northern Powerhouse Rail
- Consider how to deliver efficient ‘through’ stations
- Consider needs for improvements to local, intra-city connectivity
- Provide an indicative cost for the options provided and a recommendation on what the most cost effective option may be
- Consider how to unlock regeneration potential as quickly as possible, exploring how wider station area regeneration plan timetable(s) can be unbound from infrastructure timetables

5.2 It is envisaged that the successful bidder will work closely with relevant local transport authorities, Transport for the North, Northern Powerhouse Rail Stations Working Group, and Network Rail in order to build background knowledge and on work done to date. However, the project will ultimately be independently produced for the NIC.

5.3 Demand analysis, which is underway and due to deliver preliminary results in early January, will help to inform the station options assessment, and will include growth under a range of “northern powerhouse scenarios”.

#### **6. SERVICE LEVELS AND PERFORMANCE**

6.1 All materials used to generate the options should be provided to the Commission for future use.

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- 6.2 The options assessment should be delivered by no later than 12<sup>th</sup> February to ensure it can be incorporated into the Commission's considerations and recommendations in its report before Budget.
- 6.3 At the start of the project we would expect to hold an inception/scoping meeting with the successful supplier, and for a short inception report to then be provided which clarifies the approach to be taken, along with a plan setting out key milestones and dates for deliverables, risks and how these will be managed etc. – for agreement, before proceeding to carry out the analysis.
- 6.4 The Potential Supplier should also be prepared to do a presentation to technical and non-technical members of the Commission in a clear and concise fashion, to set out the key findings, assumptions, results, and caveats in a clear and concise fashion, to ensure these are fully understood.
- 6.5 The Commission will be looking to cite the findings from this piece of work in its report to the Government in early March. The reports should therefore be to a publishable standard, with all assumptions and caveats clearly highlighted.
- 6.6 The sources of data and assumptions, and advice on its robustness, should be clearly set out, and it will need to be demonstrated how the findings have been suitably quality assured, including through peer review and audit.

### **7. LOCATION**

- 7.1 It is expected that the successful supplier will work closely with, for e.g., Transport for Greater Manchester, Transport for the North and Network Rail, therefore it will be essential for the team to be able to base itself in Manchester.

### **8. BUDGET**

- 8.1 £100,000 should be inclusive of expenses and exclusive of VAT.