



Design and Feasibility Study Brief

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1: Introduction

The Peckham Coal Line (PCL) is a compelling concept for a high level, urban, linear park connecting communities around Peckham Rye and Queens Road Peckham stations. (Further site details in Appendix I: Project background.)



Aerial view of the Rye Lane end of the proposed PCL route

At the west end of the PCL is Peckham Rye. Rye Lane is one of Southwark's major town centres, supporting a range of shops, from chains to independent local traders. Layers of migration have left a busy, vibrant, atmospheric neighbourhood where a creative community of artists and start-up businesses grow alongside longer established grocers, butchers, markets, hair salons and churches. Peckham is a dynamic and fast-moving neighbourhood with a huge amount of change and development underway and planned over the coming years. (Further details outlined in Appendix VI: Local planning context.)

The PCL is a quiet, natural oasis that negotiates its way between Peckham's contemporary chaos and its industrial heritage. The viaduct has views towards the city and is an overlooked link corridor between the area's existing green spaces, with the potential to connect Rye Lane with Queens Road to bridge a missing link in a much wider network of greenways across south London.

'The Friends of the Peckham Coal Line' (FPCL) is a group of local volunteer professionals who have collectively used their skills and experience to drive the ambitious project forward. A successful crowdfunding campaign, supported by more than 900 people, is allowing the group to take the PCL to the next stage of the journey.

Continued engagement with Peckham's community and local people will be key to PCL's ongoing development. The FPCL are working with Southwark Council, The Greater London Authority (GLA) and Network Rail (NR) to further the project. The FPCL is in the process of becoming a Charity Incorporated Organisation.

Background to the project and its progress so far is set out at: www.peckhamcoalline.org

2. Scope of work

The FPCL are seeking to commission a firm/collaboration of firms to progress the PCL to the essential next step of developing a Design and Feasibility Study. This commission is underpinned by the following objectives, to:

- realise a vision for the PCL route that is innovative in terms of its design and engineering, contextual sensitivity and sustainability
- demonstrate and clarify the technical feasibility of the project
- establish the order of costs and develop proposals for funding and delivery of the project
- outline a forward plan that is fully costed
- investigate the options for ongoing management and maintenance of the PCL
- work collaboratively with FPCL as well as key stakeholders and landowners including Southwark Council and Network Rail
- maintain an ongoing dialogue with the public, including those who have donated to the crowdfunding campaign, and engage local people throughout the study.

3. Outputs

A comprehensive feasibility study is required that considers the full range of issues that will affect the acquisition, design, delivery and operation of the PCL.

The final structure and content of the study will be raised and agreed with the appointed project firm/s. The appointed firm/s should review and build on existing strategy outlines, surveys and site investigation by FPCL and advise the FPCL working group if any further information is required to assist the Design and Feasibility Study.

The Design and Feasibility Study should set out:

a. Vision and design

- A clear vision and project objectives for the PCL route
- Design, route options and arrangement which can be compared and considered against the objectives, opportunities and constraints of the site.

b. Delivery, construction and planning

- Site and physical analysis of the route and its context. Also its relationship with the wider network of green links and cycle routes, and consideration of the relationship to the various identified current and future development sites along the route
- Clear design and engineering concepts for different parts of the route that can be compared and considered, and factor in the requirements of landowner, Network Rail (See Appendix III: Design and feasibility requirements)
Note: design work may be required to RIBA stage 2 in order to establish the feasibility of the project
- To understand and engage with the owners/developers of the development sites along the route to ensure that the PCL proposals form part of the site delivery strategy

- An initial project program, timetable and budget, covering both the design and construction phases of the project
- A procurement and delivery strategy, setting out the broad scope of work required at each stage through to completion.

c. Project benefits

- A comprehensive understanding of the direct local economic, social and environmental benefits of the project – tested within the community and quantified where possible
- An assessment of the wider benefits of the PCL route – including economic, health and wellbeing – and its benefits to Peckham town centre
- Exploration of the impacts and options for the existing landowners both during construction and in terms of ongoing maintenance commitments.

d. Funding, legal and management strategy

- Understanding of key ownership, legal and insurance details and considerations
- Creation of a business plan, including funding strategy and proposed timetable
- Investigation into the options and structures for long-term management and maintenance of the PCL.

e. Recommendations for next steps

- In collaboration with FPCL, develop an action plan which covers the immediate next steps and key decisions to be made
- A publically available summary/presentation of the key outcomes of the Design and Feasibility Study.

Further details can be found in Appendix III: Design and Feasibility Study requirements.

4. Skills and expertise required

We are looking for a firm/collaboration of firms to work with the FPCL working group and wider stakeholders to realise the project.

The successful consultant or firm will have proven experience of:

- collaborating with community groups, being able to demonstrate experience of integrating community engagement into its work
- working with Network Rail, having experience of projects involving railway infrastructure
- solving technically difficult engineering situations through strong design-led approaches
- design relating to public realm, incorporating new and existing structures
- developing a systematic and compelling understanding of economic, social and environmental benefits that come from regeneration projects
- working within Peckham and Southwark (desired)
- taking innovative approaches and thinking beyond what is known and possible today.

The Design and Feasibility Study will require a range of professional skills in order to define the issues that need to be understood and resolved to take the PCL to the next stage. These skills will likely include: project management; design; engineering (specifically related to the rail environment and covering both ground conditions, structures and

highways/cycling infrastructure); planning; access; sustainability; business planning; funding and viability; legal and property; cost estimating and delivery.

5. Project governance

The appointed firm/collaboration of firms will be assigned a day to day contact from the FPCL.

The appointed firm/collaboration of firms will need to engage with key project stakeholders as part of the feasibility study. This includes the landowners, planners, partners and other stakeholders. Up to 5 meetings should be assumed.

FPCL will make key decisions. Feedback and consultation with the FPCL trustees and the key project stakeholders will inform the decision-making process, including the PCL working group. The PCL working group includes members of FPCL, the GLA, Southwark Council and NR. The group will meet every 4–6 weeks for the duration of the Design and Feasibility Study.

In addition there is a high level stakeholder panel, involving key decision makers from Southwark Council, NR, GLA and Sustrans, chaired by FPCL. The appointed firm/s will be required to make at least one presentation to this group towards the end of the project to review progress and suggested next steps.

FPCL will be delivering a programme of at least 3 community stakeholder engagement events between March and May 2016 which will input into the Design and Feasibility Study. We anticipate there being a public presentation of the findings of the Design and Feasibility Study at the end of the project.

6. Tender requirements and timetable

FPCL are adopting a community-led approach to a major infrastructure project. We are seeking to work with firm/s excited to be part of the PCL journey and who share the project's aspirations and values.

We want to understand how you can be a part of delivering this exciting, ambitious, challenging and rewarding project.

Tenders should comprise of a written submission of no more than 10 single A4 pages including:

1. An introduction/overview to the firm/proposed collaborative team. This should include details of key people within the team proposed for this project; proposed consultants and services required to complete the stages; and the working style/culture of the team.
2. Your understanding of the brief and statement of why you are excited by and interested in this project.
3. A clear statement of the proposed methodology and timeline for delivering the outputs listed in the brief.

4. Evidence of relevant experience/skills – including your track record working with NR and examples of your experience of working with community groups, specifying how these experiences will inform your approach to this project in Peckham.
5. An understanding of the challenges and issues associated with the project.
6. A detailed fee proposal and invoicing structure.
7. A declaration of any potential conflicts of interest.
8. Contact details for two referees.

This is an open tender process. There will be a walk of the proposed PCL route for those planning to tender for the work. The walk will be hosted by FPCL on Friday 15th January 2015, we will meet at 10am outside Peckham Rye station.

Questions regarding the brief may be presented to FPCL by the end of day on the 15th January. We will then provide a public answer to all questions by the 25th January.

Confirmation of your attendance at the walk, submissions and all enquiries relating to this brief should be made to: team@peckhamcoalline.org

Deadline for tender submissions: 5pm GMT, Friday 29th January.

Interviews and presentation from shortlisted firms: w/c 21st February.

The interview panel will likely include representatives from FPCL, Southwark Council, GLA and local residents (TBC).

The appointed firm/s will be asked to create a two minute video/presentation to be shared with the local community to show why they are excited to be working on this project and what they plan to be doing over subsequent months.

This tender brief is for the initial Design and Feasibility study only. Following the study a decision will be made whether to progress, at this point there may be scope for the selected team to further develop the proposals. This is not guaranteed and will the decision will be subject to fulfilling procurement processes.

7. Selection criteria

Tenders will be evaluated on a number of criteria based on a quality and value for money ratio of 70:30.

This will be done by way of a simple scoring system covering the following points:

- a) Satisfactory completion of the submission requirements
- b) Resources and qualifications
- c) Relevance and quality of skills in relation to previous work
- d) Ability to demonstrate an innovative and place-based approach to the project
- e) Experience of, and ability to, deliver work on time and on budget
- f) References
- g) Cost and value for money of the fee proposal.

Appendix I: Project background

PCL route map:



More detail can be found:

www.peckhamcoalline.org

www.spacehive.com/peckhamcoalline

www.twitter.com/peckhamcoalline

www.facebook.com/peckhamcoalline

Appendix II: Glossary of terms

PCL - Peckham Coal Line

FPCL - Friends of the Peckham Coal Line

NR - Network Rail

GLA - Greater London Authority

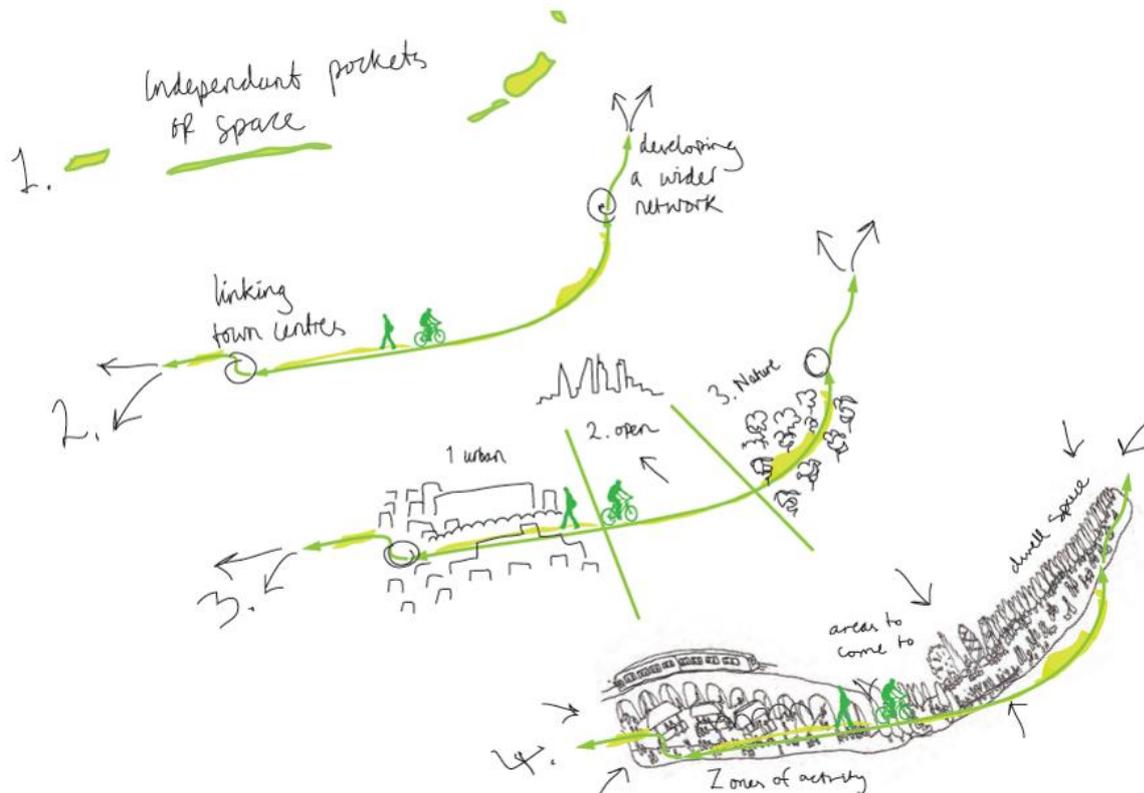
Appendix III: Design and Feasibility Study requirements

FPCL have begun thinking about the specific requirements needed to input into the feasibility study. The list below sets out some the key considerations for the study.

a. Vision and design

Route options and considerations

FPCL have made preliminary considerations of a number of ways of delivering the PCL route. This includes some of the route being at grade, some of it at high level and other areas that are as yet undetermined. The potential of the route to be continuous and easy to use for both pedestrians and cyclists will be of critical importance to its long-term success. Consideration of the delivery phasing might include options for interim low-line linkages to ensure a continuous route while the ultimate vision is delivered.



Design

Initial design sketches have been developed but further design work is anticipated, building on existing work.

b. Delivery, construction and planning

Design and engineering considerations

Technical advice is required as to the likely engineering considerations and constraints that would limit what is deliverable along the route. Design will be required to further investigate identified engineering challenges in addition to being related to the design of the route itself, its signage, a consistent design language and the way that it integrates successfully with its context and provides wider benefits to the adjacent communities.

The feasibility study is an important way of underpinning the design aspiration with technical knowledge, funding and delivery considerations.

Key questions and issues for consideration:

- understand and survey the existing site in order to comprehend the exact design and engineering requirements
- understand where (if at all) new structures would need to be attached to existing NR infrastructure/assets
- explore the different engineering concepts required at different parts of the route. These will be used to inform decision making about what is possible and how it can be achieved
- establish the scale of the construction challenge and understand the value of investing in this project
- a full overview of safety considerations in relation to the live railway line
- the potential impact on NR assets during the build and its ability to maintain and operate the railway.

Planning background

The main considerations will be how the PCL can be delivered as part of or alongside the various development sites along the route. There is potential to explore what new development opportunities the PCL could create at each end of the route and along the route as well. Any planning exploration needs to build on existing plans and ensure engagement with key stakeholders engaged in these plans.

The policy framework for the PCL is established through a combination of documents comprising:

- The National Planning Policy Framework (and further supporting guidance established through various Planning Practice Guidance notes)
- The London Plan (and further supporting guidance including those relating to town centres, employment areas and green infrastructure – in particular, the All London Green Grid)
- The Southwark Plan, including the adopted Core Strategy and Area Action Plan for Peckham and Nunhead.
- Community Planning Network, co-ordinated by Peckham Vision.

These will need reviewing to help establish the potential of the PCL and to identify important policies and objectives that need to be integrated within any proposals.

In addition, there are various other policy documents and initiatives that will need reviewing and incorporating alongside these. These include the suite of transport documents prepared by the Mayor of London with TfL, as well as the Southwark-wide transport strategy. Key documents include:

- The Mayor's Transport Strategy
- The Mayor's Vision for Cycling
- The Roads Task Force
- The Southwark Transport Plan
- The Southwark Cycling Strategy

Further details of the local planning context can be found in Appendix VI

c. Project benefits

A clear, systematic and compelling case will need to be developed that outlines the economic, community and social benefits of the PCL to the local area and to the borough as a whole.

Local community benefits

At a local level the feasibility study needs to understand local strategies relating to improving the local economy, employment, green infrastructure, health and well-being, and regeneration. The feasibility study will need to evaluate how PCL can engage with wider initiatives, outreach programs and local authority objectives. These will need to be tested with the community and quantified using the relevant framework where possible.

Wider benefits

Key questions and issues for consideration:

- How it might contribute to objectives to sustain and enhance the vitality and viability of Peckham town centre
- How it might contribute to the role and function of Peckham Rye station as a key strategic interchange on the rail network
- How it might contribute towards making the centre more accessible for all
- How it might help promote and deliver a network of high-quality and accessible open spaces, as well as protect, maintain and improve the quality of existing open spaces
- How it might promote health and well-being, and make the area more convenient and comfortable for walking and cycling, including how it integrates with the wider cycle network (existing and proposed)
- How it might form part of the 'Central London Link' comprising part of the All London Green Grid
- What would be the wider benefits for south London and London as a whole
- How this could support the emerging field of community-led developments.

d. Funding, legal and management strategy

Legal and ownership requirements

While the team have a good understanding of who owns the substantive areas of the site, a detailed report into the land ownership considerations and issues is required. This would include details of any easements or rights over the site areas and relevant areas of the surroundings. Should any issues arise, we would look to have a plan in place for how to resolve them, with relevant funding options considered.

Funding opportunities, delivery strategy and business case

The project team has a number of ideas for how the project could be funded and delivered and it is looking for further consideration of a range of options, ideas and testing.

The feasibility study should be used as the basis for the subsequent stages of the project, including the detailed designs and to support the next stages of fundraising.

Key questions and issues for exploration:

- the liabilities and insurance requirements
- the mechanism for delivery, procurement and ownership of the PCL site
- identifying the business case and forward plan around both capital costs and ongoing maintenance.

Ongoing management and maintenance

The PCL aspires to be a public route and as such will need to be robust and well maintained. The FPCL need to understand the options for the way the project can be managed and maintained into the long term in a sustainable way.

Key questions and issues for exploration:

- what are appropriate models for management of maintenance of the PCL

- what can be learnt from other projects and their long-term management
- how will ongoing maintenance be funded.

e. Recommendations for next steps

Part of the final recommendations will need to identify the key issues and necessary further investigations required to develop the scheme further e.g. ecology and biodiversity surveys.

Sharing of final recommendations

Community engagement is a key part of the PCL ethos and process. Final outputs need to be shared in a way that is accessible for a diverse group of Peckham stakeholders.

Appendix IV: Local planning context

A summary of some of the key local planning documents.

The Peckham and Nunhead AAP (adopted November 2014) identifies a series of opportunity sites in and around Peckham Rye station through which the proposed Coal Line will run. The feasibility study should review these site proposals and any further development progress on them, identifying how the PCL might be integrated with these and contribute to the objectives established for the sites. In particular:

Site PNAAP1 (Aylesham Centre):

Although located to the north of the PCL, this is a major town centre opportunity site, where new links into Cerise Road will provide a potential north-south connection to the railway arches and the PCL. The feasibility study should consider how the PCL might integrate with these routes, providing for a connected and accessible movement network.

Site PNAAP3 (land between the railway arches):

The proposed western end of the PCL starts within this site and is intended to run through it. The AAP identifies the need for a series of improved east-west and north-south connections through the site. The feasibility study should show how the PCL might help deliver these. Routes north through the railway arches to Cerise Road and Cicely Road are important links: the feasibility study should investigate how access to the PCL might be arranged to connect with these and thus to AAP site PNAAP1 (Aylesham Centre).

The AAP notes that a range of retail and business uses, and possibly a market, leisure and community uses, will be acceptable on the site. The feasibility study should show how the PCL might integrate with these uses. The feasibility study should also demonstrate how the proposals respond to the heritage setting of the railway lines and arches.

Site PNAAP4 (Copeland Industrial Park and 1-27 Bournemouth Road):

Although located to the south of the PCL route, it will be important for the feasibility study to investigate synergies with this site. Key considerations include the location of north-south links through the railway arches and into routes to the Aylesham Centre, but also how this allows for the retention and refurbishment of the Bussey building, which

backs on to the railway line and thus potentially limits opportunities for north-south connections.

The AAP proposes that the Bussey building should be retained and reused for creative and artistic enterprises. There are also wider opportunities for retail and business use, cultural, leisure and community uses, and residential dwellings.

Site PNAAP6 (Peckham Rye Station):

£15m worth of funding has been secured for the regeneration of Peckham Rye station, work on which will improve access to the station and quality of the retail offer, as well as improved public realm. The feasibility study should demonstrate how the PCL might integrate with the station via improved public realm works and crossings on Rye Lane.

Beyond these 'core sites' the AAP also identifies opportunities at Queens Road Peckham station. Applications for an improved station forecourt and entrance have been approved. The feasibility study should show how proposals for the PCL will integrate with these.

Between these development opportunity sites the proposed route of the PCL runs through a series of open spaces, including the Kirkwood Nature Reserve and the Nunhead Railway Embankments. These comprise protected borough open land and are sites of interest for nature conservation. The feasibility study will need to show how it positively contributes to ecology and biodiversity, as well as how it opens up these spaces. Potential to include the nature conservation of these sites should be explored, which might include new landscaping and the introduction of living walls and roofs.

At either end of the PCL the route adjoins major through routes: Rye Lane to the west and the A202 to the north. The feasibility study should show how access for all can be incorporated within these proposals, and how the PCL will safely and seamlessly integrate with the wider movement network. An important consideration here will be how the PCL integrates with Cycle Superhighway 5 at Queens Road Peckham station. Reference should be made to best practice cycling infrastructure, drawing upon new guidance contained within TfL's revised London Cycle Design Standards.

Brief ends.

All enquiries relating to this brief should be made to: team@peckhamcoalline.org