

FEBRUARY 2012

**STRATFORD-UPON-AVON TO HONEYBOURNE
RAILWAY REINSTATEMENT BUSINESS CASE STUDY**

PROJECT BRIEF AND INVITATION TO TENDER

Purpose of the Study

The Study is commissioned for the following key purposes:

- A. To consider the benefits of re-opening the railway between Stratford-upon-Avon and the Cotswold Line at Honeybourne Junction in terms of:
 - (i) providing a strategic link to the national rail network, in particular creating an alternative through route between Birmingham and Oxford; and
 - (ii) benefiting the local economy, in particular the major tourist attraction of Stratford-upon-Avon.
- B. To identify the nature and level of potential passenger and freight services that train operators would wish to run along the line and quantify the revenue that would be generated.
- C. To assess the technical feasibility of re-instating the line and the likely construction, infrastructure and operating costs of doing so.
- D. To make recommendations as to whether the Benefit Cost Ratio (BCR) is likely to make the scheme an economically viable proposition that should be pursued further.
- E. To satisfy the requirements of the Local Transport Plans of Warwickshire County Council and Worcestershire County Council.

1. Introduction

- 1.1 A Steering Group, led by Stratford-on-Avon District Council, wishes to appoint consultants to produce a fully worked up business case, based on Network Rail's Governance for Railway Investment Projects (GRIP) principles¹, for the restoration of passenger and freight rail services, between Stratford-upon Avon station and Honeybourne Junction on the Cotswold Line, as a heavy rail through route to form part of the national rail network.
- 1.2 Particular attention is to be given to the reinstatement of a single track railway south of Stratford station headshunt to the existing Long Marston railhead and onto the Cotswold Line at Honeybourne Junction. The study will also cover the infrastructure works required at the junction with the Cotswold Line to facilitate

¹ A detailed assessment up to GRIP 3 Level is sought in relation to the feasibility of reinstating the section of the line between Stratford Station and the northern end of the Greenway.

a rail service from Stratford upon Avon to Oxford/London Paddington and to Evesham/Worcester.

- 1.3 The consultants are required to produce a study to assist the Steering Group in evaluating the demand for and cost of providing a heavy rail route. The study should primarily include an assessment of demand and revenues and estimation of the capital and operating costs. Consideration should also be given to the operational feasibility and provision of modified or new infrastructure.
- 1.4 Patronage generated from developments in the study area, in particular at Stratford-upon-Avon and the former MoD Engineers Depot at Long Marston, must be taken into account, together with the potential demand arising from major leisure events in the area. Employment and economic regeneration effects resulting from the scheme should be estimated. The Study should also assess the latent demand for rail passenger access to and from Stratford-upon-Avon as a national and international tourist destination, recognising the importance of tourism as a major economic activity in the area.
- 1.5 The study will also need to identify and quantify the strategic, regional and national benefits to the national rail network of reinstating the six mile 'missing link' between Stratford and Long Marston, in the context of creating an alternative through route between Birmingham and Oxford or Worcester.
- 1.6 The analysis of all the relevant operational and technical issues should be brought together to assess the benefits and costs of reinstating the rail line in the form of a Benefit Cost Ratio (BCR).
- 1.7 The study should also consider, although in less detail, the potential benefits of reinstating the Honeybourne to Cheltenham section for passenger and freight services.

2. Background

- 2.1 During the 1960s, the Stratford – Honeybourne – Cheltenham line was the British Rail Western Region's main line for express services from Birmingham to Cheltenham, Gloucester, Bristol, West Country, the South-West, Cardiff, Swansea and South Wales. Its flagship service was 'The Cornishman', the daily service from Wolverhampton and Birmingham via Stratford-upon-Avon to Bristol and Penzance.
- 2.2 The last regular passenger services operating south of Stratford were the Leamington-Stratford-Gloucester and Birmingham/Leamington-Stratford-Evesham-Worcester services, withdrawn in March 1968 and May 1969 respectively.
- 2.3 After this, the line was fully operational as a freight route and for the occasional diversion of cross country passenger services, until August 1976 when a derailment at Winchcombe hastened a decision made earlier to close the line.

- 2.4 The Stratford-upon-Avon Rail Study prepared by Halcrow Fox in 1996² at that time concluded it would be physically possible to reinstate a single-track railway south of Stratford station to Long Marston and Honeybourne, on the assumption of a reinstated level crossing being provided at Evesham Place.
- 2.5 The Stratford-on-Avon District Local Plan protects the track bed south of Stratford station to Long Marston, including a deviation to the west of the Depot site, from prejudicial development to facilitate restoration of the railway (see Policy PR10.6/8). The Stratford-on-Avon District Draft Core Strategy (February 2012) contains a similar policy, CS 28. Likewise, the issue of safeguarding will need to be addressed in the South Worcestershire Development Plan, which will supersede the Wychavon Local Plan Policy SR6. The Study will help to inform the District Councils as to whether the continued safeguarding of the route is justified.

3. Objectives of the Study

- 3.1 The study has been commissioned to consider the following key issues:
1. Examine the potential options for passenger train services, the potential for freight traffic and the use of the line as a diversionary route. The anticipated revenue income from such services should be quantified. The costs and benefits of providing services should be assessed and a preferred passenger service specification should be identified.
 2. Assess the feasibility of the proposals in terms of infrastructure and other physical factors, together with recommendations on solutions to the issues identified. A preferred solution should be specified to enable a capital cost estimate for reinstating the railway to be developed by the consultant.
 3. Identify the opportunities for delivery of the scheme and the risks/ constraints which could adversely affect its delivery. The opportunities and risks/constraints assessment must include consideration of delivery timescales, likely funding availability, economic, planning and transport policy and rail industry strategies.
 4. Identify an outline business case taking account of anticipated demand, revenue, capital costs, operating costs (including track access charges), impact on existing users and operators and wider economic benefits. This should take into account current Network Rail and Department for Transport practice and guidance.³
 5. Investigate the potential for a new railway station at Long Marston.
 6. If the reinstatement of a heavy rail track is not feasible, consider whether a light rail track would offer a viable option.

² Stratford-upon-Avon Rail Study – prepared by Halcrow Fox for Warwickshire County Council and Stratford-on-Avon District Council (October 1996)

³ Department for Transport has recently issued a 'Guidance note on passenger demand forecasting for third party funded local rail schemes'

7. Consider and comment on the potential for reinstating the line from Honeybourne to Cheltenham in its entirety as a through route.
- 3.2 Network Rail has advised that a full risk assessment is required as part of the Study if the re-opening of any level crossings is proposed.
- 3.3 In carrying out the study, the consultant will be required to take into account all relevant legal considerations and policy documents.
- 3.4 The study must provide the Steering Group with a clear and fully justified recommendation on whether to proceed further with the scheme. If the recommendation is to proceed, an explanation of the risks associated with proceeding must be provided.
- 3.5 The study has been split into five stages as follows:
 1. Operation
 2. Infrastructure
 3. Business case including opportunities, constraints and risks
 4. Option assessments in relation to:
 - (a) provision of a station at Long Marston
 - (b) reinstating the line between Honeybourne and Stratford Racecourse only
 - (c) providing a light rail (tram) service on the line
 - (d) potential reinstatement of the Honeybourne-Cheltenham line
 5. Recommendations

4. Stage 1: Operation

- 4.1 The key issue in this section is about what is feasible given the opportunities, constraints and timetables at each end of the line. The Brief seeks the development of a specification for the passenger train service which can be subject to agreement and further assessment. With regard to freight traffic, the issues relate to whether the line offers any speed advantages and what traffic could be accommodated for each gauge, ie. W6A, W8 and W10.
- 4.2 The consultant is required to assess the potential passenger train service options and agree with members of the Steering Group, in conjunction with Network Rail and appropriate Train Operating Companies, the feasibility of delivering these options. This assessment should consider the impact of the Cotswold Line re-doubling scheme and the committed electrification of the route between Oxford and London.
- 4.3 The Study should focus on a 'core' product of providing a frequent passenger service between Stratford-upon-Avon and Honeybourne stations, with extensions of the service to Oxford, Worcester and Birmingham. Options that should be considered in the assessment include:

- (i) Extensions north of Stratford (Birmingham/Solihull/Leamington)
 - (ii) Extensions west to Evesham and Worcester
 - (iii) Extensions east to Oxford and London Paddington, including via Honeybourne (reverse) and direct running via new chord
 - (iv) Tourism and excursion services
 - (v) Diversionary route for passenger and freight services
 - (vi) A simple shuttle between Stratford and Honeybourne.
- 4.4 On agreement of the initial passenger train service potential by the Steering Group, the consultant is required to provide a detailed assessment of the costs, patronage of the passenger trains and sample timetables. The assessment should be based on the principle of generalised journey time cost. Sample journey times for the 'core' services identified in para 4.3 (i)-(iii) should be provided.
- 4.5 The Study should also consider transport and land-use policy, and demographic and socio-economic data, including household and population projections and employment structure and commuting patterns. The effect of the proposed Stratford Parkway station should be taken into account.
- 4.6 The assessment should include the effect of introducing passenger services on the reinstated line on future franchise operations. It should also cover the cost of operation, eg. rolling stock, track access charges. A revenue (ie. income) assessment shall be made and the implications for DfT subsidy/premium payments considered. This should include assessment of abstracted demand.
- 4.7 On the basis of the analysis, a preferred train service option (which may be a combination of those given in para. 4.3 and any other potential services) should be identified. This should be based on the anticipated capacity of a single track line and take into account the likely situation on the existing network to which the line would connect.
- 4.8 The consultant is also required to assess the potential freight traffic use of the reinstated line. This should consider gauging, bridge and tunnel clearance and the diversionary potential offered. Two specific sites should be assessed:
- (i) Long Marston Depot – retention of the current rail access and the potential for rail borne traffic to and from it.
 - (ii) Honeybourne Airfield – the scope to provide an intermodal freight terminal.
- 4.9 Any freight flows should be assessed for cost of operation and speed of transit (including comparative assessments in the case of diverted traffic) and timetable implications for passenger services.⁴
- 4.10 The consultants should discuss the freight traffic potential of the line with operators such as EWS, Freightliner, Motorail and Bristol Port.

⁴ Network Rail has suggested that the use of sensitive lorry miles rather than time savings is a better way to establish a business case for freight.

5. Stage 2: Infrastructure

- 5.1 The key question that needs to be addressed in this respect is the likely cost of reinstating the railway given the physical works that would be involved.
- 5.2 The consultant will be required to review the 1996 Halcrow Fox study in order to determine whether the technical solution to the reinstatement of the railway identified at that time remains broadly acceptable and achievable today. The consultant will also be required to review the study, apply current standards, technology and requirements where appropriate and provide an updated cost estimate for reinstating the line. While the consultant is not expected to re-assess the infrastructure situation in detail, any significant changes of circumstance since the original study was carried out should be identified and their implications assessed.
- 5.3 Issues that the consultant will be required to consider include:
- (i) The treatment of existing highways, in particular the alignment of the adjacent section of Seven Meadows Road (A4390), the roundabout at Evesham Place, the crossing of Wetherby Way and the Sanctus Road bridge.
 - (ii) The situation at Evesham Place will require detailed assessment in relation to railway safety considerations, operational requirements and the effect on road traffic. This should assess the provision of a barrier operating level crossing and reconfigured road junction and, as an alternative, the feasibility of creating a dive-under.
 - (iii) The treatment of rights of way that cross the line and the manner in which a reinstated railway would co-exist with the footway/cycleway north of Evesham Place and the Greenway, a permissive route that also forms part of the National Cycle Network.
 - (iv) Impact of reinstating a single track railway on adjacent properties, particularly in relation to dwellings and the impact of noise, vibration, etc.
 - (v) The preferred gauge envelope of the railway and the cost of accommodating W8 and W10 gauges on existing overbridges and other structures.
 - (vi) Consideration of the need to replace Stannal's Bridge and implications for other structures on the alignment, including the reinstatement of level crossings at Milcote and Long Marston.
 - (vii) The provision of a new railway station at Long Marston, including the optimum location and specification.
 - (viii) Reassessment of the necessary deviation of the alignment at Long Marston due to the industrial estate, taking into account the latest situation with uses on the former MoD Depot site.
 - (ix) Consideration of the need to move or protect statutory undertakers' apparatus and services on, across and adjacent to the alignment. It is understood there is a main sewer to the Milcote Water Treatment Works south of the racecourse. Two high pressure gas pipelines have been constructed across the route in the vicinity of Long Marston which make provision for the reinstatement of the railway.
 - (x) Options for track and signalling in the Honeybourne area to include:
 - Simple heavy/light rail to terminal platform at Honeybourne.
 - Facilities for reversing services to/from the east.
 - Chord line north to east for direct running eastwards.

- Passive provision options for future connection to line south towards Cheltenham.
- (xi) Options for linespeed and signalling / control arrangements on the reinstated line. This will have a major bearing on the outcome of a number of the preceding issues.

6. Stage 3: Business Case

6.1 A business case should be developed for both:

- (a) Operation of a train service if the line was already in place; and
- (b) Reinstatement of the line and operation of a train service.

This will assist in assessing whether the provision of a service itself is viable without the cost of reinstatement affecting the assessment.

6.2 The business case is required to provide clear advice on the potential for reinstatement of the line. This stage is broken down into three parts which broadly mirror the WebTAG guidance on major schemes:

- The financial case for the scheme
- The economic case for the scheme
- The delivery case including opportunities, risks and constraints.

6.3 The consultant should apply the WebTAG guidance on the preparation of transport studies. However, it is not expected that a transport model should be produced at this stage; a spreadsheet will be sufficient to illustrate the components of the business case for various options assessed.

6.4 The consultant is required to produce a financial appraisal of the preferred scheme. The investment capital required, depreciation and asset renewal, the operational costs of the preferred train services, and the income generated is to be appraised. A cash flow forecast for the scheme for a 60 year period should be made using an agreed inflation index⁵.

6.5 The consultant is required to produce an economic appraisal of the preferred scheme. A calculation of benefits for users and non-users, at strategic and local levels, will be required, leading to the production of a cost/benefit analysis. This should take into account the potential changes in road traffic congestion, accident levels and environmental changes.

6.6 The consultant should critically assess and provide a commentary on the deliverability of the preferred scheme. This should include, as a minimum, the establishment of an outline programme for delivery, the establishing of a risk register, and assessment of the opportunities and constraints that would affect the delivery of the scheme. The following issues, inter alia, should be considered:

- National transport and planning policies

⁵ Advice should be sought from the Office of Rail Regulation (ORR) on how funding for the scheme may be paid for through track access charge over a number of years.

- Current franchises and refranchising
- Availability of funding
- Committed and potential future Network Rail schemes and strategies
- DfT acceptability and the ongoing periodic review of Access Charges and Network Rail funding including the HLOS and SOFA for Control Period 5
- Land acquisition and planning-related issues
- Availability of resources, eg. rolling stock, materials, specialist skills.

7. Stage 4: Option assessment of specific matters

7.1 In addition to the assessment into reinstating the railway between Stratford and Honeybourne, there are four specific and related matters which should be addressed by the Study.

(a) The provision of a station at Long Marston

7.2 The consultant should make an assessment of the opportunity to provide a new station at Long Marston. This should include:

- Its potential location, taking into account the findings of the Study regarding the alignment of the deviation around the existing industrial estate, and interaction with the current and proposed developments on the Long Marston Depot site
- Station specification, engineering feasibility and costs
- Passenger train service patterns, usage levels and revenue generation, including the effect on journey times as a result of an additional station stop
- The financial and economic business cases for the provision of a station
- Effect of the station on the preferred scheme business case.

(b) Re-instating the line between Honeybourne and Stratford Racecourse

7.3 The consultant should assess the implications of reinstating a heavy track railway between Honeybourne Station and the vicinity of the former Stratford Racecourse Halt only.

7.4 The following issue in particular should be addressed:

- The type of service that would be supported compared with reinstatement of the line through to Stratford Station and whether the level of patronage is likely to be sufficient to make this approach viable.

(c) Providing a light rail (tram) service on the line

7.5 If, on the basis of the assessment undertaken, the conclusion is that the reinstatement of a heavy track railway is not feasible, the consultant should advise on whether a light rail, tram-based facility should be investigated. An initial assessment should be carried out to advise, in broad terms, on the cost of constructing such a track, the extent of the route and the nature of the service it would carry.

(d) The prospect of reopening the line south of Honeybourne to Cheltenham

- 7.6 The consultant should provide advice on the realistic opportunities that would be derived for both passenger and freight services by providing a through route to and from Cheltenham.
- 7.7 At this stage, a basic assessment of the engineering issues relating to the re-creation of a link between the Stratford to Honeybourne line and the current alignment southwards to Cheltenham should be carried out.
- 7.8 The assessment of this option will need to consider the effect on the preferred scheme business case for the Stratford to Honeybourne section.

8. Recommendations

- 8.1 Based on the results of the above, the Steering Group requires a clear and fully justified recommendation on:

A. Whether there is likely to be a sufficiently strong business case to proceed further with the proposals to reinstate the railway between Stratford and Honeybourne. If that is the case, to advise on the following:

- (i) The likely timescale for implementing the proposals
- (ii) The tasks necessary to progress the proposals
- (iii) Specific guidance on the role and effect of a station at Long Marston.

OR, IF NOT

B. Whether the reinstatement of a heavy rail track between Honeybourne and Stratford Racecourse only should be pursued.

OR

C. Whether the provision of a light rail track between Honeybourne and Stratford Racecourse or Stratford Station should be investigated further.

OR

D. Whether there is unlikely to be a sufficiently strong business case to proceed with any of the above options relating to the line, setting out the reasons why that is the situation.

9. Project Management

- 9.1 The project will be managed by Stratford-on-Avon District Council on behalf of the Steering Group of organisations who have contributed to the cost of the Study. The Steering Group is chaired by Stratford-on-Avon District Council and comprises representatives of Worcestershire County Council, Oxfordshire County Council, Gloucestershire County Council, St. Modwen Properties, First Great Western, London Midland, Centro, Network Rail and a number of rail promotion bodies (Cotswold Line Promotion Group, Stratford Rail Transport Group, Shakespeare Line Promotion Group and Railfuture).

- 9.2 Meetings between the Steering Group and the consultant will normally be held at the offices of Stratford-on-Avon District Council.
- 9.3 The key stages of the study will include:
- Inception Meeting with consultant
 - Progress Meeting with consultant to discuss preliminary findings relating to Stages 1 - 4 set out above, including the specific matter identified in para. 4.2
 - Draft Report
 - Final Report, including presentation.
- 9.4 The consultant will provide two paper copies of the Draft Report, together with an electronic version (both in a pdf format and on CD) that can be circulated to all members of the Steering Group.
- 9.5 The same number of copies of the Final Report will be provided by the consultant.
- 9.6 The consultant will be required to make a presentation of the final report to the Steering Group (possibly to include a wider group of interested parties).
- 9.7 The Study must be carried out to the satisfaction of Stratford-on-Avon District Council, in conjunction with the Steering Group.

10. Budget

- 10.1 Due to the nature of the funding sources, there is a maximum budget amounting to £70,000 (to include all expenses) available for the Study. Any submission quoting a fee of over £70,000 will be disqualified.
- 10.2 In their tender submission, the consultant should set out clearly the extent to which the provisions of the Brief can be satisfied within the maximum budget available. They should also highlight any limitations to the scope of the report that they would produce due to the budget available. In this respect, the Steering Group advises that an assessment of operational matters (set out in Stage 1 in the Brief) should be given greater emphasis at this stage in the process than infrastructure matters (Stage 2). However, the approach taken will need to be sufficient to allow a robust and reliable assessment of the Business Case (Stage 3) to be made.

11. Timescale

- 11.1 A formal proposal with costs and associated study methodology, data requirements and programme is required to be submitted to Stratford-on-Avon District Council **by 1.00pm on Friday 9 March 2012.**
- 11.2 Consultants may be asked to attend an interview with the Steering Group during the week commencing 19 March 2012.

- 11.3 On the basis of the proposals (and interviews if required) a decision will be made by Friday 23 March 2012 on whether to proceed with the study and, if so, which consultant to appoint.
- 11.4 The consultant appointed must be able to commence the study as soon as papers are in order following that decision.
- 11.5 An Inception Meeting will be held with members of the Steering Group during the week commencing 2 April 2012.
- 11.6 The consultant must also allow for one progress meeting with the Steering Group (date to be decided at the Inception Meeting), and a presentation of the Final Study.
- 11.6 The Draft Study must be circulated to the Steering Group by 1.00pm on Friday 25 May 2012. Stratford-on-Avon District Council will co-ordinate all comments from members of the Steering Group and liaise with the consultants.
- 11.7 The Final Study must be submitted to Stratford-on-Avon District Council by 1.00pm on Friday 8 June. The consultant will be expected to make a presentation of the Final Report to the Steering Group, and other parties as appropriate, during the week commencing 11 June 2012.

12. Consultant's Proposal

- 12.1 The consultant will be required to provide two paper copies of their proposal to undertake the Study, plus versions in a pdf format and on CD that can be circulated to all members of the Steering Group. The proposal should include:
- a programme and timetable for undertaking the study reflecting the target dates listed in Section 11 above;
 - details of the proposed methodology, which should reflect the requirements specified in Sections 4-7 of this brief, together with an indication of the sources of information to be employed and what information will be required from other parties;
 - details of the consultancy's experience in assessing rail-related projects, together with two contacts for references relevant to the study;
 - details of the qualifications and experience of the team who would be undertaking the project. The tender should demonstrate that the personnel who will undertake the Study have sufficient, specific experience in the subject. **If this is not proven to the satisfaction of the Steering Group the bid will be disqualified and the tender will not be assessed.**
 - confirmation that undertaking this study would not give rise to conflicts of interest;

- full particulars of the pricing structure to be applied to the contract. The pricing structure should show costs for each of the major elements of the study including expected time spent on the work, personnel involved, rates charged and any limits to be applied to expenses;
- proof that the consultant has sufficient and appropriate indemnity and insurance cover, as specified in Stratford-on-Avon District Council's Terms and Conditions of Contract provided. In relation to this Study, the District Council requires the consultant to have:
 - Public Liability Insurance cover to a minimum of £5,000,000 (five million pounds) in respect of any one act or default
 - Employers Liability Insurance cover to a minimum of £5,000,000 (five million pounds) per claim or series of claims
 - Professional Indemnity Insurance cover to a minimum of £2,000,000 (two million pounds) per claim or series of claims

If this is not proven to the satisfaction of Stratford District Council the bid will be disqualified and the tender will not be assessed.

- 12.2 Fixed price quotations should be all inclusive with VAT charges shown separately.
- 12.3 All intellectual property rights in all data, forms, reports or other material prepared by the contractor in undertaking this study, together with ownership thereof, shall be vested in all the parties represented on the Steering Group.
- 12.4 Where it is proposed to sub-contract any elements of the study, the company concerned should be identified, together with the individuals involved. Information in respect of experience, hourly rates and the role of any sub-contractors in producing the study should also be identified.
- 12.5 Tenders must be received by Stratford-on-Avon District Council and their receipt officially signed for by **1.00pm on Friday 9 March 2012**.
- 12.6 The tender must be submitted in a plain sealed envelope which bears the words: "Tender – Stratford to Honeybourne Railway Reinstatement Business Case Study – not to be opened".
- 12.7 The tender should be addressed to: Carol Davies (Tenders Officer), On behalf of Richard Burrell (Acting Head of Resources), Stratford-on-Avon District Council, Elizabeth House, Church Street, Stratford-upon-Avon, Warwickshire, CV37 6HX.
- 12.8 No tender will be opened if it is received after the specified closing date and time.
- 12.9 Tenders will be assessed in accordance with the specified Evaluation Criteria provided.

12.10 The contract will be awarded on the basis of these criteria alone. If two or more tenders are awarded the same score, interviews will be held which will be based on the quality criteria only.

13. Selection of Consultants

13.1 Whilst cost is an important consideration for the funders of the study, the contract will not necessarily be awarded to the lowest price. In determining the choice of the successful consultant regard will be had to all factors in the attached evaluation criteria. The tender will be scored with a weighting of 75% towards quality and 25% towards cost. The overall objective of the evaluation process is to assess best 'value for money'.

14. Contract

14.1 Any contract that may be awarded will be let on a fixed price basis including all appropriate expenses and costs.

14.2 Any contract that may be awarded will be let in accordance with the Council's Terms and Conditions, which are attached.

14.3 Payment will be made in two stages: 50% following the Progress Meeting to discuss preliminary findings relating to Stages 1 – 4, subject to the satisfaction of the Steering Group, and 50% on completion of the Study to the satisfaction of the Steering Group.

14.4 The copyright of the final report and any appendices or other supporting information/outputs (including associated databases) will reside with all members of the Steering Group.

15. Project Management

15.1 Initial contact should be made with:

Stephanie Chettle
Policy Manager, Corporate Support
Stratford-on-Avon District Council
Telephone: 01789 260339
Email: stephanie.chettle@stratford-dc.gov.uk

15.2 The day-to-day project management of the Study will be undertaken by:

Paul Harris
Policy Planner, Corporate Support
Stratford-on-Avon District Council
Telephone: 01789 260314
Email: paul.harris@stratford-dc.gov.uk

Dated: 20 February 2012

Appendix 1: Land Ownership

The former rail corridor south of Stratford station headshunt to the Long Marston level crossing is in the ownership of Warwickshire County Council, having been purchased from British Rail in about 1984. (British Rail had asked Warwickshire County Council in 1980, "that the facility to relay a single track railway in the Stratford area be retained.")

The land required for the proposed Long Marston deviation, south of the former level crossing is identified in the 'Rail Links South of Stratford Study,' Halcrow, 1999, is largely in the ownership of a local farmer and a small section owned by a developer. The study identified two possible deviations, for a double track 60 mph railway, but recommended a preferred option. The Stratford-on-Avon District Local Plan protects the preferred route for the deviation. The railway line south of the Long Marston deviation to Honeybourne Junction is an operational single track railway line, in Network Rail's ownership and located in Worcestershire.

The railway track bed south of Honeybourne to Broadway has been in the ownership of Sustrans since 1998. The sale of the formation included a restrictive covenant in favour of the Secretary of State preventing any development of the route that would prevent the future reinstatement of the railway.

South of Broadway, the formation is in the ownership of the Gloucestershire & Warwickshire Steam Railway, 15 miles in length, 13 miles of which is an operational railway from Laverton to Cheltenham (Prince of Wales Stadium/Tommy Taylor's Lane).

The formation south of Cheltenham (Prince of Wales Stadium) to Cheltenham (Queens Road) is in the ownership of Cheltenham Borough Council.

Beyond Cheltenham (Queens Road) to Cheltenham Lansdown Junction, the formation is in the ownership of Network Rail, part of which has been used as a station car park extension. A former Royal Mail sorting building occupies part of the original track bed but believed to be in Network Rail ownership.

Appendix 2: Local Authority Planning and Transport Policy

The Stratford-on-Avon District Local Plan protects the track bed south of Stratford station to Long Marston, including a deviation, from prejudicial development to facilitate restoration of the railway, Railway safeguarding Policy PR10.6/8, Stratford-Cheltenham railway line. The emerging Stratford Core Strategy, February 2010, contains a similar policy, CS.8F(v).

Wychavon Local Plan, 2006-11, Railway safeguarding Policy, SR6 Stratford to Cheltenham railway, safeguards the route from prejudicial development to facilitate restoration of the railway south of Long Marston to the Gloucestershire border, including the chord lines at Honeybourne Junction.

The Worcestershire Local Transport Plan 2011-2026, Policy SW21, supports restoration of the Stratford to Honeybourne railway line.

The Gloucestershire Local Transport Plan, 2011-26, supports the safeguarding of the Cheltenham to Stratford upon Avon railway trackbed (8.20).

The Warwickshire Local Transport Plan 2011-26, Policy PTPR4, includes reference to Stratford-Honeybourne reopening, as well as chapter 11, Southern and Western Warwickshire Area Strategy.

The section south of Honeybourne to Cheltenham is protected for restoration of the railway in the Cotswold District (Policy 41), Tewkesbury (Policy TPT12) and Cheltenham Borough (Policy PR3) Councils' Local Plans.

Appendix 3: Railway Construction Constraints

The section south of Stratford station heads east to the B439/A4390, Evesham Place is partly occupied by a centrally located pedestrian route/cycleway south of footpath SD44. It is bisected by a second pedestrian right of way. (The railway used to be a three track formation along this section).

At Evesham Place, a traffic island at the B439/A4390 junction occupies the former double track level crossing.

From Evesham Place to the Greenway Car Park the former track bed is partly occupied by a landscape bund, cycleway and road carriageway.

A reassessment of the option to locate a single track railway under the unused Sanctus Road bridge arch will be required (Halcrow, Option 2, 1996).

From the Greenway Car Park to Long Marston level crossing the formation is partly occupied by a joint use pedestrian route/cycleway known as 'the Greenway.' The western side of the former railway has been protected for the reinstatement of a single track railway in the Stratford DC Local Plan since September 1992.

The largest engineering structure is Stannals Bridge, a steel girder structure, crossing the River Avon. The structure does not appear to have been repainted since Warwickshire County Council acquired ownership in the early 1980s and is showing signs of corrosion and neglect. Consideration will need to be given to the potential to repair/strengthen or replace this structure, in the context of a river crossing for heavy rail services.

The section south of Long Marston level crossing required for the deviation is largely in agricultural use or is undeveloped at the southern end.

Immediately south of the proposed deviation, the former main line rejoins the existing private sidings access with Network Rail at the Long Marston road bridge and enters Worcestershire County Council's area.

Consideration will therefore need to be given to what works would be required to upgrade the existing freight section of track from Long Marston up to passenger standard, together with reinstatement of Honeybourne south chord towards Oxford.

The cost will need to be identified of relaying track south of Honeybourne to Broadway on the land in Sustrans ownership.

In addition consideration would need to be given to similar upgrading of the GWSR track formation south of Broadway to Cheltenham Prince of Wales Stadium, the limit of GWSR ownership.

The section south of Cheltenham Prince of Wales Stadium to Cheltenham (Queens Road) and owned by Cheltenham Borough Council is in use as a cycleway/footpath. A small section of embankment has been removed at the council owned Prince of Wales stadium. The section south of Cheltenham High Street in the vicinity of the Saint James site retail development, would require detailed consideration on the costs of reinstating the railway in view of the removal of a section of embankment, the vertical realignment of the formation to facilitate the replacement of the Millennium cycle bridge the and associated box culverts at Saint George Road bridge and the removal of an earth bund at the Network Rail boundary at Queens Road.

Appendix 4: Information available

A wide range of published documents relevant to the Study are readily available to download from the internet. Other background material will be made available for inspection and copies can be provided on request:

- Worcestershire Local Transport Plan 2011-2026
- Warwickshire Local Transport Plan 2011-2026
- Gloucestershire Local Transport Plan 2011-2026
- Network Rail Great Western Route Utilisation Strategy, March 2010, p226.
- Network Rail West Midlands and Chilterns Route Utilisation Strategy, May 2011
- Stratford-on-Avon District Council, Draft Core Strategy, February 2012, Policy CS 28
- Stratford-on-Avon District Local Plan Review, July 2006, in particular Policies PR10(6) Safeguarded land - former Stratford-Cheltenham railway south of the Greenway Car Park and PR10(8) Safeguarded land - between the Greenway Car Park and the rail headshunt; Inset Map 5.1 – Safeguarded land at Long Marston; and Policy CTY.18, Engineer Resources Depot, Long Marston
- Draft West Midlands Rail Strategy, April 2009
- Letter from DBS to Stratford District Council 27th August 2009
- Letter from FGW to Stratford District Council 3rd September 2009
- Stratford on Avon–Long Marston-(Oxford/Cheltenham) – The Missing Link (Stratford upon Avon Rail Transport Group, June 2007)
- Letter from Worcestershire County Council to SRTG dated 17 August 2007.
- Worcestershire Local Transport Plan 2006-2011, Rail Strategy – Policy RAIL 6 Worcestershire County Council
- Wychavon Local Plan 2006-11. Policy SR6
- Gloucestershire Local Transport Plan 2006-2011 (Appendix H)
- Cotswold Local Plan, Policy 41, 2006-11, 2006
- Tewkesbury Borough Local Plan, Policy TPT12, 2006-11, 2006
- Cheltenham Borough Local Plan , Policy PR3, 2006-11, 2006
- Rail Passenger Committee report, 'Western Advance – A Plan for the growth of rail passenger services serving western England 2004-2029, 2004
- Letter from Warwickshire County Council to Stratford District Council re Local Plan Inquiry, 23rd March 2004
- Gloucestershire Structure Plan Third Alteration, Report of the Panel, March 2004
- Representations considered at the Stratford-on-Avon Local Plan Inquiry 2003,

from the Strategic Rail Authority, Network Rail, Virgin Cross Country Trains, G.B. Railways, the Rail Freight Group, Gloucestershire County Council, CENTRO, and Wychavon District Council

- Letter from G.B Railways Group plc to SRTG 10th July 2001, re Wessex Franchise and possible Stratford-Cheltenham-Bristol passenger service
- Railtrack Network Management Statement, 2000, Route 7 identifying potential reinstatement of Stratford-Honeybourne-Cheltenham railway as part of two part strategy to create a Birmingham-Oxford and Birmingham-Cheltenham routes.
- Rail Links South of Stratford, Halcrow Fox, 1999
- Warwickshire County Council Environmental Strategy Committee Report, Long Marston MoD Depot, 21st April 1998
- Warwickshire County Council, Public Transport Committee report, on the impact of the Paddock Lane, Stratford, residential access from Seven Meadows Road on reinstatement of the Stratford-Honeybourne railway, 7th March 1997.
- Hereford & Worcester County Council committee report, Railfreight in the Vale of Evesham, 26 March 1997
- Stratford-upon-Avon Rail Study, Halcrow Fox, 1996
- Letter from Warwickshire County Council to SRTG, 15th December 1995, re bridge/level crossing provision, south of Paddock Lane development/Greenway car park
- Railfreight Potential In The Vale, C.S.Brown, October 1995. (Report for HWCC, Wychavon DC, RDS, Cotswold Line PG and SBR)
- Warwickshire Structure Plan Examination in Public, extract from Daily Summary, 10th September 1990
- Letter from Warwickshire County Council 7th August 1980 to the Stratford Transport Action Group
- Letter from British Railways Board 8th February 1977 to the Stratford Transport Action Group on future reinstatement of Stratford-Long Marston
- Stratford District Local Plan Inspector's Report, 1997

Appendix 5: Stakeholders to be consulted in preparing the Study

Members of the Steering Group

Stratford-on-Avon District Council
Worcestershire County Council
Oxfordshire County Council
Gloucestershire County Council
Network Rail
Centro
First Great Western
London Midland
St Modwen Properties plc
Shakespeare Line Promotion Group
Cotswold Line Promotion Group
Railfuture
Stratford Railway Transport Group

Other key stakeholders

Warwickshire County Council
D B Schenker
Freightliner
GB Railways
Arriva Trains Cross Country
Motorail Logistics
Gloucestershire and Warwickshire Steam Railway
Birmingham Railway Museum
Vintage Trains
Porterbrook (Long Marston)
Rail Freight Group
Freight on Rail
Freight Transport Association
Bristol Port

Other relevant stakeholders

Long Marston Airfield owners
Sims Metals (Long Marston)
Bird Group
Stratford Racecourse
Royal Shakespeare Company
Shakespeare Birthplace Trust
Stratforward (Stratford BID)
Long Marston Depot occupiers
Owners of land affected by proposed deviation at Long Marston
Honeybourne Airfield Distribution Site (Two Shires Employment Park) operator
Cheltenham Chamber of Commerce
Gloucestershire University.
G First
Cheltenham Racecourse
Coventry and Warwickshire LEP
Worcestershire LEP
Gloucestershire LEP
Oxfordshire City Region LEP
Greater Birmingham & Solihull LEP
SUSTRANS
Wychavon District Council
Cotswold District Council
Oxford City Council
Worcester City Council
Tewkesbury Borough Council
Cheltenham Borough Council
Cotswolds AONB Conservation Board
Cotswolds & Malverns Transport Partnership