

# Volume 3: Brief and Specification

## **COST OF CONGESTION IN SOUTH LONDON** Consultation service

## Specifications of Requirements

### 1.1 GENERAL NOTE

The South London Partnership (SLP) is a sub-regional collaboration of five London boroughs: [Croydon](#), [Kingston upon Thames](#), [Merton](#), [Richmond upon Thames](#) and [Sutton](#). Through collaboration – between ourselves and with local public, private and voluntary and community sector partners – the South London Partnership is committed to accelerating and increasing the potential for economic growth in the area, beyond what we can achieve individually.

SLP is procuring a contract on behalf of its constituent members that will provide detailed information to enable SLP boroughs to understand the impact of transport congestion on three key factors, both now and in the future, and, potentially, to predict the impact that proposed transport investment and improvement schemes will have on them:

1. The environment;
2. The health of its residents; and
3. The SLP economy.

### 1.2 INTRODUCTION

South London has a critical role to play in the capital's economic future. It currently houses a population of 1.2 million people and a £28 billion economy (larger than the cities of Manchester or Birmingham). Its economy is significant and vibrant, though it has lagged a bit behind the high London averages. It has a range of significant growth opportunities – in terms of places and key sectors – and the SLP boroughs are committed to work together to continue to strengthen its economic vitality and productivity, to support prosperity within the area and contribute to economic growth in London and the country.

However, South London has challenges to tackle if it is to realise its potential economic contribution to the capital, South East and wider U.K. South London has the lowest connectivity of any sub-region in the capital. Relative lack of Underground, Overground or similar services (with some notable exceptions) means our residents depend on the services provided by Southern Rail, South West Trains and Thameslink, Tramlink and the bus network for public transport. Issues with frequency, reliability and comfort on railways drive people to use cars, resulting in the highest car use in London.

In South London, congestion is most often used to refer to two things: firstly, the chronic overcrowding of the public transport system (particularly the rail lines), and secondly, the road traffic congestion on both localised junctions and more generally along key routes. Congestion on our roads has very real impacts on our places, all in terms of increased air pollution, reduced road safety, residents' activity levels, increased journey times (both by car and by vital bus services) and reduced freight access. It makes many places less pleasant for people to walk and cycle, and such high usage leads to more wear and tear on our roads and public transport infrastructure. Continued

population growth with very limited corresponding investment in infrastructure has meant that congestion has worsened in recent years.

Congestion in south London's public transport network is also thought to constrain its economic potential and productivity. In 2018, six out of ten of the most congested train lines in the country ran through South London<sup>1</sup>. The congestion on these lines is expected to get worse, despite evidence of a reduction in train passenger numbers over train services across London, the cause of which, and impact on future trends (e.g. whether this represents a "blip" or the start of a longer term decline), are still unknown<sup>2</sup>. Demand on rail services into London has risen 12% over six years compared with a rise in capacity of 6%<sup>3</sup>. This means that even more pressure is going to be put on lines that pass through SLP, which are already some of the most congested in the UK.

Significant population growth is forecast across London over the coming 25 years, and South London is no exception. The combined population of the five boroughs is forecast to grow from 1.2 million today to 1.3 million by 2031 (up by 14%), and to 1.4 million by 2041 (up by 21%); the equivalent of the addition of another borough. This growth in population (combined with other factors) is likely to increase congestion on our roads and public transport network even further.

### 1.3 SCOPE OF WORK

The purpose of this contract is for SLP to understand and quantify the impact that its congested transport network has on its sub-regional economy and residents, how this is anticipated to change over time and how different transport policies or new infrastructure can enable South London to maximise its economic contribution to the capital, South East and the wider U.K

### 1.4 DETAILED REQUIREMENTS OF THE WORK

The key deliverable for this contract will be a report that estimates the figures under "Part 1" with as much certainty as possible. In addition to any figures that are included, the successful provider will be required to explain the methodology for how these figures were reached for two reasons: firstly to ensure that SLP boroughs are able to robustly respond to any challenge on the methodology by which the figures were calculated, and secondly to ensure that this exercise could be repeated in the future after interventions are introduced, so that results are comparable over time and changes over time are not due to differing methodologies. Data, methodologies, models etc. used to deliver this contract are required to be consistent with, or derived from, well-reputed, robust sources, to ensure that the final report has wide credibility with external stakeholders including TfL and Government departments.

<sup>1</sup> [https://www.standard.co.uk/news/transport/revealed-jam-packed-london-routes-on-train-list-of-shame-a3894846.html?utm\\_campaign=Echobox&utm\\_medium=Social&utm\\_source=Twitter#Echobox=1532428093](https://www.standard.co.uk/news/transport/revealed-jam-packed-london-routes-on-train-list-of-shame-a3894846.html?utm_campaign=Echobox&utm_medium=Social&utm_source=Twitter#Echobox=1532428093)

<sup>2</sup> <https://www.bbc.co.uk/news/uk-england-london-42622891>

<sup>3</sup> <https://www.standard.co.uk/news/transport/revealed-eight-in-10-busiest-train-routes-are-london-commuter-lines-a3597541.html>

SLP appreciate that, while primary and validated secondary sources of information are preferable sources of information, assumptions and extrapolations may need to be used from time to time in the absence of specific information. It is expected that any assumptions are clearly made to ensure that the findings can be used and promoted in a robust, credible way.

SLP also appreciate that while there is a vast amount of information on public transport and road congestion freely and publically available online, the successful provider may be reliant on other entities including TfL or rail providers to estimate the below figures. The provider will be expected to identify what data is needed to deliver this contract, and will be expected to make reasonable efforts to obtain this information. Any issues in obtaining information should be raised with SLP as soon as it is evident that non-engagement may affect the delivery of the contract.

The initial term of the contract ("Part 1") seeks to gain a baseline for the impact of congestion on the SLP area. Subject to the sole discretion of the SLP, there is an option to extend the contract ("Part 2") that would potentially seek to determine the estimated impact that major transport infrastructure schemes would have on the congestion figures in Part 1.

### *Part 1*

The successful provider will be expected to include an assessment of:

1. The cost to the **environment and climate** from carbon, NOX and particulate matter emissions from engine emissions in the SLP area. As a minimum, this should be broken down by:
  - The geographic locations specified in Annex A.
  - A total figure for the entire SLP geography.
  - Time intervals, e.g. current figure (or as close to 2019 as possible), and then projections for 5, 10, 20 and 50 years' time. These projections should also include a scenario for trends as they are now, as well as a scenario that considers technological advances like the roll-out of electric cars and EV charging infrastructure.
  - The reasons for car journeys (e.g. commuting to work or school, private hire vehicles, last mile delivery etc.)
  - Mode of transport, if possible (e.g. air pollution caused by cars versus that caused by buses or freight).
2. The cost to **human health** (including, as a minimum, hospital admissions and years of life lost by SLP residents) from air pollution (e.g. particulate matter, nitrogen oxides, etc.) from engine emissions in the SLP area. As a minimum, this should be broken down by:
  - The geographic locations specified in Annex A.
  - A total figure for the entire SLP geography.

- Age group (e.g. cognitive impairment, reduced lung volume, asthma, hospital admissions in children (below 18), and young children (below age 5), compared to adults).
  - Time intervals, e.g. current figure (or as close to 2019 as possible), and then projections for 5, 10, 20 and 50 years' time. These projections should also include a scenario for trends as they are now, as well as a scenario that considers technological advances like the roll-out of electric cars and EV charging infrastructure.
  - Mode of transport (air pollution caused by cars versus that caused by buses or freight).
  - Residents on different levels of income (low, medium, high etc.)
3. The cost to health from a **lack of physical activity** associated with car use in the SLP area. As a minimum, this should be broken down by:
- The geographic locations specified in Annex A.
  - A total figure for the entire SLP geography.
  - Time intervals, e.g. current figure (or as close to 2019 as possible), and then projections for 5, 10, 20 and 50 years' time.
  - Age group.
  - Residents on different levels of income.
4. The cost to health resulting from **road traffic accidents** in the SLP area. As a minimum, this should be broken down by:
- The geographic locations specified in Annex A.
  - A total figure for the SLP geography.
  - Time intervals, e.g. current figure (or as close to 2019 as possible), and then projections for 5, 10, 20 and 50 years' time.
  - Mode used by injured party of road accidents (e.g. pedestrians, cyclists, car users etc.)
  - Mode used by vehicle that caused injury (e.g. cars, buses, vans, lorries etc.)
  - Age group.
  - Residents on different levels of income.
5. The **economic cost/constraint of road congestion** (including by lost development opportunity, cost of prevention of increase in land values etc.). As a minimum, this should be broken down by:
- The geographic locations specified in Annex A (if possible).
  - A total figure for the entire SLP geography.
  - Reason for transport (using established criteria, e.g. census categories, but must include commuting to work).
  - Time intervals, e.g. current figure (or as close to 2019 as possible), and then projections for 5, 10, 20 and 50 years' time. These projections should also include a scenario for trends as they are now, as well as a scenario that considers technological advances like the roll-out of electric cars and EV charging infrastructure.

- An estimation of whom this cost falls on, e.g. local businesses, residents, health services, local authorities etc.
6. The **economic cost/constraint caused by rail congestion** (e.g. lost development opportunity, hampered land values etc.). As a minimum, this should be broken down by:
- The geographic locations specified in Annex A.
  - A total figure for the entire SLP geography.
  - Type of rail service (e.g. by heavy rail services run by South Western Railways, Thameslink and Southern; tram congestion; and London Underground congestion).
  - Reason for transport (using established criteria, e.g. census categories, but must include commuting to work).
  - An estimation of whom this cost falls on, e.g. local businesses, residents, health services, local authorities etc.
  - Time intervals, e.g. current figure (or as close to 2019 as possible), and then projections for 5, 10, 20 and 50 years' time.
  - A high-level comparison with rail lines that are less congested, e.g. those elsewhere in London.

This information should be captured in a report that is well structured, thorough, concise and focused. It will be used for informing decision making processes and lobbying efforts, and to engage with relevant stakeholders. Its design and layout should be easy to navigate and infographics and full page spreads should be used, where appropriate. The report will be expected to be of a professional quality, and must be in English.

## *Part 2*

Please note that the decision to enter into this contract extension is at the sole discretion of the SLP. Should SLP decide to enact this extension, Part 2 of this contract would seek to determine how the environmental, health and economic costs identified in Part 1 (particularly the predictions for 5, 10, 20 and 50 years' time) could be improved in the sub-region if the following TfL-established transport interventions are put in place:

- Crossrail 2.
- The Brighton Main Line improvements.
- The Sutton Tram extension (Sutton Link).
- Metroisation of rail lines via maximising existing stock, starting with TfL's [strategic case for metroisation](#) (e.g. removing rail capacity constraints and operating additional rolling stock at metro frequencies).

As above, this information should be captured in a report that is well structured, thorough, concise and focused. It will be used for informing decision making processes and lobbying efforts, and to engage with relevant stakeholders. Its design and layout should be easy to navigate and

infographics and full page spreads should be used, where appropriate. The report will be expected to be of a professional quality, and must be in English.

### 1.5 TIME TABLE

The table below provides an indicative time line for the subsequent contract. Bidders will be notified of any changes to this time table as soon as practicable:

Date	Milestone
25 November 2019	Contract starts
w/c 25 November 2019	Introductory call
w/c 9 December 2019	Draft report produced (Part 1 only)
20 December 2019	Comments on draft report fed back to supplier
w/c 13 January 2020	Final report produced (Part 1 only) & last changes made
31 January 2020	Initial contract term ends
February – March 2020	Part 2 undertaken, if required

### 1.6 REPORTING AND COMMUNICATIONS

As a minimum, the successful provider will be expected to be available at the following points:

- For an inception call on the week commencing November 25<sup>th</sup> (as early in the week as possible);
- For a feedback call to review the draft report (before payment is released); and
- For a final call to review the final report (before payment is released).

However, it is expected that there will be more fluid, informal contact between the SLP contract manager and the successful provider over the life of the contract to enable its successful and efficient delivery.

### 1.7 PAYMENT TERMS

Payment will be in two instalments: 50% upon the successful completion of the draft report (Part 1 only), and the remaining 50% upon completion of the final report (Part 1 only). The SLP contract manager will deem when these two documents have been completed to the required standard before payment is released.

If there is a decision to proceed with Part 2 of the contract (at the sole discretion of the SLP), timeframes for production of a draft and final report will be agreed with the successful supplier, and the payment structure will follow the same flow as that for Part 1: 50% upon completion of the draft report, and 50% upon completion of the final report.

The Council will have the option to terminate the contract at any time if the required specification is not met on time as presented on the project plans by serving one months' notice in writing.

Where there is a delay due to any reason, including a delay caused by the Council, the Provider will not be allowed to adjust the price; where the work required is as per this specification.

Under no circumstances will the Council pay invoices in advance of work being undertaken and agreed by the Council. The invoices will be submitted setting out full details of the services provided and including any supporting documents as required by the Council.

The Council reserves the right to ask for or additions over and above the work set out in the specification; payable using the day rate submitted. No additions will be paid unless previously agreed in writing by the Council in advance of the additional work taking place. Any additional work/expenses over and above those identified within the specification will need to be clearly set out and justified in writing and requests for its inclusion cannot be guaranteed.



**Annex A****Major and Smaller Town Centres in South London****South London Partnership (SLP) Boroughs**

<b>Borough</b>
London Borough of Croydon
Royal Borough of Kingston upon Thames
London Borough of Richmond upon Thames
London Borough of Sutton
London Borough of Merton

**Major Town Centres**

<b>Town Centre</b>	<b>Borough</b>
Croydon	London Borough of Croydon
Kingston	Royal Borough of Kingston upon Thames
Richmond	London Borough of Richmond upon Thames
Sutton	London Borough of Sutton
Wimbledon	London Borough of Merton