

**From:** [REDACTED]  
**Sent:** 05 March 2012 12:42  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** SCPF Tranche 3 initial notification of applications  
**Attachments:** SCPF Tranche 3 Tracker for SG vn 1.0.xls

Good afternoon all,

I hope you all had a good weekend.

Thursday 29<sup>th</sup> February saw the deadline for Tranche 3 SCPF applications. We have received 30 applications totalling £42.817m for a fund of £22,436,461 for primarily Car Parks and Automatic Ticket Gating.

I have attached the tracker detailing the applications.

I am just in the process of chasing for some of the mandatory documentation from applicants; when I have these all of the applications will be circulated to the SCPF Steering Group today for review before next week's Steering Group meetings (13<sup>th</sup> and 15<sup>th</sup> March).

As [REDACTED] will be taking the lead from 12<sup>th</sup> March following my departure (I will still be attending next week's Steering Groups), he will be in touch to advise further after Steering Group have made their decisions regarding the submitted applications.

In the meantime should any of you have any queries please don't hesitate to contact either myself or [REDACTED]

Many thanks.

[REDACTED]  
Kings Place  
[REDACTED] Park Way  
London  
N1 9AG

Internal: [REDACTED]  
External: [REDACTED]  
Mobile: [REDACTED]

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**Tranche 3 Vn**  
**1.0**

[illegible]

[illegible]

When are we doing it		
Total Project Cost (£)	Start	Finish
	May-2012	Mar-2013



From: [REDACTED]  
 Sent: 27 January 2012 15:49  
 To: [REDACTED]  
 Cc: [REDACTED]  
 Subject: 120127 Timeline for SCPF Tranche 3  
 Importance: High  
 Dear Both,

I have put together below the proposed timeline for the SCPF Tranche 3 process for your diaries. If you have any proposed amendments please let me know and I can update before finalising.

I am pleased to advise you that [REDACTED] will be taking over my role and be the Programme Sponsor for SCPF and NSIP. I look forward to introducing you to each other in due course.

Kind regards

[REDACTED] for  
 Network Operations | Network Rail  
 6th Floor | Kinross Place | 190 York Way | London | N1 9AG  
 Mobile: [REDACTED]

What	When	Who
1. SCPF Tranche 3 competition closes	29 February	All applications to be submitted to [REDACTED] 23.59
2. a) Check all bids have required info. b) Follow up any missing info. with applicants c) Complete SCPF Tranche 3 tracker with high level info. d) Send all bids in individual zip files to SCPF Steering Group with high level tracker	1 & 2 March	[REDACTED]
3. SCPF Steering Group individually review bids	5 to 9 March	[REDACTED] K [REDACTED] c
4. SCPF Steering Group meetings to review and make proposals to SCPF Awards Panel	13 & 15 March - 10.00 to 17.00	As above – [REDACTED] please can you arrange rooms and send out meeting invites from your diary
5. Additional follow up work as required ahead of SCPF Awards	16 March to 11 April	[REDACTED] FT Project Sponsor, Economic Consultant and Applicants
6. Collate and issue agenda and pack for SCPF Awards Panel	11 April	NR Programme Sponsor Team
7. SCPF Awards Panel meeting	18 April - 12.30 to 17.00	[REDACTED]
8. Letters to successful and unsuccessful applicants	19 & 20 April	[REDACTED]
9. a) All NR SCPF T3 Sponsors work with Route Management Accountant Teams to raise project numbers, project estimates into OP system and annual budgets baselined b) Confirm to [REDACTED] when complete	23 to 27 April	NR REM Sponsors
10. Write investment paper and submit for NR signatures	30 April	[REDACTED]
11. Submit paper and update SCPF programme tracker to NR Central Investment Team	2 May	[REDACTED]
12. Attend NR Large Project Panel	10 May	[REDACTED]
13. Email successful applicants confirming investment authority and next steps	11 May	[REDACTED]
14. a) Press release prepared and issued  b) Update onto NR SCPF Webpage	w/c 14 May  Once press release issued	[REDACTED] [REDACTED]

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From: [REDACTED]  
 Sent: 18 April 2012 13:16  
 To: [REDACTED]  
 Cc: [REDACTED]  
 Subject: 120418 (SCPF) - Tranche 3 Award update to bidders  
 Attachments: 12512\_SCPF Commercial Funding and Delivery Principles[1].pdf; 12462\_SCPF Guidance.doc  
 Dear all,

Thank you for your Station Commercial Project Facility (SCPF) Tranche 3 funding applications - a total of 31 bids were received. All applications have now been reviewed by both the SCPF Steering Group and Awarding Panel. I've attached the guidance and principles that have been followed in assessing your applications.

Regrettably due to local government & London Mayoral elections, and the period of purdah that precedes this, Awarding Panel must defer announcing applications that have received provisional approval by approximately two weeks. It is anticipated that an announcement will be made on 4 May 2012.

Please note that, as in earlier tranches, formal approval will be given when investment authority has been received from Network Rail (likely to occur for Tranche 3 at Large Project Panel on 10th May) and Approval in Detail being secured for each project from the ORR for addition to the CP4 RAB. Additionally, project specific conditions may be attached to the allocation of funding.

We are sorry for any inconvenience this may cause. If you have any questions or concerns, please let me know.

Yours sincerely,

[REDACTED]  
 On behalf of the SCPF Awarding Panel

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From: [REDACTED]  
 Sent: 01 March 2012 16:42  
 To: [REDACTED]  
 Cc: [REDACTED]  
 Subject: 120301 Bedwyn & Bath Spa Retail  
 Attachments: Archived

Ross,

Attached are submissions for [REDACTED] Bedwyn and [REDACTED]

[REDACTED]  
 Kings Place  
 90 York Way  
 London  
 N1 9AG

Internal: [REDACTED]  
 External: [REDACTED]  
 Mobile: 0 [REDACTED]

From: [REDACTED]  
 Sent: 29 February 2012 19:30  
 To: [REDACTED]  
 Cc: [REDACTED]  
 Subject: Fw: SCPF FGW Feb 2012 Tranche 3 Applications - email 4 of 4

Further to below this is e-mail 4 of 4.

Regards

[REDACTED] om  
 [REDACTED] on 29/02/2012 19:25 -----  
 From: [REDACTED]  
 To: [REDACTED]  
 Cc: [REDACTED]  
 Date: 29/02/2012 19:22  
 Subject: SCPF FGW Feb 2012 Tranche 3 Applications - email 1 of 4

[attachment "Oxford Extension.zip" deleted by William Wooten/Gwt] [attachment "Covering Letter.zip" deleted by [REDACTED]]

Please find attached the FGW February Tranche 3 SCPF applications. I have split the applications between 4 e-mails of which this is the first. Please let me know if any of these are not received and I will re-send.

Note in order to keep these e-mails small, the zip files have only a low resolution scan of the signed application form, but this is accompanied by a high quality version of the document. All supporting information is also included along with the application forms.

A paper copy along, with an electronic disk copy, is being sent in the post.

If there are any initial questions with regards to these applications then please let either myself or [REDACTED] know.

Regards

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# Technical note

<b>Project:</b>	SCPF Tranche 3	<b>To:</b>	Project folders
<b>Subject:</b>	025 Bedwyn Station Car Park Enhancements – TN1	<b>From:</b>	DfT / NR Steering Group
<b>Date:</b>	04 July 2012	<b>cc:</b>	

This technical note provides the rationale for the decision to reject the bid for SCPF funding in relation to the **expansion of the existing Bedwyn station car park from 17 to 65 spaces**. A summary of the scheme details, costs and projected returns (supplied by the bidder and with DfT's view where applicable) are provided in the table below.

**Table 1. Key bid details for SCPF funding bid**

<b>Project description (from bid document)</b>	To utilise an area currently used for Network Rail maintenance to provide additional controlled car parking spaces in addition to those already provided, thereby providing an additional 48 spaces, including 3 disabled spaces.	
<b>Bidder</b>	First Great Western	
<b>Project cost</b>	[REDACTED]	
<b>SCPF funding applied for</b>	[REDACTED]	
<b>NPV</b>	Bidder's view: [REDACTED]	DfT's view: n/a
<b>IRR</b>	Bidder's view: [REDACTED]	DfT's view: n/a
<b>BCR</b>	Bidder's view: [REDACTED]	DfT's view: n/a
<b>Payback</b>	Bidder's view: [REDACTED]	DfT's view: n/a
<b>Steering Group decision</b>	Rejected	
<b>Panel decision</b>	Not assessed as scheme was rejected at Steering Group	

Funding for the scheme was rejected for the following reason:

- Uncertainty about the net new spaces that will be provided given the availability of informal parking in the vicinity of the station. There is therefore concern about the potential financial return to DfT.

On the basis of the above, no further analysis of the business case was undertaken.



Thanks for sharing the individual FGW applications. I confirm that none of them cut across any obligations in the FGW franchise agreement, including any of the recent obligations under the HLOS deeds of amendment. I have not reviewed the business cases. However, subject to business case viability, I would support the applications as looking sensible.

S [REDACTED] cannot afford to ignore the law enforcement community's expectations out of the limited space.

11/11/2016

Good afternoon

Bidding for Tranche 3 of the SCPF closed on 29<sup>th</sup> February. There have been 30 bids received, with a total of £42.8m requested from the SCPF. A total of £22.4m is available to allocate in Tranche 3.

I've attached a spreadsheet which summarises the bids received. If you would like copies of the individual bid documents please let me know and I would welcome any comments on the bids you may have.

Please can you return these to me by the 12<sup>th</sup> March.

Please do not hesitate to contact me if you require any further information. I will keep you updated throughout the assessment process.

Department for Transport  
tel: Office: [REDACTED]  
Mobile: [REDACTED]





[REDACTED]

---

From: [REDACTED]  
Sent: 04 March 2012 12:15  
To: [REDACTED]  
Subject: 120304 FGW confirmation of no franchise commitments

FYI

-----Original Message-----

From: [REDACTED]  
Sent: 03 March 2012 12:21  
To: [REDACTED]  
Cc: [REDACTED]  
Subject: RE: SCPF bid letter and summary spreadsheet

I confirm that I have reviewed the FGW tranche 3 applications and that none of them cut across any committed obligations or other requirements in FGW's franchise agreement, including as recently amended to include additional requirements under the HLOS programme.

Regards

[REDACTED]  
[REDACTED]  
Department for Transport  
Tel: [REDACTED]

-----Original Message-----

From: [REDACTED]  
[mailto:[REDACTED]]  
Sent: 01 March 2012 21:12  
To: [REDACTED]  
Subject: Fw: SCPF bid letter and summary spreadsheet

Evening [REDACTED]

Sorry to trouble you. I received the request below from the new NR SCPF manager [REDACTED]

Would you be able to assist?  
I will send the table summary of the schemes submitted with values to you.

"Just to confirm the SCPF awards panel require a short email (or letter) from the DfT commercial manager confirming the scheme funding is being sought for is not a franchise commitment etc "

Thanks

[REDACTED]  
Senior Group Property  
Project Manager  
[REDACTED]

[REDACTED]

Firstgroup plc  
Registered office in Scotland No. SC157176. Registered office : 395 King Street, Aberdeen, AB24 5RP

----- Original Message -----

From: [REDACTED]  
Sent: 29/02/2012 18:38 GMT  
To: [REDACTED]  
Subject: Fw: SCPF bid letter and summary spreadsheet

[REDACTED]  
Signed letter and accompanying spreadsheet and letter from [REDACTED]  
[REDACTED]

Regards

[REDACTED]  
(See attached file: [REDACTED]\_support letter.pdf) (See attached file:  
Summary of SCPF application 29 February 2012.pdf)  
[REDACTED] | Property PM | First Great Western  
4th Floor | Milford House | 1 Milford Street | Swindon |



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\*\*\*\*\*  
\*\*\*\*\*  
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[REDACTED]

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**From:** [REDACTED]  
**Sent:** 15 March 2012 17:18  
**To:** [REDACTED]  
**Subject:** SCPF Tranche 3 Tracker for SG vn 1.0 Updated post Steering Group 2.xls  
**Attachments:** SCPF Tranche 3 Tracker for SG vn 1.0.xls

Good afternoon,

Please find attached the SCPF Tracker as it stands after Day 2 of the Steering Group meetings. I have transferred across applicants' responses (those which we have had back today), so you can either review the comments back in the tracker or from the e-mail [REDACTED] circulated earlier today.

If anyone makes any changes can they update the version number and send back to [REDACTED] to ensure we know what version we're working off.

Many thanks for all of your support today.

[REDACTED]

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Project ID	Project Name	Location	Owner	Developer	Contractor	Project Description	Start Date	End Date	Project Status	Project Type	Project Category	Project Sub-category	Project Phase	Project Milestone	Project Completion Date
SCPP T3025	Bedwyn Car Park	[REDACTED] First Group / William Wooden, First Group	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	Construction of car park with 48 additional spaces with total of 85 car parking spaces.	Car Park	At grade	48	[REDACTED]	First Great Western	01/03/2013

NR Lead Route	Delivery agent	NRV g20	NRV g21	Project (green)	SCR	Financial Return to DT (if not at cost)	Financial Return to DT (if not at cost)	SCPF Net Amount (€)	Other Party / Other Funding (€)	Other Project Cost (€)	Start	Finish	Assessment Awarding Panel Comments	SCPF g21 Recommendation	Assessment Awarding Panel Comments	Assessment Panel Decision
Western	First Green Western								N/A		May 2012	2012/13	<p>Concerns about Japanese Knotweed and cost of disposing this and floor risk assessment</p> <p>Concern about the small number of annual users and the</p> <p>Not very high</p> <p>There is informal parking, so doubt about the number of net spaces actually being created and therefore doubt over revenue projections and the value of ticket price coming down.</p>		<p>Awarding Panel agreed with the Steering Group assessment of the application and SCPF funding was not allocated to the scheme.</p>	N



On the point of cost: What are we doing		Why are we doing it					How much will it cost?					Steering Group Comments		Steering Group Comments	
Project Title	Project Description	NPV	IRR (%)	Payback (years)	BCR	Cost per adult	Cost per constructed space (£)	SCPF bid amount (£)	Third Party Other	Contribution to IRT/NRSP	Total Project Cost (£)	General	Questions back to applicants	Responses from applicants	Steering Group Comments
Badeney Car Park	Construction of car park with 48 additional spaces with total of 85 car parking spaces											Concerns about Japanese Knotweed and cost of disposing this and floor risk assessment Concern about the small number of annual users and [REDACTED] Not very high There is informal parking, so doubt about the number of real spaces actually being created and therefore doubt over revenue projections and the value of local prices coming down	Is NRI happy with the use of the land? Confirmation of planning support? Deliverability concerns? Has the cost of removing the Japanese Knot Weed (if needs doing) been factored in? What mitigation has been taken for it being in a flood plain e.g. drainage and using permeable materials may have to be used? Has the highway authority been talked to about any mitigations that may need to be taken? Confirmation that NRI Sponsor costs have been factored into the costs?		Reject



From: [REDACTED]  
 Sent: 15 October 2012 13:03  
 To: [REDACTED]  
 Cc: [REDACTED]  
 Subject: RE: Freedom of information request P0009258  
 Dear [REDACTED]

Further to your email of 5<sup>th</sup> October, we have reviewed the request for information in accordance with the Freedom of Information Act. I am sorry that our response reaches you slightly later than the date mentioned below.

We understand that "commercial interests" in this context would need to specifically apply to the disclosure of information relating to Network Rail's application for SCPF funding. We, therefore, acknowledge that the response to the request should be determined by the Department, with First Great Western's input. Network Rail respects the outcome of the decision the Department makes regarding this

The information we have supplied / or been supplied with has been received in an administrative capacity only (on the instruction of the Department). Although we do not feel that the disclosure of information would materially affect NR's position, with regards to the confidentiality and the evaluation of the data, we recognise this as being confidential to both the Department and First Great Western. We would stress that if information is provided that details surrounding comparable bids are redacted to maintain confidentiality.

I can confirm that the website link will remain active for the next month. Please note that we are currently reviewing the SCPF section of the NR website and plan to make some improvements shortly (please be reassured that DfT will be consulted on the content prior to publication).

I hope this helps to clarify our position.

Yours sincerely,

From: [REDACTED]  
 Sent: 05 October 2012 13:25  
 To: [REDACTED]  
 Subject: Freedom of information request P0009258  
 Importance: High

Dear [REDACTED]

I am writing to you in connection with a request for information received by the Department under the terms of the Freedom of Information Act 2000. The information requested relates to *'all documentation (letters, emails, reports, application forms, impact assessments) which relate to an application for funding by Network Rail and First Great Western to the DfT to provide additional car parking at Great Bedwyn (Marlborough) station.'*

Part of the information requested was supplied by/relates to you and a copy of this information is attached. I also hold various versions of the 'Tracker Document', SCPF Panel / Steering Group papers and technical appraisal correspondence / papers supplied to me by Network Rail, as part of the SCPF bid for car parking at Great Bedwyn. I plan to include a link to the SCPF guidance and SCPF press releases ([www.networkrail.co.uk/scpf](http://www.networkrail.co.uk/scpf)) on the Network Rail website. Can you confirm that this link will remain active for the next couple of months? I have asked FGW separately about releasing documents they provided to the Department as part of the bid.

The FOI Act requires the Department to disclose information in response to a request unless an exemption applies. There are two types of exemption in the FOI Act.

The first type is an 'absolute' exemption, whereby disclosure may be withheld if the information falls within the terms of the exemption in question. However, where the exemption in question is only covered by a 'qualified' exemption, we can only withhold the information if the balance of the public interest, in all the circumstances of the case, favours non-disclosure of the information.

The exemptions that are of potential application here are:

- (a) section 41(1), under which information obtained by a public authority from any other person is exempt if disclosure of the information to the public by the public authority would constitute an 'actionable breach of confidence'; and
- (b) section 43(2), under which information is exempt if its disclosure would, or would be likely to, prejudice the commercial interests of any person.

These exemptions apply because:

- (a) in the case of section 41, much of the information you requested is protected by the law of confidence in such a way that disclosure of it to the public by the Department would constitute an actionable breach of confidence. That information is protected in this way because (i) it is of a confidential nature, (ii) it was disclosed to the Department in circumstances of confidence and (iii) there is no overriding public interest in its disclosure; and
- (b) in the case of section 43(2), disclosure of much of the information you requested would prejudice the commercial interests of both the Department and the bidders.

Section 41 is absolute exemption while Section 43 is a qualified exemption.

If you consider that the information should be withheld in reliance on these exemptions, please let me have a written explanation of why you think they apply (identifying the

17/10/2012

harm you consider would come from disclosure). Since Section 43 (commercial interests) is a qualified exemption, please also let us know why you consider that the public interest in withholding the information outweighs the public interest in disclosure. The final decision on whether the information should be withheld rests with the department. However, we will take into account your views when making this decision. We will write to you letting you know if the information will be released.

Your response must reach me by 11th October 2012 to enable the Department to take your views into account in deciding whether to disclose the information. If you do not make any representation by that date, the Department will assume you have no objections to the information being disclosed.

If you have any queries about this letter, please contact me. Please remember to quote the reference number above in any future communications.

Yours sincerely



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From: [REDACTED]  
 Sent: 16 October 2012 18:12  
 To: [REDACTED]  
 Subject: Re: FW: Freedom of information request P0009258  
 Attachments: [REDACTED] support letter.pdf; BTPG support letter.pdf; Parish council support letter.pdf; Bedwyn Feasibility Report.pdf; Bedwyn Application Form.pdf; Bedwyn Business Case & Assumptions.xls; Bedwyn Risk Register.pdf; Bedwyn\_Application Form\_signed.pdf; Bedwyn Cost Summary.pdf; Bedwyn Existing Layout.pdf; Bedwyn Proposed Layout.pdf; Bedwyn programme.pdf; fgwscpfun.pdf; Bedwyn Car Park.zip

you are not being a pain at all - it is my fault for not checking the zipped documents correctly and reviewing all sections of the application form.

My apologies for missing this and appreciate you bringing it to my attention

Could you please remove the following from the application form

the cost summary which is included within the zipped file

the following sections from the application form (again cut and pasted)

2.3 Total project funding  
(to the nearest £1000)

Capital: [REDACTED]

2.4 Funding applied for  
(to the nearest £1000)

Capital: [REDACTED]

B.1

Increased value of a franchise to the DfT realised at point of franchising

[REDACTED]

B.2

Proportion of increased fare box revenue by Rail Operator

[REDACTED]

3.4

Proportion of increased income from project

[REDACTED]

B.8

Increased fare box revenue by Rail Operator

[REDACTED]

B.10

Proportion of increased income as a result of increased car parking spaces

[REDACTED]

F.1

Total forecast capital  
cost

F.2

Total application capital

FirstGroup Property  
Carmuir's House  
300 Stirling Road  
Larbert  
FK5 3NJ

Firstgroup plc  
Registered office in Scotland No. SC157176  
Registered office : 395 King Street, Aberdeen, AB24 5RP

From: [REDACTED]  
To: [REDACTED]  
Date: 16/10/2012 17:09  
Subject: FW: Freedom of Information request P0009258

Hi [REDACTED]  
Sorry to come back once more.

As set out in question 2) below 'Could you indicate the sections of the application form ('Bedwyn application form.pdf' document) e.g. F1, B10 that FGW consider should be removed?'

I must be missing something here but I can't understand why FGW are happy to release the 'Bedwyn cost summary.pdf' document when this contains the same cost data as FGW are asking to not to be disclosed in the 'Bedwyn application form.pdf' document?

Sorry to be a pain but I want to get this right

tel: [REDACTED]  
[REDACTED]

From: [REDACTED]  
Sent: 16 October 2012 16:56  
To: [REDACTED]  
Subject: Re: Freedom of Information request P0009258

Thanks [REDACTED]

I have put my responses in red to below which I hope helps.

Carmuir's House  
300 Stirling Road  
Larbert  
FK5 3NJ

OK [REDACTED]

Firstgroup plc  
Registered office in Scotland No. SC157176  
Registered office : 395 King Street, Aberdeen, AB24 5RP

From: [REDACTED]  
To: [REDACTED]

17/10/2012

FGW agree to the disclosure of the all of the documents 'attached' (including the 'Bedwyn cost summary.pdf' document) except the 'Bedwyn Business Case.....xls' document and FGW would be happy with the disclosure of the 'Bedwyn application form.pdf' and 'fgwscplun.pdf' (i.e. rejection letter) documents subject to the amendments at 1 and 2 below? that is correct and agreed

1. Regarding the rejection letter ('fgwscpfun.pdf' document) DfT would remove reference to other grant applications, as this is not relevant to the FOI request. Are FGW therefore content with release of the letter on these terms? that is correct and agreed
2. Could you indicate the sections of the application form ('Bedwyn application form.pdf' document) e.g. F1, B10 that FGW consider should be removed?

A hand-drawn diagram of a human eye, showing the following labeled parts:

- Cornea**: The outermost, curved front part of the eye.
- Iris**: The colored part of the eye, shown as a shaded area.
- Pupil**: The opening in the center of the iris.
- Lens**: A biconvex structure located behind the pupil.
- Retina**: The light-sensitive inner lining at the back of the eye.
- Optic Nerve**: The nerve that carries visual information from the retina to the brain.
- Sclera**: The white, outer layer of the eye.
- Conjunctiva**: The thin, transparent membrane covering the white part of the eye.
- Ciliary Muscles**: Small muscles located around the lens.
- Aqueous Humor**: The fluid filling the space between the cornea and the lens.
- Vitreous Humor**: The gel-like substance filling the large space inside the eye.

3. Could you indicate why FGW consider that DfT should not release the project funding applied for i.e £ [redacted] as this figure is contained in the 'Bedwyn cost summary.pdf' document which I think you have indicated can be disclosed? under Section 43 of the FOI Act 2002.

Our reasoning is that the detailed nature of this value in conjunction with the number of spaces referred to provides information which could prejudice both the Department and other SCPF bidders if this were released publicly.

Thank you for your help

P. [redacted] sport  
 ter. On [redacted]

From: [REDACTED]  
Sent: 16 October 2012 15:53

17/10/2012

To: [REDACTED]  
Cc: [REDACTED]  
Subject: Re: FW: Freedom of information request P0009258

Dear [REDACTED]

FGW agree to the disclosure of the documents below, excepting for the following:-

- 1 The business case spreadsheet cannot be disclosed on the grounds of commercial sensitivity, under Section 43 of the FOI Act 2002.  
Our reasoning is that the detailed nature of the calculations provides information which could prejudice both the Department and other SCPF bidders if this were released publically.
- 2 The NR GRIP report and plans for which we have no authority to release to the public. I understand that NR have approved release of these documents directly to the DfT.
- 3 The grant rejection letter - can reference to other grant applications be blanked out as this is not relevant to the FOI request.
- 4 The grant funding value which is noted on the application form - can this be blanked out for reasons as noted in 1 above.

Please give me a call if any of the above is unclear as my work phone is now back in use.

Kind regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
Carmun's House  
300 Stirling Road  
Larbert  
FK5 3NJ

[REDACTED]  
[REDACTED]  
Firstgroup plc  
Registered office in Scotland No. SC157176  
Registered office : 395 King Street, Aberdeen, AB24 5RP

From: [REDACTED]  
To: [REDACTED]  
Date: 16/10/2012 11:22  
Subject: FW: Freedom of information request P0009258

Good morning [REDACTED]  
I need to reply to this FOI very soon, so could I please have your response to the e-mail below

Regards

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

From: [REDACTED]  
Sent: 05 October 2012 13:31  
To: [REDACTED]  
Subject: Freedom of information request P0009258  
Importance: High

Dear [REDACTED]

I am writing to you in connection with a request for information received by the Department under the terms of the Freedom of Information Act 2000. The information requested relates to "all documentation (letters, emails, reports, application forms, impact assessments) which relate to an application for funding by Network Rail and First Great Western to the DfT to provide additional car parking at Great Bedwyn (Marlborough) station." Part of the information requested was supplied by/relates to you and a copy of this information is enclosed.

17/10/2012



The FOI Act requires the Department to disclose information in response to a request unless an exemption applies. There are two types of exemption in the FOI Act.

The first type is an 'absolute' exemption, whereby disclosure may be withheld if the information falls within the terms of the exemption in question. However, where the exemption in question is only covered by a 'qualified' exemption, we can only withhold the information if the balance of the public interest, in all the circumstances of the case, favours non-disclosure of the information.

The exemptions that are of potential application here are:

- (a) section 41(1), under which information obtained by a public authority from any other person is exempt if disclosure of the information to the public by the public authority would constitute an actionable breach of confidence and
- (b) section 43(2), under which information is exempt if its disclosure would, or would be likely to, prejudice the commercial interests of any person.

These exemptions apply because:

- (a) in the case of section 41, much of the information you requested is protected by the law of confidence in such a way that disclosure of it to the public by the Department would constitute an actionable breach of confidence. That information is protected in this way because (i) it is of a confidential nature, (ii) it was disclosed to the Department in circumstances of confidence and (iii) there is no overriding public interest in its disclosure; and
- (b) in the case of section 43(2), disclosure of much of the information you requested would prejudice the commercial interests of both the Department and the bidders.

Section 41 is absolute exemption while Section 43 is a qualified exemption.

If you consider that the information should be withheld in reliance on these exemptions, please let me have a written explanation of why you think they apply (identifying the harm you consider would come from disclosure). Since Section 43 (commercial interests) is a qualified exemption, please also let us know why you consider that the public interest in withholding the information outweighs the public interest in disclosure. The final decision on whether the information should be withheld rests with the department. However, we will take into account your views when making this decision. We will write to you letting you know if the information will be released.

Your response must reach me by 14th October 2012 to enable the Department to take your views into account in deciding whether to disclose the information. If you do not make any representation by that date, the Department will assume you have no objections to the information being disclosed.

If you have any queries about this letter, please contact me. Please remember to quote the reference number above in any future communications.

Yours sincerely

Project Sponsor  
Department for Transport  
tel: Office  
Mobile

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17/10/2012

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Communications via the GSi may be automatically logged, monitored and/or recorded for legal purposes.

First Group  
Milford House  
1 Milford Street  
Swindon  
SN1 1HL

Network Rail  
Kings Place  
90 York Way  
LONDON  
N1 9TG

22 May 2012

Dear [REDACTED]

Station Commercial Project Facility (SCPF) tranche three applications - [REDACTED]  
[REDACTED] Bedwyn, [REDACTED]  
[REDACTED]

Thank you for your Station Commercial Project Facility funding applications.

We received 31 applications totalling £43m for tranche three of the programme. All applications have been reviewed by the SCPF Awarding Panel: [REDACTED]

[REDACTED] Association of Train Operating Companies, [REDACTED]  
[REDACTED] - DfT, and [REDACTED]  
Network Rail.

I am sorry to inform you that your application for SCPF funding for the projects mentioned below were unsuccessful:

Application	Awarding Panel Assessment
[REDACTED]	- [REDACTED] [REDACTED] [REDACTED]
[REDACTED]	- [REDACTED] [REDACTED] [REDACTED]
[REDACTED]	- [REDACTED] [REDACTED] [REDACTED]



[REDACTED]	[REDACTED]
Bedwyn Car Park	<ul style="list-style-type: none"> <li>- Uncertainty about the net new spaces that will be provided, given the availability of informal parking in the vicinity of the station. There is therefore concern about the potential financial return to DfT.</li> </ul>
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

I hope this helps to explain our position. Nevertheless, if you have any queries in relation to the above, please do not hesitate to contact me.

Yours sincerely,

[REDACTED]

[REDACTED]

*On behalf of the Station Commercial Project Facility Awarding Panel*

**First Great Western: Bedwyn**

**Cost Estimate reference Oxford Architects - Dwg: 025**

01	Works cost estimate (Including OHP & Preliminaries)	
02	Professional fees estimate (15%)	
03	Sub-total	
04	Other development / project direct costs estimate (15%)	
05	Base cost estimate	
06	Risk allowances estimate (15%)	
07	Anticipated Outturn Cost (Rounded figure - Excl. VAT & Inflation)	

**NR Cost Basis**

- 01 Excludes VAT
- 02 Excludes Loss of Revenue
- 03 Assumes No Section 106 & Section 278 Contributions
- 04 Assumes No Works / Upgrades to Statutory Utilities
- 05 Excludes Inflation
- 06 Assumes No Power Upgrade Requirements - subject to survey
- 07 Excludes Additional CCTV Requirements
- 08 Assumes No Contaminated Material
- 09 Excludes resurfacing to existing car park





## **Station Commercial Project Facility (SCPF)**

### **Investment Proposal Application Form**

To be completed by all applicants:	
Project Title:	BEDWYN CAR PARK
Applicant Name and Company:	<div></div> FIRST GREAT WESTERN
Date Submitted:	29/2/12

Network Rail use only:			
Date Received		Reference	



Investment Proposal Application Form V1.3

Please complete the following:

<b>1.1 Organisation:</b>		<b>First Great Western</b>
<b>1.2 Contact Name:</b>		[REDACTED]
<b>1.3 E-mail:</b>		[REDACTED]
<b>1.4 Telephone No.:</b>		[REDACTED]
<b>1.5 Address:</b>		Milford House, 1 Milford Street, Swindon, SN1 1HL
<b>1.6 DfT Commercial Manager:</b> <i>Please also provide evidence of e-mail support for the project from the relevant DfT Commercial Manager(s).</i>		[REDACTED] Meeting held with [REDACTED] on 23/02/12 to discuss applications prior to submission.
<b>1.7 Network Rail Route Enhancement Manager:</b>		[REDACTED]
<b>1.8 Network Rail Allocated Sponsor:</b>		[REDACTED]

[REDACTED]	
------------	--



Investment Proposal Application Form V1.3

<b>Section 2: Project Details</b>	
2.1 What is the project?	Increasing the size of the existing car park from 17 to 65 spaces.
2.2 Where is the project located?	Bedwyn Station, Station Road, Greater Bedwyn, Wiltshire, SN3 3PB
2.3 Total project funding (to the nearest £1000)	Capital: [REDACTED]
2.4 Funding applied for (to the nearest £1000)	Capital: [REDACTED]
2.5 When will the project begin?	May 2012
2.6 When will the project start on site?	January 2012
2.7 When will the project commission and become operational?	March 2013
2.8 When will the project be closed out up to and including GRIP 8?	March 2013

**Proposed Financial Benefits to the DfT**

Please describe the benefits for the project which will be returned to the DfT including the amounts and when the benefits will be returned. Please enter all costs to the nearest £1000 and provide evidence of all assumptions and methodology used.

<b>Section 3: Financial Benefits</b>	
B.1 Increased value of a franchise to the DfT realised at point of refranchising	[REDACTED]



Investment Proposal Application Form V1.3

<p>B.2 Proportion of increased fare box revenue by Rail Operator</p>	<p>[REDACTED]</p>
<p>B.3 Reduced current and future franchise costs to the DfT</p>	<p>Nil - benefit through revenue generation not cost savings.</p>
<p>B.4 Proportion of increased income from project</p>	<p>[REDACTED]</p>
<p>B.5 Proportion of increased value of ticket sales resulting from reduced fare evasion through ticket gating at stations</p>	<p>N/A</p>
<p>B.6 Project / innovative approaches reducing the costs of operating the railway and quantified benefits</p>	<p>Improved durable finishes, lighting and security and lower maintenance callouts</p>
<p>B.7 Creation of new revenue stream(s) and quantified benefits</p>	<p>Improved car park will have increased revenue due to the increased capacity. The figures are shown in B4.</p>

## Proposed Financial Benefits to All Other Parties

Please describe the benefits for the project which will be returned to all other parties including the amounts and when the benefits will be returned. Please enter all costs to the nearest £1000 and provide evidence of all assumptions and methodology used.

<p>B.8 Increased fare box revenue by Rail Operator</p>	<p>[REDACTED]</p>
<p>B.9 Creating of a new revenue stream(s) from station trading or development, or other forms of property and infrastructure</p>	<p>See above.</p>
<p>B.10 Proportion of increased income as a result of increased car parking spaces</p>	<p>[REDACTED]</p>
<p>B.11 Increased income as a result of reduced fare evasion through ticket gating at stations</p>	<p>Not applicable</p>
<p>B.12 Project / innovative approaches reducing the costs of operating the railway and quantified benefits</p>	<p>First Group have delivered a number of similar schemes across the rail network on each of their franchises. It is a key deliverable on each project to minimise the impact of ongoing operating costs</p>

## Investment Proposal Application Form V1.3

B.13 Creation of new revenue stream(s) and quantified benefits	As above
---	----------

**Proposed Funding**

Please describe the funding arrangements for the entire project (not just the expected contribution). Please enter all costs to the nearest £1000.

F.1 Total forecast capital cost	
F.2 Total application capital cost	
F.3 Third party funding	None
F.4 All operations, maintenance & repair costs (to sustain the asset for the agreed asset life)	LTC cost uplift – nil via Network Rail Maintenance costs borne by FGW.
F.5 Renewal costs	None – car park design life is a minimum of 25 years and will be covered under a future franchise.
F.6 All project development and delivery costs (including but not limited to project contingency, risk fund,	See attached cost summary sheet.



**Investment Proposal Application Form V1.3**

project financing costs and Network Rail programme management and Sponsor costs)	
F.7 Compensation costs	None
F.8 Operating expenditure	Included in F4.
F.9 Dismantling costs at asset expiry where appropriate	Included in F5.
F.10 Other costs	None

**Other Funding Information**

--

## Proposed Project

Please describe proposed project:

<p>P.1 Project description</p>	<p>Bedwyn railway station is located in the village of Great Bedwyn. The station serves almost 90,000 passengers every year.</p> <p>The current parking arrangement is limited to 17 designated spaces. There has also been unofficial vehicle parking to the grass verge to the south of the site in addition to street parking to the north of the site adjacent to a small embankment. It is the intention to utilise an area currently used for Network Rail maintenance to provide additional controlled car parking spaces in addition to those already provided, thereby providing an additional 48 spaces, including 3 disabled spaces.</p> <p>The additional area will be brought up to standard with drainage and lighting. The asphalt will be white lined and replacement fencing provided where necessary.</p> <p>The existing car park is 100% utilised and it is predicted that the extension will be similarly utilised within 3 years of opening.</p> <p>[REDACTED] has offered his support for this application, as demonstrated by the attached letter of support.</p>
<p>P.2 Project stage</p>	<p>A feasibility study consisting of a plan and cost summary have been progressed along with a risk register highlighting any perceived project risks</p> <p>The project is to be delivered by First Great Western (FGW).</p> <p>It has been costed by Turner and Townsend in commensurate with the current design stage and has a built in contingency, which gives an anticipated final cost allowing for the risks identified in the risk register.</p> <p>The procurement for this scheme will be a competitively tendered traditional route.</p> <p>Completion of the project is dependant on SCPP funding alone. It is not financially dependant on the completion of other projects or funding being secured elsewhere.</p>
<p>P.3 Project timescales</p>	<p>Assuming FGW received notification of funding in May 2012, then the FGW project team could commence work later that month.</p> <p>Construction works would be completed and the assets taken into use in March 2013.</p> <p>There are no other dependencies on this project.</p>
<p>P.4 Project risks</p>	<p>The project will be controlled and managed wholly by FGW, who will maintain an ongoing risk register.</p> <p>The site is currently used by Network Rail maintenance so there should be no risks with developing this site into a car park.</p>
<p>P.5 Third parties</p>	<p>The primary parties involved with the project will be:</p> <ul style="list-style-type: none"> <li>• Network Rail Landlord Consent</li> <li>• Network Rail maintenance</li> </ul>



Investment Proposal Application Form V1.3

	<ul style="list-style-type: none"> <li>Wiltshire County Council</li> </ul>
P.6 Independent validation, if available.	Turner and Townsend Cost Consultants.

Attached: Plan, Cost Summary, Risk Register, Business Plan
--

Investment Proposal Application Form V1.3

**Declaration**

In making this application, I agree:

- that the information provided by me in this application is to the best of my knowledge correct
- that this application does not form or imply any contract to provide funding
- to allow Network Rail and the Department for Transport to undertake enquiries on this application so as to satisfy themselves of its completeness and accuracy
- the project does not form part of, nor conflict with, Network Rail's commitments as part of the Network Rail's current CP4 delivery plan, or form part of a TOC's franchise commitments. The project does not replace or form part of another existing commitment to the DfT/Network Rail.

<b>Signed:</b>	[Redacted Signature]
<b>Print Name:</b>	[Redacted Name]
<b>Organisation:</b>	First Great Western
<b>Date:</b>	29/02/12





FRANKHAM

**REPORT PREPARED BY:**

**FRANKHAM CONSULTANCY GROUP  
GRESHAM HOUSE  
24 HOLBORN VIADUCT  
LONDON  
EC1A 2BN**

**TEL: [REDACTED]  
FAX: [REDACTED]**

**Feasibility Report**

**On**

**Bedwyn Station**

**Site details:**

**The Knapp  
Wiltshire  
SN8 3NZ**

**For:**



**Network Rail  
1 Eversholt Street  
London  
NW1 2DN**

**Project Number:** 440390

**Issue:** 1

**Author:** [REDACTED]

**Occupation:** [REDACTED]

**Checker:** [REDACTED]

**Occupation:** [REDACTED]

**Date:** 21.12.2011

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#### VERSION CONTROL RECORD

ISSUE	DESCRIPTION OF STATUS	DATE	AUTHORS INITIALS	REVIEWERS INITIALS
1	Original	21.12.11	[REDACTED]	[REDACTED]

## Contents

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2	Environmental and Geological Issues.....	2
3	Exisiting & Proposed Construction Consideration.....	3
4	Conclusion .....	5
5	References .....	6

## 1 Summary

Frankham Consultancy Group Ltd was commissioned by Network Rail ('the client') to carry out a feasibility on Bedwyn Station, The Knapp, Wiltshire, SN8 3NZ ('the site'). It is understood that the review is needed in connection with extending the existing station car parking provision.

The site is located on the West side of the railway line off The Knapp. The National Grid Reference for this site is SU278645.

The recommendations contained in this report are based on the observations made while conducting a site walk over on the 28 November 2011 and the information contained in the Phase I Environmental review.

There was only one area which was reviewed:

- The existing strip of vacant land on the west side (London bound) of the railway track.

The current parking arrangement is limited to 17 designated spaces. There has also been unofficial vehicle parking to the grass verge to the south of the site in addition to street parking to the north of the site adjacent to a small embankment. It is the client's intention to develop these two plots of land to provide additional controlled car parking spaces in addition to those already provided.

Following the surveys, a preliminary layout drawing, No.440390/02, has been prepared. This layout shows that it is possible to provide a total of 65 spaces. This provides an additional 48 spaces to those already provided and includes 3 No disabled parking bays positioned close to the station entrance to allow ease of access to the station for mobility impaired passengers as required in the current Line standards.

The proposed design retains the existing residents disabled parking bays which are currently situated to the south of the station in The Knapp.

The new proposed parallel parking layout maintains the current road width and will prevent cars parking in location of the grass verge thereby improving navigation to the existing road.

Please note that the allowance made at present for DDA compliant spaces, is 5% of the total spaces as should be provided.

The Statutory Authorities and other utility companies have been contacted and there no significant issues associated with this location. As expected general relocation of surface water drains will be required and a pre construction assessment regarding unknown buried services will be required.

Further consideration should be considered with regard to track side infrastructure and services a Hazard directory for this area has been requested from Network Rail.

The environmental review does indicate that the site is considered to be of medium to high environmental sensitivity regarding ground water and the site is situated in a Flood zone 2 and 3. Therefore the scheme may receive objections or design conditions from the Environment Agency.

Provided the scheme is designed in accordance with these considerations, then this scheme is viable.

## 2 Environmental and Geological Issues

### 2.1 Environmental Issues

The Phase I Environmental Assessment has identified that historically the site was used for railway activities. The Great Western Railway is running east of the site. The railway tracks run alongside the River Dun and the Kennet and Avon Canal, the latter is still largely in use today.

Settlements which were erected during 1877 have now become the town of Great Bedwyn.

The use of the site and area from 1970's onwards is unclear from the historical maps, due to the small scale, however there was an old siding on the site until at least 1977.

The site has some vegetation at the back of the old platform and one crop of vegetation looked like Japanese Knotweed. This will need to be verified before any works are undertaken.

The site location can be considered to be of medium to high environmental sensitivity regarding the groundwater in terms of being, underlain by a principal aquifer and low sensitivity to adjacent properties due to being surrounded mostly by residential establishments. The site location can be also considered to be of a high environmental sensitivity regarding the nearest surface water being less than 100m away from the site.

The site is located on a Flood Zone 2 and 3. This indicates that the site is located on an area of extreme flooding or flooding from rivers and sea without defences.

In accordance with PPG25, there will be a need for a Flood Risk Assessment (FRA) to be carried out, as the site is located in a Flood Zone 2 and 3, irrespective of the fact that the developed area is smaller than 1 ha.

The potential that the site is to be targeted by the Local Authority as a Contaminated Land under Part 2A of the Environmental Protection Act 1990 is unlikely as the site has continued to be used for non-residential purposes. Unless the site has been used by some other activities than mentioned above, then there is no reason to believe that the site is not appropriate for the proposed use; however the flood risk of the proposed development should be assessed in detail.

No evidence of current or historical storage of the fuel, such as above ground tanks or underground tanks were noted on the site.

### 2.2 Geology and Hydrogeology

According to the BGS 1:50,000 map of Bath, sheet 265 (Appendix C) the site is underlain by the following geological sequence:

Table 2.2.1

Geological Strata	Approximate Thickness	Aquifer Status
Alluvium – Quaternary Formation	Unknown	Secondary Aquifer
Newhaven Chalk Formation		Principal Aquifer
Seaford Chalk Formation		Principal Aquifer

The Groundwater Vulnerability Map of the area indicates that the site is underlain by Alluvium and Head as the Superficial Geology and on the boundary of the Seaford Chalk and Newhaven Chalk Formations.

Seaford Chalk Formation is a firm white chalk with conspicuous semi-continuous nodular and tabular flint seams, whilst Newhaven Chalk is composed of soft to medium hard, smooth white chalks with numerous marl seams and flint bands, including abundant Zoophycos flints (notably at levels near the base). These formations are highly permeable and are classified as Principal Aquifers.

The following potential Ground Stability Hazards have been recoded by the BGS, National Information Service:

Table 2.2.2

Potential Hazard	Risk
Compressible Ground Stability	Moderate
Ground Dissolution Stability Hazard	Low
Landslide Ground Stability	Very Low
Running Sand Ground Stability	Low-Very Low
Shrinking or Swelling Clay Ground Stability	Very Low

According to the Environmental Agency (EA) maps the site is located on a Source Protection Zone (SPZ) II.

### 3 Existing & Proposed Construction Considerations

#### 3.1 Current Land Use

The site is located on the east side of the River Dun and Kennet and Avon Canal. The National Grid Reference for this site is SU 279646. The site location is provided in Appendix A and the site photographs can be found in Appendix B of the Phase One Environmental Review.

##### 3.1.1 The Site

The site is located between the back of the existing London bound platform and The Knapp road. The extent of the site goes to the junction of The Knapp to Farm Lane. The site is bounded by a 1.8m high steel green palisade fence. Two double vehicular gates provide access for Network rail maintenance teams, this access must be maintained therefore a new access has been allowed for within the proposed scheme. The fence continues approximately 30m past the end of the platform.

From the historic map, it is clear that there was an old siding here until at least 1977. The area past the end of the platform was being used to store various railway items such as sleepers and old rail. Vegetation is evident at the back of the old siding and one crop of vegetation which looked like Japanese Knotweed. Various line side equipment such as cable containment, communication boxes etc are also present and confirmation of equipment will need to be confirmed by Network rail.

### **3.1.2 The Surroundings**

The surroundings are mainly residential with railway towards east, southeast. The following observations were made during the site visit with regards to the land use:

To the west; Residential development

To the east; River and Canal

### **3.1.3 Drainage**

On the track side of the palisade fence, track drainage chambers were observed. On the road side, there were 3 No manholes located in the grass verge and several road gullies along The Knapp. Adaptation of the road side drainage will be required within the proposed scheme.

### **3.1.4 Asbestos Containing Materials (ACMs)**

According to the historic maps, there have not been any buildings on this site. In addition no buildings were observed on site; therefore it is unlikely that large quantities of asbestos are present. However, due to the industrial nature of the site, some asbestos might be found scattered around the site.

### **3.1.5 Polychlorinated Biphenyls (PCBs)**

No evidence of electrical substations that can be a source of PCBs was noted on the site. A new electrical cabinet was observed on the boundary fence, but is unlikely to contain any PCB's.

## **3.2 Proposed Construction Considerations**

Full statutory search of the roadway and similar areas has been undertaken; BT, Thames Water, Global Crossing and Scottish and Southern Gas do have facilities that run close to the proposed site, with Global Crossing stating they have services running track side. Considerations regarding these installations will need to be addressed when planning the works.

To provide the parallel parking indicated in the proposed design the existing palisade fence will have to be moved back towards the railway lines. Improved gated access and hard standing for Network rail Maintenance staff will be incorporated to the southern end of The Knapp with the Line side position of safety will be maintained within the design.

To overcome the disparity in levels from trackside to road side a retaining wall will need to be constructed, along with new road side gullies and line markings.

At present there is limited street lighting, so consideration regarding the lighting of the proposed parking will have to be undertaken, however light pollution is a factor for those living nearby and a specialist lighting design will be required should the scheme proceed.

## 4 Conclusion

Based on the findings of the Environmental and Statutory Surveys undertaken to date and the scale of Engineering required, we consider that **at this stage** that it is feasible to provide car parking for 65 cars at Bedwyn Station.

However before making a final decision on this scheme, we would recommend that the following actions are taken to quantify the potential risks:

- Undertake Geotechnical probing to identify the extent of the foundations and the depth of the groundwater levels
- Undertake ground radar survey to establish any services runs
- Obtain confirmation from the EA that they would have no strong objections to the scheme
- Investigate the likelihood of obtaining a dispensation from Network Rail
- Undertake an Ecological Habitat survey and Arboricultural Survey to quantify any Ecological risks
- Obtain hazard directory from Network rail

Provided positive results are obtained from these actions, then we would consider that this scheme would be feasible.



## **5 References**

- 5.1 FCG Phase 1 Environmental Review dated 18 November 2011
- 5.2 FCG Drawing No 440390/01 & 02



## Great Bedwyn Parish Council

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

[REDACTED]  
First Group

27th February 2012

Dear [REDACTED]

### Bedwyn Staion – Car Parking

Following discussions with Network Rail since mid-2011 they have now told us that redundant siding land is available for use as additional car parking space and this could help to solve the on-going problems that we have in Great Bedwyn following a steady significant increase in train usage from Bedwyn during the last few years.

I can confirm that Great Bedwyn Parish Council wholeheartedly supports the proposal to extend the car park and I very much hope that your bid is successful.

Yours sincerely,

[REDACTED]  
[REDACTED]  
[REDACTED]



## Bedwyn Trains Passenger Group

24<sup>th</sup> February 2012

Dear [REDACTED]

**As you know the Bedwyn Trains Passenger Group seeks to promote the use of Bedwyn Station. Over recent years the general rise in rail usage has put pressure on the parking at Bedwyn Station. Presently the small station car park is full by 0645 which means parking spills out on to the adjoining roads which are full to capacity by the end of the morning rush hour.**

This is making life difficult for residents, rail users and for the buses that have to navigate through the congestion to reach the station.

We therefore fully support First Great Western's bid, as part of the Station Development Facility, to extend Bedwyn Station car park.

Yours sincerely

**Bedwyn Trains Passenger Group**



29<sup>th</sup> February 2012

Mr [REDACTED]  
[REDACTED]  
First Great Western  
Milford House  
1 Milford Street  
SWINDON  
SN1 5HL

Sustainable Transport  
County Hall  
Bythesea Road  
Trowbridge  
Wiltshire  
BA14 8JN

Your ref:

Our ref : [REDACTED] 0120229

Dear [REDACTED]

**Bedwyn Station car park extension: Station commercial projects facility bid**

The council's assessment of the situation is:-

1. Overspill of car parking currently causes a nuisance for residents near Bedwyn station;
2. This has also affected operation of the bus services that call at the station.
3. In pursuit of the most advantageous overall outcome, Local Transport Plan policy PS11 requires that increased parking provision is implemented as part of a station travel plan.
4. The council has not seen the detail of the proposals and reserves its position on this for later consideration.

Subject to the implementation of a satisfactory station travel plan, the proposal addresses local issues and the wider aims of the Local Transport Plan so is therefore worthy of the council's support.

Yours sincerely,

[REDACTED]

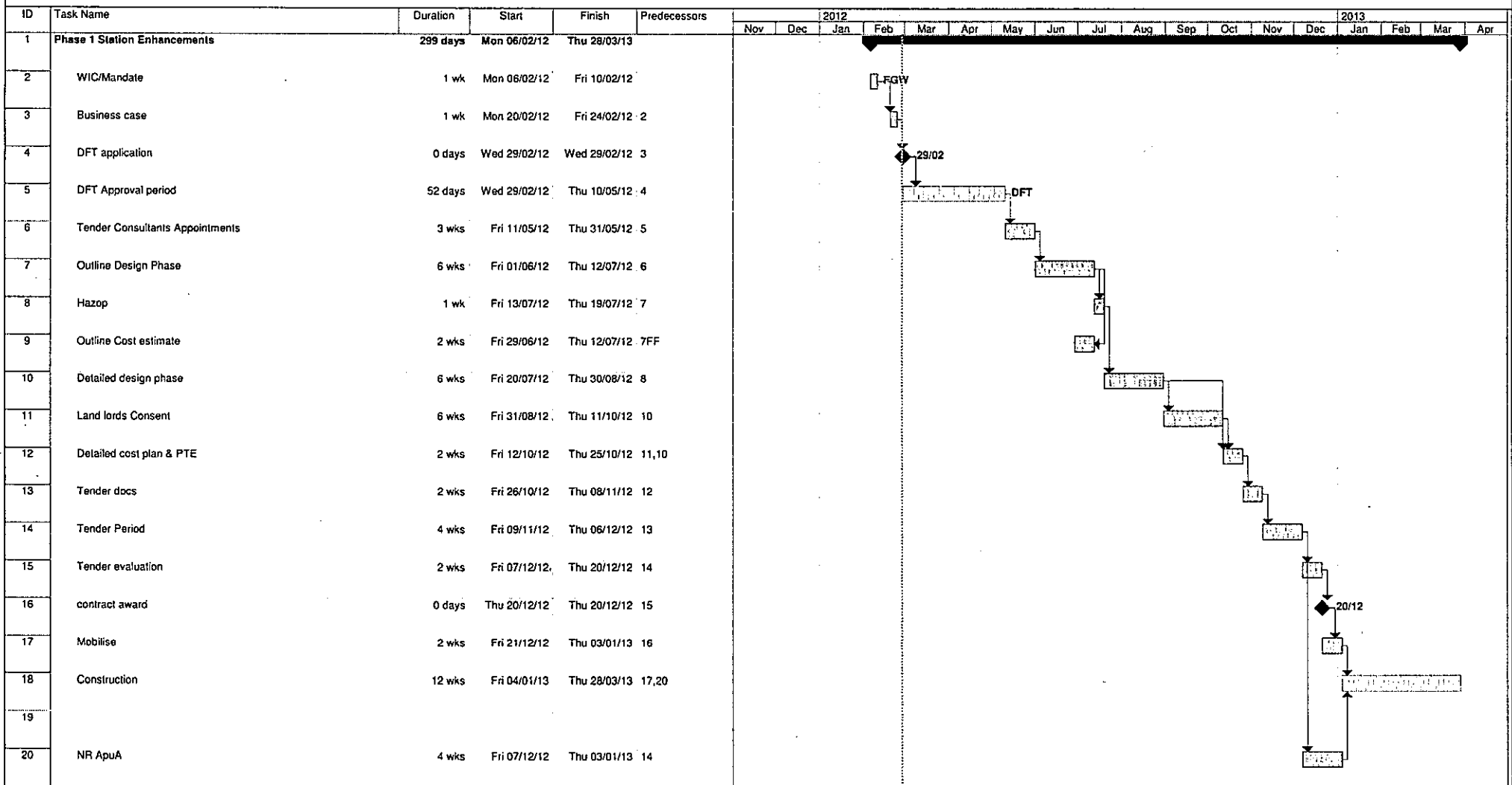
Direct line: [REDACTED]

Email: [REDACTED]





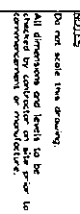
# Bedwyn Car Park Outline DFT Submission



Project: FGW30 Phase2\_Outline prog  
Date: Tue 28/02/12

Task Progress Summary External Tasks Deadline   
Split Milestone Project Summary External Milestone






Do not scale line drawings.

All dimensions and levels to be checked by contractor on site prior to commencement of construction.

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Project Title: NETWORK DATA

Project Title: BEDDING STATION

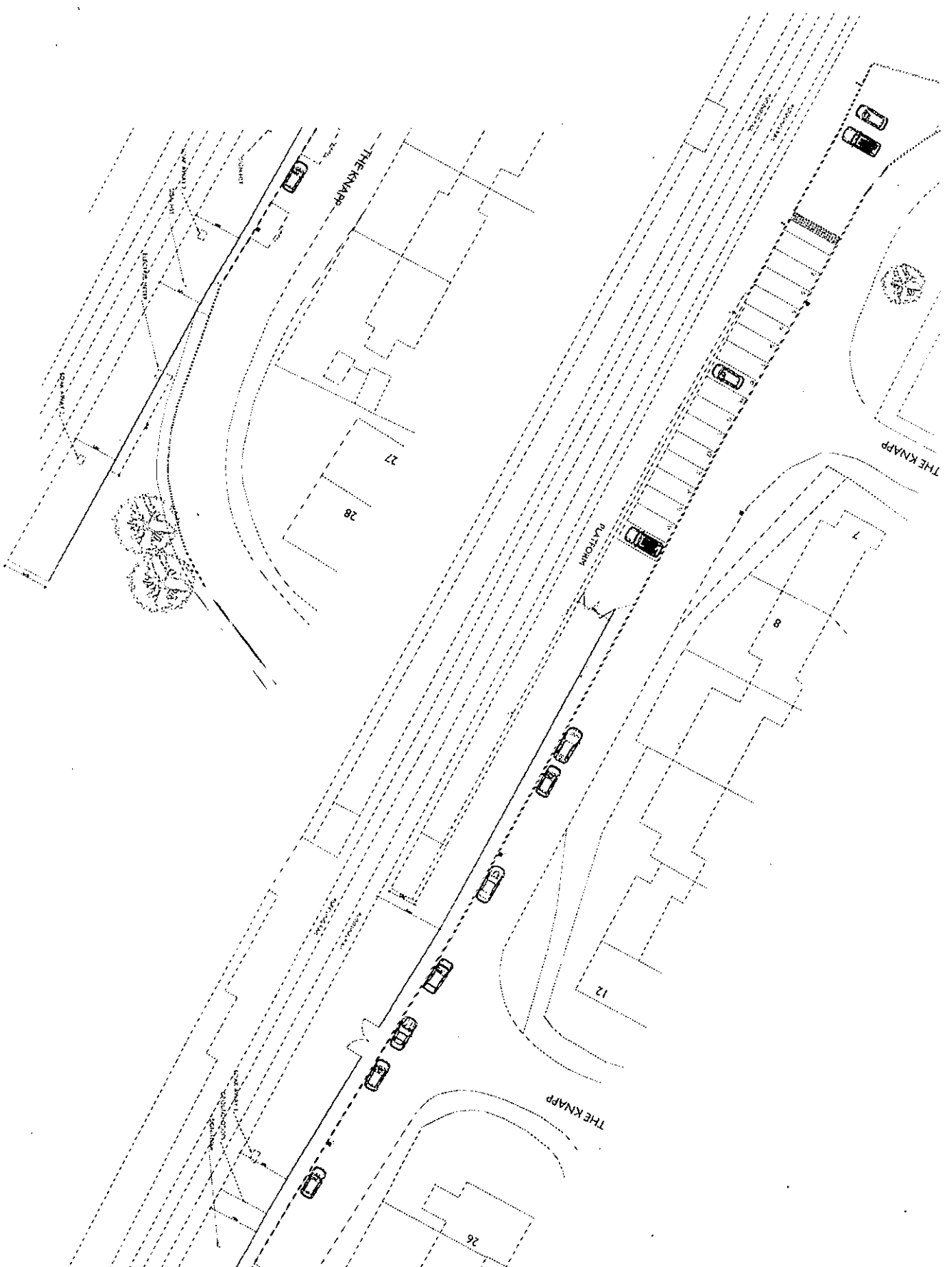
Project Title: PROPOSED LAYOUT

Drawn by: [Signature] Scale: 1:1000 Date: 10/10/00

Checked by: [Signature] Drawn by: [Signature] Date: 10/10/00

File No: 44000000





**NOTES**  
Do not scale this drawing.  
All dimensions and levels to be  
checked by contractor on site prior to  
commencement of construction.

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**FRANKLIN**

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 Tel: 01702 551132  
 Email: info@franklin.co.uk

25

Client		Project Title	
NETWORK RAIL		BEDFORD STATION	
Drawing Title		EXISTING LAYOUT	
Drawn by	Scale	Date	
1:10000	1:10000	13/07/11	
Drawn by	Checked by	Approved by	
For Ref: A403000			
Drawing No	A403000		



RISK DESCRIPTION			ALLOWANCE			STATUS		RISK MANAGEMENT	
Ref	Description	Effect	Likelihood L	Consequence C	Risk Rating LC	Current	Previous	Action Required	Action By
<b>THIRD PARTY RISK</b>									
1.1	Not being able to resolve land clearance / land swap / land purchase issues with NR and/or land owner.	Project not able to proceed	2	4	8	Partially resolved	N/A	Initial discussions held with Network Rail regarding likely issues involved. No obstacles to project proceeding at this stage	FGW / NR
1.2	Not obtaining Network Rail approval.	Project cost and timescales increase as a result of resolving any issues raised by NR.	2	3	6	Partially resolved	N/A	Initial discussions held with Network Rail and no fundamental objections to the project scope	
1.3	If power upgrades necessary, insufficient power available in local area.	Worst case cost would be for additional substation.	1	3	3	Ongoing	N/A	Discussions with utility providers required at early stage. If necessary, efficiencies could be made in existing car park lighting in order to provide any shortfall.	
<b>SITE RISKS</b>									
2.1	Unidentified below ground services.	Delay and cost in identifying and re-routing services.	2	3	6	Ongoing	N/A	No significant ground level alteration required. All services will be traced and marked prior to work starting.	
2.2	Ground contamination.	Delay and cost in removing or capping or any contamination found.	2	2	4	Ongoing	N/A	Due to land being adjacent to railway contamination due to hydrocarbons and other such materials is likely. Nature of works is such that with management and capping the risk can be minimised.	
2.3	No full topographical survey undertaken	Not able to achieve full number of car park spaces or works require additional earthworks.	2	3	6	Ongoing	N/A	Full topographical surveys will be commissioned. Risk allowance in costing covers minor additional retaining walls and associated earthworks.	
2.4	Ecology	Cost and delay as a result of ecology issues identified during design phase.	1	3	3	Ongoing	N/A	Ecology survey to be commissioned at early stage where appropriate.	
<b>CLIENT RISKS (FGW)</b>									
3.1	Disruption to service and passenger inconvenience	Dis-satisfied customers leading to a drop in revenues.	2	3	6	Ongoing	N/A	Project planning to mitigate disruption and adequate customer information and feedback.	
<b>DESIGN TEAM RISKS / PLANNING</b>									
4.1	Significant objection raised by local authority to scheme.	Project delayed as a result of discussions with LA.	2	4	8	Ongoing	N/A	Initial discussion held with local authority, majority of works would be subject to permitted development rights.	
<b>Cost Planning Risks</b>									
5.1	Cost plan based on initial design information.	Risk of escalation of cost during detailed design.	3	4	12	Ongoing	N/A	Project contingency to allow for minor cost overruns. During detailed design the scope will be constantly reviewed against the cost plan to make sure the project stays on target.	





## Oct. - Railway Through Year

[illegible][illegible][illegible][illegible][illegible]

