

Rail

E0009129

Full request:

In 2001/2 a rail link was opened between Bristol and Portbury, utilising part of the former Bristol to Portishead railway line running through the Avon Gorge.

Please could you release, in electronic form via this WhatDoTheyKnow request, any recorded information which you hold relating to the ecological impact of (re)opening this line.

Please include:

- a) any ecological survey information*
- b) any environmental impact assessment*
- c) any information relating to ecological compensation or mitigation*
- d) any management proposals or plans*
- e) any information relating to plans for monitoring the impact during and since the opening of the line, and the results of this monitoring*

The information requested is being withheld under Section 21 of the FOI Act, the information is available at:

http://www.whatdotheyknow.com/request/bristol_to_portbury_rail_link#incoming-310374

F0009074

Full request:

(i) Guidance required to be observed by the department in relation to the payment of taxpayer funded monies in advance of need to spend;

(ii) Advice within Department for Transport (including to the Accounting Officer) concerning the payment of public funds to Crossrail in advance of the need to spend; and

(iii) Departmental consultation with the National Audit Office on the payment of public funds to Crossrail in advance of the need to spend.

The information requested is being withheld under Section 21 of the FOI Act, the information is available at:

http://www.whatdotheyknow.com/request/public_funding_of_crossrail#incoming-301910

F0009111

Full request:

I want to see an update to the following document.

<http://assets.dft.gov.uk/publications/ac...>

I am also particularly interested in the situation at Hemel Hempstead Railway Station. I would like to see any correspondence between yourselves, the train operator and Network Rail and the expected date for delivery of this project. I would also like to see any plans/proposals for tackling the access issues at this railway station.

The information requested is being withheld under Section 21 of the FOI Act, the information is available at:

http://www.whatdotheyknow.com/request/access_for_all_station_hemel_hem#incoming-299635

F0009166

Full request:

It is common knowledge that Britain has the most expensive rail fares in Europe, especially when it comes to the London commuter trains. I believe that Woking - London (22 miles) costs £3268 a year whereas Velletri - Rome (22 miles) costs just £336 a year! (source:

<http://www.thisismoney.co.uk/money/news/...>)

Please provide me with a breakdown of how fare revenue is spent. If I must pay £3268 a year to commute, I would like to know exactly what my money is being spent on and whose pockets it ends up in.

I am sure that the DfT must have conducted an internal review as to why British train fares are up to 10 times more expensive than equivalent journeys in Europe. Please would you send me the results and recommendations of this review.

The information requested is being withheld under Section 21 of the FOI Act, the information is available at:

http://www.whatdotheyknow.com/request/where_does_the_revenue_collected

F0009216

Full request:

Please can you give me any details of any proposals, considerations, plans or discussions that you are aware of regarding any possibility that Newark (and related stations) to London may cease to be permitted via Nottingham? Also can you confirm whether or not you would consider agreeing to any proposal to make such a change?

The information requested is being withheld under Section 21 of the FOI Act, the information is available at:
http://www.whatdotheyknow.com/request/nottingham_to_london_validity_v#incoming-309087

F0009243

Full request:

- 1) The regulations regarding the "Saver" aka "Off Peak Return" tickets, (i.e. the permitted time restrictions etc);*
- 2) The total number of individual Train Operating Companies (TOC) who have been found to have breached, (whether deliberate or accidental), the regulations referred to above in (1) between January 2007 and September 2012;*
- 3) In relation to (2), a list of the routes or "flows", (if any), affected by the breach;*
- 4) Details of how quickly a non-compliant restriction was rectified by the TOC, once the DfT became aware that it was non-compliant;*
- 5) The total number of disallowed restrictions that were:*
 - a) Identified by the DfT*
 - b) Identified by a member of the public*
 - c) Identified by a Train Operating Company, TfL or ATOC*
 - d) Identified by Passenger Focus or similar*
 - e) Identified by anybody else*
- 6) Details of any "penalties" or "sanctions" or other "action" taken against the TOCs as a result of non-compliance. As I understand confidentiality requirements, I do not require you to name the specific TOC(s) for this section.*

The information requested is being withheld under Section 21 of the FOI Act, the information is available at:
http://www.whatdotheyknow.com/request/non_compliant_fares_identified#incoming-311414

F0009073

Full request:

We are delighted on the plans of a new High Speed railway however we want to understand the noise and the appropriateness of the noise at the Birmingham terminus, How loud the trains will be when leaving or coming in the station?

2 - Would you recommend a University campus near the tracks? Birmingham City University is currently planning another campus near the proposed Birmingham Terminus, please confirm the appropriateness of this near train track from DfT point of view.

The information requested is being withheld under Section 21 of the FOI Act, the information is available at:

http://www.whatdotheyknow.com/request/hs2_noise_level_2#incoming-296090

F0009160

Full request:

Given the necessity of preserving passenger's routeing flexibility when travelling by train, I would like to request previous copies of the National Routeing Guide, as produced by ATOC. This will allow myself and other members of the public to analyse and, where necessary, question changes that have been made to permitted routes over the years.

Given that it is within the DfT's remit to approve or reject all proposed changes to the Routeing Guide put forth by ATOC, I assume you have copies of every version of the Routeing Guide so that you yourselves can track changes. In the unlikely event that you do not have access to such information, I expect you to request the information from ATOC and keep it in your records.

I am not requesting the 'digital' versions of the Routeing Guide that were produced a few years ago, due to the understandable logistical problems of providing text-based copies of such information. Instead I am only requesting copies of every version of the original paper-based versions and the more recent PDF versions that have been produced since the Routeing Guide's inception.

The information requested is being withheld under Section 21 of the FOI Act, the information is available at:

http://www.whatdotheyknow.com/request/request_for_copies_of_every_pape#incoming-355098

F0009311

Full request:

Please would you let me have a list of the external suppliers employed and the total of payments made to them to assist civil servants in the running of the west coast mainline competition.

The information requested is being withheld under Section 21 of the FOI Act, the information is available at:

http://www.whatdotheyknow.com/request/consultancies_employed_on_west_c#incoming-317717

E0009098

Full request:

Full details of all discussions, correspondence (including emails), reports, notes, memoranda and minutes of meetings in relation to the Order, specifically:

- 1. information relating to discussions and correspondence regarding the setting of the date for the inquiry, including any discussions and correspondence between the Department for Transport, the Planning Inspectorate and Crossrail Limited in relation to the date of the inquiry; and*
- 2. Information relating to the decision by the Inspector that a pre-inquiry was not necessary.*

The information released is attached in Annex B1.

E0009271

Full request:

I seek the annual sums spent by Government upon the examination and promotion of HS2 and its extensions to the north together with the sums spent promoting earlier options for the same. Those sums should include all payments to Greengauge, HS2 Ltd, and any others plus the internal costs at the DfT itself and at Network Rail.

The internal costs to the DfT in developing the HS2 project were £1.6 million in 2011/12. This expenditure primarily related to administration costs (e.g. staff and staff-related costs), but also included £0.5m of programme costs, including consultants. There was no standalone administration and programme expenditure by the DfT in 2009/10 and 2010/11 as work on the HS2 project in these years was mainly undertaken by HS2 Ltd.

E0009289

Full request:

I would be grateful for copies of the documents referred to in your attached letter of 6.4.11.

The information released is attached in Annex B2.

F0009017

Full request:

Could you please inform me how much has been paid out by your department to Stagecoach group in relation to Revenue reduction agreements contained in the franchise agreements?

Could you please specify these amounts TOC by TOC and any explanations given by the TOCs for failing to meet predicted revenues?

Revenue Support paid by the Department to Stagecoach Group owned TOCs under the relevant Franchise Agreements to the end of rail period 2 in 2012/13 is tabled below.

Stagecoach Group	Holding %	2009/10 £M	2010/11 £m	2011/12 £m	(part year) 2012/13 £M
Stagecoach South Western Trains (SSWT) (eligible to claim Revenue Support from February 2011)	100	0.0	66.9	87.6	20.3
East Midlands Trains (EMT) (eligible to claim Revenue Support from November 2011)	100	0.0	0.0	26.0	20.5
Virgin West Coast trains (VWC) (eligible to claim Revenue Support from December 2008)	49	71.7	39.8	46.2	0.0

Please note that the 2011/12 and 2012/13 numbers are unaudited and are thus subject to change.

F0009048

Full request:

The requests for documents, including correspondence, at paragraphs 1 and 2 of our Request primarily relate to the following events concerning BTM and Station Approach:

1. In or around April 1972, British Railways (Western Region) granted permission to two named taxi associations (The Bristol Taxi Owners Association and the Bristol Taxi Drivers and Owners Association) for their members to ply for trade free of charge on Station Approach. Bristol CC was also a party to this permission.

2. On 8 September 1964, Bristol CC enacted the Byelaws with respect to Hackney Carriages and Motor Vehicles Let for Hire ("the Taxi Byelaws"). On 6 December 1974, byelaw 16 of the Taxi Byelaws was amended by Bristol CC to include 46 hackney cab stands on Station Approach.

3. It is our understanding that at various times between 1970 and the present, there have been both planned and actual modifications to Station Approach which were carried out by the Railway Companies and which would have required the permission of or at least consultation with the DfT or its predecessor organisations.

The information that was released is attached in Annex B3.

F0009059

Full request:

Please confirm the total amount spent on the HS2 project to date being the beginning of June 2012.

Financial Year	2009/10	2010/11	2011/12	2012/13
Total Expenditure	£9m	£24m	£56m	£29m*

*This figure includes spend up until the end of June 2012, as this is the most up-to-date information available.

F0009082

Full request:

How many contracts, of what value, did the DfT award to Bombardier (including any of its subsidiaries) in each of the years 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011?"

In the business years 2009/10 and 2010/11 the Department for Transport spent £1,500 (each year) - £3,000 in total (before VAT) - with Bombardier Transportation UK Ltd. This was spent by the Rail Accident Investigation Branch on training services for its inspectors.

F0009085

Full request:

1) Information concerning how the proposals to use a 26m body shell for IEP are affected by the Network Rail CP5 HLOS and the wider Network Rail Electrification RUS. Specifically, information concerning additional costs for further gauge enhancements to the remainder of the network to accommodate IEP, both the routes not currently proposed for electrification and/or IEP operation and in particular those routes currently proposed for electrification but not IEP operation.

2) Information you hold on the additional costs and savings that can be realised by switching IEP to a 23m body profile matching the current Mk.3 rolling stock within the C3 loading gauge, and any additional journey options available as a result of a 23m body shell and/or electrification works.

1) The cost for gauge clearance is £52.7m on East Coast routes, and £31.4m on Great Western. We do not hold gauge clearance cost information by routes divided into those proposed / not proposed for electrification.

2) As IEP routes are already gauge cleared for Mk.3 operation there would be no additional gauge clearance cost as a result of continuing Mk.3 operation on these routes.

F0009135

Full request:

Rail survey data and reports which help illustrate travel patterns on long distance rail lines which either support or contradict the view that business travel has increased between 2008 and 2010.

Using the NTS dataset, the attached spreadsheets have been prepared which are relevant. The spreadsheet entitled 'NTS0317 timescales' provides data on long distance journeys split by journey purpose and mode of travel. Due to the limitations described above of using this data to assess short-term changes the survey information has been pooled across appropriate time periods. The spreadsheet titled 'NTS0502&0503' provides pooled data over the period 2002/10 which indicates the start time and journey purpose of all rail trips. Finally, 'NTS0409&0410' provides the full unpooled annual dataset for rail journeys expressed in terms of trips and distances as well as the associated sample sizes and information regarding the average distance travelled and number of trips specified by journey purpose and mode (nts0404, nts0409 and nts0410). As this data has not been pooled the limitations noted above regarding measuring short-term changes hold true.

The released information is attached in Annex B 4.

F0009184

Full request:

Please could you tell me what is the total cost incurred to the Department for Transport of extending the current Great Western franchise with FirstGroup from April, 2013, when it was due to end, to July, 2013, when the new franchise is now due to start?

What has the cost been of (a) full-time equivalent staff in the Department for Transport (b) consultants and (c) solicitors involved in the negotiations with FirstGroup on extending the Great Western franchise?

How much will FirstGroup pay the Government for continuing to run services during the extension period?

No costs have been incurred by the Department in extending the current First Great Western ('FGW') franchise.

Schedule 18 of the National Rail Franchise Terms, incorporated into the FGW franchise agreement, gives the Secretary of State the power to require an extension of the franchise of up to seven four-week periods beyond the current expiry date of 31 March 2013 (<http://assets.dft.gov.uk/publications/rail-passenger-franchise-agreement-first-great-western/fgw-terms-2012.pdf>).

These are standard terms in all franchise agreements.

The financial basis for any such extension is already set out in the relevant parts of the franchise agreement and forms the basis for payments in respect of any extension within the seven four-weekly periods.

The Secretary of State may exercise the extension right once until the end of December 2012. No contractual extension has yet been exercised under the FGW franchise.

F0009187

Full request:

For the Thameslink contract which Siemens has been selected as the preferred bidder, were the economic operators asked to provide statements that they had not been convicted of offences referred to in the PSR 23(1) or regulation 26 of the Utilities Contract Regulations or alternatively the Utilities Directive Article 53(3) to establish if they had been convicted of any of the listed criminal activities?

If the answer to the above question is yes, what did the response from Siemens say?

If there was an acknowledgement that there were convictions why did the DfT not exclude them from the process?

For the Crossrail bidding process have the above questions a & b been established with all bidders?

Why are Siemens being allowed to bid for this contract when they have extensive convictions for bribery established against them?

When will the NAO VfM audit be completed for public consumption on the Bombardier/Siemens (Thameslink contract) matter?

The mandatory exclusion provision in Article 45 of EU Directive 2004/18/EC is implemented by regulation 26 of the Utilities Contracts Regulations 2006 and does require the exclusion of economic operators who have been convicted of offences including corruption, fraud and bribery. The term economic operator refers to the contractor, supplier or services provider applying to tender for the specific contract (not the parent company), which in the case of the Thameslink Rolling Stock contract is Siemens plc.

For convictions to give rise to the requirement to exclude Siemens plc from the Thameslink Rolling Stock project those individuals involved in the activities that resulted in convictions would need to be in a position of power of representation, decision or control of Siemens plc. The Department investigated the position at the pre-qualification stage and was satisfied that this was not the case and consequently we can re-iterate that the Department does not consider that there were grounds to exclude Siemens plc from the Thameslink Rolling Stock Project.

The Crossrail rolling stock and depot procurement is being carried out by Crossrail Ltd. However, the Department for Transport has received a similar enquiry in the past and does therefore hold some relevant information. All bidders have confirmed to Crossrail Ltd that none of the circumstances listed under Regulation 26(1) of the Utilities Contracts Regulations apply to them, and after further inquiry, Crossrail Ltd is satisfied that none of those circumstances apply to Siemens plc.

It is expected that the NAO vfm audit of the Thameslink Programme will be published by March 2013.

F0009204

Full request:

I am saddened that today's news about Virgin's loss and First's gain of the West Coast franchise is greeted so negatively and with so much suspicion (BBC 'Breakfast', The Times, etc). I for one would be helped by knowing more of the process of selecting a 'winner' from the bids submitted, and some information about the actual people charged with this responsibility - how far they represent Government, how far they are independent and objective, etc. Names/ c.v.s should, I imagine, be available in the present climate of 'freedom of information'. I would appreciate any information which is publicly

available, if only to strengthen my own arguments for a positive response to plans, avoiding them getting off to a sadly negative start.

With regards to your second request, I have identified below the officials present at the meetings where the decision to award the franchise to the winning bidder was made. The Department does not hold CVs for these individuals.

The information released is attached in Annex B5.

F0009192

Full request:

In regards to The Railway Regulations Act 1842, s.14 - documents pertaining to the decision making process, along with any background situation reports. I understand that providing documentation for all 26 occurrences would be too onerous, therefore I would appreciate it if the data from a random sample of four occasions could be provided.

The information released is attached in Annex B 6.

F0009215

Full request:

I wonder if you could provide me with the 2011/12 compensation figures paid to passengers by the TOCs operating the delay/repay scheme?

The information released is attached in Annex B 7.

F0009248

Full request:

- i) The amount of income projected to be raised annually until 2017-18 towards the cost of Crossrail by the tax on London businesses;*
- ii) The amount of grant funding projected to be made available annually to the Crossrail project by the Government to 2017-18;*
- iii) The amount of funding shortfall needed for the completion of the project. Is there a funding shortfall? If so, how much?*

On the second question, details of the grant payments from the Government toward the development and construction of Crossrail are set out in the attached table.

£'000s	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-2018
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Dft Grant Funding	120,00 0	0	172,0 00	220,00 0	517,00 0	1,205, 000	1,122, 776	1,082, 200	800,00 0	0	0

2008-09 - Figure Nil but purely down to how payments were scheduled.

As to your third question, every year, in line with a commitment made to Parliament during the passage of the Crossrail Act, the Minister makes a statement which updates Parliament on Crossrail expenditure to date, including an assessment on affordability of the scheme within the existing budget, and progress on the project. This year's statement confirmed that the Crossrail Board continues to forecast that the costs of constructing Crossrail will be within the agreed funding limits.

F0009250

Full request:

Information about meetings between the Secretary of State and Bombardier since 4 September and material relating to High Speed 2 which relates to the firm in any sense.

In respect of the Secretary of State, one meeting has been held with representatives of Bombardier to discuss rolling stock on Thursday 6 September. This was a planned meeting which was arranged before the present Secretary of State took up his post on 4 September.

In addition, Bombardier wrote to the Secretary of State on 10 September and the Secretary of State replied on 28 September.

A copy of the correspondence is attached in annex B8.

F0009255

Full request:

Were the same teams and consultants involved with this bid assessment that also reviewed and signed off the East Coast Mainline bid?

Are the bids available for review under the Freedom of Information Act? Specifically the financial statements and cashflows and operating data.

If you believe that [level of growth] is achievable, are you prepared to have DfT Rail Department / Bid Staff future pay rises over the next 13 years explicitly linked to the performance of TOCs to bids?

I am able to confirm that the in house teams dealing with the two bids were entirely different but that the same consultants advised on both.

Staff salaries are negotiated nationally and agreed with the Trades Unions on behalf of all staff in the Department not individual teams and are set in response to affordability with regard to public pay policy.

The bids are not available for review as this would prejudice future bidding on the franchise.

F0009307

Full request:

Details of the compensation negotiated/ paid/anticipated/budgeted for, together with dates of agreements/ payments etc in connection with the redevelopment of London Bridge Station and the secure lease on premises in the viaduct for London Dungeon and on the concourse for Marks and Spencer.

The information released is attached in Annex B9.

F0009317

Full request:

How many people involved with the tender drafting, negotiation and assessment of the rail franchise have a professional qualification recognised by the Chartered Institute of Purchasing and Supply (CIPS). A response providing detail of specific qualifications, respective level and overall percentage of the team who hold such a qualification would be appreciated.

Only procurement staff involved in the franchise would be expected to hold this type of qualification.

There were twelve staff involved below SCS in the specific West Coast project team, which included technical and financial specialisms in addition to procurement. Of these, two have recognised CIPS qualification – one MCIPS and one ACIPS. They therefore formed 16.6% of the team.

F0009126

Full request:

- 1.1. copies of information for London Bridge Station on the initial option and later re-workings which brought it to option 6B; and
- 1.2. with reference to an extract from Annex A, page 5, of my letter to you dated 26 July:-

"19/09/10-16/10/10 Infrastructure Delivery Group (IDG) Period Report. Commercial Property are finalising their business case and investment paper for a significant commercial retail scheme that will be linked to the London Bridge station re-development. Paper to be submitted to October Investment Panel."

Copies of the business case and investment paper for the significant commercial retail scheme to which this point refers.

The information released is attached in Annex B10