

Subject : Devizes Parkway Station Steering Group	
Date: 8 March 2018	Venue: Town Hall
<p>Those Present: Peter Lay Simon Jacobs Ted East – CPRE Richard Gamble Paul Johnson Ceri Gosling Robert Gordon Tom Paget – Awdry Bailey & Douglas Urchfont Parish Council Stert Parish Council Etchilhampton Parish Council Simon Fisher</p> <p>SF took notes</p>	

Item	Notes:	Action:
1.	<p>Current Position</p> <p>PL explained that he had been continuing to progress the site delivery strategy for the Parkway Station. It was his view that to ensure a timely delivery of this project, it is essential that a pre planning application is made as soon as possible to draw out all the concerns of interested parties. To this end, planning consultants, an architect and a landscape consultant, in addition to the highway engineers, have been engaged to draw up a preliminary scheme.</p> <p>Representatives from the adjacent parishes asked that consideration again be given for the needs of housing and to rethink the potential access to the station's location.</p> <p>The franchise consultation has been completed and submitted on time. CG was thanked for his work in putting the submission together.</p>	
2.	<p>Guide to Rail Investment Process (GRIP)</p> <p>PJ expressed a little concern that priority to submit a pre planning application was too early. His view was that, at this stage, there are too many unknowns, which will be clarified by the early stages of the GRIP. It is not until GRIP stage 3 that the final option for the station location is agreed and until that time the proposed location cannot be guaranteed and therefore time and money could be wasted.</p> <p>PL explained that he fully appreciated the importance of progressing the GRIP and without going through the stages, it would not be</p>	

	<p>possible to deliver a station; however, the GRIP should not be done in isolation, as neither element of the project are mutually exclusive. Without securing the site and financial delivery strategy, an agreement to have trains stopping will be meaningless.</p> <p>It was agreed that without understanding the relationship between the two elements of the project and the critical pathways, it is difficult to know if one element of the project is running ahead of another. CG agreed to have ago at putting together a outline project pan to better understand the symbiotic relationship of the elements.</p> <p>Some thought needs to be given to the process of determining accurately projected passenger numbers, which is a specialist piece of work and for which only a number of agreed consultants have access to Network Rail's data.</p> <p>The debate on how the project should move forward continued for some time, but it was concluded that consultants would be asked to do no further work until the strategy was agreed.</p> <p>There was a general feeling that the project should be split into different elements, which can then be progressed as necessary. There will be a need for occasional stakeholder meetings, when all stakeholders could be updated on the progress of the project and have an opportunity to provide comment.</p>	
<p>3.</p>	<p>Seeking Additional Specialist Knowledge SJ advised that he had met with Catharine Symington, who had worked in the engineering industry for 25 year, primarily within transport infrastructure.</p> <p>Living locally, CS has worked on projects such as Docklands Light Railway, HS2 and Midland Metro and has expressed an interest in providing support for the project.</p> <p>It was agreed that she would be invited to discuss the project with members of the steering group.</p>	
	<p>Next Meeting. No date set.</p>	