



## 20 COMPELLING REASONS FOR A MAGOR AND UNDY WALKWAY STATION - THE CASE

- Magor and Undy sits within the “Severnside Area” where research has shown that 48% of the population travel out of the area to work
- It fits perfectly with the recent ‘Active Travel (Wales) Act 2013’, which became law in Wales on the 4<sup>th</sup> November 2013, to continuously improve facilities and routes for walkers and cyclists
- Massive support from the residents, businesses, politicians and the local schools
- Optimal site is within ten to fifteen minutes walking distance of the entire population of Magor and Undy (population 6500+ with a further 500 houses proposed under the latest Development Plans)
- Study shows that a station at Magor / Undy had a ‘Financial Benefit Cost Ratio’ of 2.06 and, when the usual ‘social-economic’ factors are applied, as is standard practice for Transport and Railway evaluations, this rises to 3.30 - higher than many new stations currently under development
- Lydney, Chepstow, Caldicot, Severn Tunnel Junction railway line (on which Magor & Undy Walkway station would sit) has seen an incredible 126% passenger growth over the last 10 years. Severn Tunnel itself has seen a 9% rise in the last year
- Proposed station is deliberately located in the middle of the communities to encourage walking to the site instead of car use (i.e. a novel concept of a ‘walkway’ station) but would have drop off and disabled parking
- Integration of the railway station as a valuable part of the social fabric of the community is central to the proposal
- Station should be co-located with the proposed Magor and Undy Sports and Leisure Association (MUSLA) Community Centre making both viable propositions
- Ticketing franchising is proposed and could be from the ‘reception’ at the Community Centre so any ‘profits’ from the sale of tickets could go back into the community
- Community Centre could also provide amenities such as heated waiting area, toilets and catering / vending machines etc. requiring only minimal shelters on each platform
- Complements and relies on the continued improvement and development of Severn Tunnel Junction as a ‘parkway’ station
- Potential to capture Newport, Cardiff and Valleys commuters, who currently use cars because of the disincentive to drive to Severn Tunnel (counter-intuitiveness of wasting time and incurring parking costs)
- Offers an opportunity for in-coming workers (around 1000) at distribution centres, business park and brewery to travel in by train (and tourists visiting popular historic, nature and coastal sites)
- Reduces the volume of traffic on the B4245 and therefore the emissions of the 11000 vehicles per day
- Site also has the advantage of direct integration with the half-hourly bus service which passes the entrance to the site of the proposed Station and Community centre
- Uses the ‘relief lines’ to avoid conflict with the mainline Inter-City express services and Inter-Urban Class 1 services running on the main lines but with ‘crossovers’ either side of Magor switching to the main lines is possible if services require it
- At Magor the 2 relief lines are on the outsides of the rail corridor allowing the platforms to be built out from the railway with no costly ‘track slewing’ required
- Can be co-developed over the same time-frame of the introduction of the Cardiff to Bristol electric ‘suburban’ services, and be recognised in the imminent re-letting of the present ‘Wales & Borders Franchise’ - avoiding any costly franchise variations
- With ministerial support the target date for completion 2018 is realistic and viable!

