



Date/Time of Minutes	Meeting Title	Meeting Ref
21 st January 2016	Magor Action Group on Rail (MAGOR)	January 2016
Subject:	Committee Meeting - Open	
Location:	Function Room, Golden Lion, Magor Square	

Attendees:	Laurence Hando (Chair), Ted Hand, Paul Turner, Frances Taylor, Steve Lucas, Andrew David (SEW Energy), Jessica Crook, Julie Wilson, Peter Wilson, Sam Knight, Murray Ross (Mott McDonald), Steve Richards (RMT) and Peter Blackaby
Apologies:	Phil Inskip, Jessica Morden MP, Keith Plow
Minute Taker:	Steve Lucas
Distribution Copies:	As Above

Actions/Notes	Action By	Target Date
<p>Minutes of Meeting held 17th December 2015 were read by Laurence Hando (Chairman), confirmed as a true record and approved.</p> <p>The Chairman welcomed and introduced Steve Richards (RMT), Murray Ross (Matt McDonald) and Peter Blackaby to the meeting.</p> <p>At the last meeting PI informed the Chairman that he would hopefully be able to supply the contact details as required, for the official names as previously requested from Edwina Hart MP. Unfortunately PI was not able to attend today's meeting, so placed on the action list for February's meeting.</p> <p><u>Committee Reports</u></p> <p>1. Welsh Government</p> <p>FT confirmed, that is was very good news to hear that the Welsh Government has agreed to provide the funding for the Severn Tunnel increase in car parking facilities and for the funding of a feasibility study report (Grip 1 and Grip 2) for the provision of a Railway Station at Magor. The money that had been made available was only available for use up until the end of March 2016.</p>	PI	

It is also important to recognize, that with this group being granted the funding by the Welsh Government (supported by Monmouthshire County Council) (in the region of £30,000), it clearly shows the creditability that we as a group have earned in our pursuit to campaign for a station for our community. This funding also has the benefit of being able to keep in reserve, the financial grant promised by the Community Council. It was proposed that we should seek formal clarification from the Community Council, that the promised funding will be ringed fence for the next stage (Grip 3).

LH

FT highlighted the possibility of additional funding from Section 106. However, applications are being scrutinized more fully and looking at benefits for the community as a whole. This would include things like provision of cycle routes, pedestrian walkways, as examples. Also there could be an opportunity for funding from the UK Government, but we would already need in place the Grip 1 and Grip 2 report before we could make an application.

2. Rail Industry

TH

Notification had been received that our funding application from the FGW was unsuccessful. However, included within their response was the advice that we should apply for funding again in the next application round.

With regards to our funding application from RailFuture. Notification has been received confirming that our application is now being discussed at their next meeting and we should hear their response before our next meeting in February 2016. It was proposed, that we should consider inviting RailFuture to attend our next meeting.

TH briefed the meeting on progress being made with Mott McDonald regarding the cost for providing the required feasibility study. (Grip 1 and 2). Originally the quote received was in the region of £34,000 PLUS VAT. This amount was going to prove to be a real stumbling block for our campaign. Specifically taking into account that Monmouthshire County Council had agreed to underwrite our bid for £30,000.

A meeting was then held between Mott McDonald and ourselves with Network Rail agreeing to attend and offer assistance where they could. This meeting proved to be extremely beneficial, as following a lot of discussion, it was agreed that Mott McDonald would be able to provide the feasibility report within the £30, 000 bid. Network Rail also confirmed that they would be in a position to assist Mott McDonald in certain areas, which would have the effect of reducing their costs, thus ensuring that the bid remains at £30,000.

TH also confirmed that information received clearly shows that the 4 lines (2 main and 2 relief lines) will be part of the electrification scheme. But it was worth noting that logistics in providing a station at our preferred option, may well involve staggered platforms. But from our point of view, this would not remove the need for a station.

3. Comms and Milestones

PT gave the meeting an update on where we currently stand as compared to the milestone mapping. In brief:

- Grip suppliers and funding has now been agreed
- The 3 Field group has had a meeting
- Crowd Funding – Since the release of the required funds from the Welsh Government, this particular project has been put to one side for the moment
- The Rail Plan and Metro Plan shows Magor as being on their plan
- Confirmation that Ministers are now fully aware of our campaign and Group
- Website is up to date

LH

4. Funding

JW confirmed that our current account stands at £477.80 and the savings account £1535.04. Totaling £2012.84.

It was also reiterated of the need to seek formal clarification from the Community Council, that the promised funding will be ringed fence for the next stage (Grip 3).

5. Community

Information had been received that the result of a survey conducted by the Community Council in September 2015, of which they had 144 replies. 86.1% of those clearly showed that a station was wanted in the community.

As previously reported, AD had already agreed to lead on the formation of a survey/questionnaire, with the intention of clarifying what the local community population really want in terms of improving rural areas, which would include items such as a Station and Community Centre. Main points would include:

- Asking the right questions
- Providing a professional approach to the survey
- Include a return reply envelope
- All questionnaires to be properly posted and not just via hand drops to the door
- All interested parties to be consulted in preparation of survey

AD emphasized that there is funding out there from various sources that we can have access to, but this is very much dependent on progress being made. With the Community Council not clearly showing their commitment and delays in responding is not helping and that it would

All

<p>appear that the way forward is to call a meeting to create a consortium of interested parties who can and will take the feasibility of a station and provision of a community center forward.</p> <p>The meeting was informed that the next Community Council meeting was to be held on Monday 25th January 2016 and that it would be in our interest to attend and confirm our intentions and aspirations. PT proposed that we attend, seconded by PW. Agreed.</p> <p><u>Any Other Business</u></p> <p>PB raised his concerns regarding the anticipated increase in parking of vehicles around the community should the station be completed. PB recognized that the intention of the station was to provide access to the rail network and that its location would mean that most people living within the community could walk to the station. However, based on experience, such as the school run in the mornings and afternoons. All of the parents live locally but the majority appear to take the car and parking becomes a real issue. Admittedly, this only generally lasts during school start and finishing times. Whereas, with cars parking whose owners are using the train, their cars would be parked there for the working day. PB questioned as to what the answer was to resolve this particular situation as he could see this being a real and genuine problem on a daily basis for the community.</p> <p>A general discussion took place on the merits of the situation. However, it was emphasized that this group had clearly recognized this as a potential problem which would need to be addressed. As a group, we do not have all the answers. BUT that is why we have been campaigning to raise money so that we can have a feasibility study report (known as a GRIP 1 and GRIP 2), carried out by a professional independent body. It is part of the remit within the study to have a look at the impact that the provision of a station would have on the community, including car parking, the environment, transport links etc. So until the report has been produced, questions such as those that have been raised cannot be answered with any authority.</p> <p>SR (RMT) gave a briefing to the meeting as to his role within the RMT. SR was very supportive of this group and was willing to provide any assistance or advice as we would require. SR mentioned that with regards to the concerns raised in the increase in cars parking within the area, it would be worthwhile looking at the Pye Corner station and seeing how they dealt with this situation. SR agreed to provide an appropriate contact to aid our investigation. He also agreed that he would, on our behalf, make contact with ASLEF and inform them of our group.</p> <p>There being no other business, the meeting closed at 9:15PM.</p>	<p>SR (RMT)</p>	
<p>NEXT MEETING 18th February 2016 19:30 hours – Function Room, Golden Lion, Magor 17th March 2016 19:30 hours – Function Room, Golden Lion, Magor 21st April 2016 19:30 hours – Function Room, Golden Lion, Magor</p>		

