



## New Station Fund 2 (NSF2)

### Application Form

Application Details	
Proposed Station Name:	<b>Magor &amp; Undy Walkway</b>
Name of applicant:	<b>Magor Action Group on Rail and Monmouthshire County Council</b>
Date Submitted:	<b>24 November 2016</b>

Network Rail use only:			
Date Received		Reference	

Please complete the following:

Contact Information	
1.1 Applicant organisation name:	Magor Action Group On Rail (MAGOR) and Monmouthshire County Council (MCC)
1.2 Applicant contact name:	MAGOR: William Edward Hand MCC: Christian Schmidt
1.3 E-mail:	MAGOR: <a href="mailto:fpfted@gxn.co.uk">fpfted@gxn.co.uk</a> MCC: <a href="mailto:christian.schmidt@monmouthshire.gov.uk">christian.schmidt@monmouthshire.gov.uk</a>
1.4 Telephone No.:	MAGOR: 01633 881965 MCC: 01633 644727 / 07471 479238
1.5 Address:	MAGOR: 32 Cowleaze Undy Caldicot Monmouthshire NP26 3LE MCC: PO Box 106, Caldicot NP26 9AN, Monmouthshire
1.6 Network Rail Route Enhancement Manager / Principal Programme Sponsor contact name	Andy Scogings, Lead Strategic Planner, Group Strategy - Wales Route, Network Rail, 5 Callaghan Square, Cardiff CF10 5BT, <a href="mailto:andrew.scogings@networkrail.co.uk">andrew.scogings@networkrail.co.uk</a> , mob: 07919 528492
1.7 Network Rail allocated Sponsor contact name:	Andy Scogings, Lead Strategic Planner, Group Strategy - Wales Route, Network Rail, 5 Callaghan Square, Cardiff CF10 5BT, <a href="mailto:andrew.scogings@networkrail.co.uk">andrew.scogings@networkrail.co.uk</a> , mob: 07919 528492
1.8 Train Operator(s) contact name(s): <i>Include written evidence of support for the project from the relevant Train Operator(s).</i>	Lewis Brencher, Arriva Trains Wales, <a href="mailto:lewis.brencher@arrivatw.co.uk">lewis.brencher@arrivatw.co.uk</a> , mob: 07825 603461  Mark Youngman, Development Manager – Wales, Great Western Railway, Macmillan House, London W2 1FT, <a href="mailto:mark.youngman@gwr.com">mark.youngman@gwr.com</a> , mob: 07525 583458
1.9 DfT Commercial Manager: <i>Please also provide evidence of written correspondence about the project to the relevant DfT Commercial Manager(s).</i>	Rebecca Cooke, Network Rail, <a href="mailto:rebecca.cooke@networkrail.co.uk">rebecca.cooke@networkrail.co.uk</a>

## NOTE TO APPLICANTS: Evidencing Requirements

All bids and responses provided are required to be supported by sufficient, proportionate and robust evidence. The below table sets out the recommended minimum level of evidence required from applicants and which tabs must be completed as part of the bid submission in the accompanying Business Case Summary spreadsheet, depending on the level of funding requested from the New Stations Fund:

Bid size	Evidence required	Business Case Summary Tabs
Small bids: NSF Funding < £1m	Qualitative discussion of TAG impacts	Essential: (1) Financial Forecasts, (2) AST
Medium bids: NSF Funding £1m-5m	Monetising where possible	Essential: (1) Financial Forecasts, (2) AST  Desirable: (3) TEE / PA / AMCB
Large bids: NSF Funding > £5m	WebTAG or Green Book assessment	Essential: (1) Financial Forecasts, (2) AST, (3) TEE / PA / AMCB

## Project Overview

2.1 Proposed station name and location coordinates	<p>Include plans, maps or illustrations of the New Station</p> <ul style="list-style-type: none"> <li>• <b>Magor &amp; Undy Walkway Station</b></li> <li>• <b>ST431868</b></li> <li>• See <a href="#">GRIP2</a> report chapter 2 (Station location) and appendix D</li> </ul>
2.2 Station facility overview	<p>Proposed station facilities, number and length of platforms, and works involved</p> <p>Two 150m staggered platforms on the outside of the up and down relief lines, with shelters, lighting, CCTV. See GRIP 2 report chapter 8 (Infrastructure for Proposed Station).</p> <p>There is a proposal for a new community centre to be constructed adjacent to the proposed station site by the time the station is built. This can incorporate ticketing, toilets, catering and disabled &amp; eco-friendly vehicle parking.</p> <p>It is proposed that an existing footbridge and underpass are used to enable passengers to cross tracks and access the further platform. The footbridge has recently been rebuilt for electrification and will not require any modification, but there will be a need to improve the access ramps and ensure that the underpass is disability compliant.</p>

<p>2.3 Rail infrastructure</p>	<p>Outline the new rail infrastructure required to facilitate the delivery of the station and proposed train services</p> <p>Little to no modification is required to the track or signalling. The line is due to be electrified and construction of the station will require repositioning of a number of stanchions. See <a href="#">GRIP2</a> report chapter 7 (Track Signalling, E&amp;P, OLE, M&amp;E and Telecommunications).</p>
<p>2.4 Proposed Station Facility Owner (SFO)</p>	<p>It is expected that the new Operator and Development Partner (ODP), currently procured by Transport for Wales to take over the Wales &amp; Borders franchise will be the SFO.</p>
<p>2.5 Timetable and stopping patterns</p>	<p>Outline the proposed service timetable and stopping patterns at the station</p> <p>The most appropriate current service to call at the station would be the hourly GWR Cardiff – Taunton service and the 2-hourly ATW Maesteg – Cheltenham Spa service. See GRIP2 report section 4.2 (Current Train Services) and chapter 6 (Potential Rail Services). Appendices B and C contain potential timetables.</p> <p>It should be noted that the introduction of new franchises for Wales in Oct 2018 and for the Great Western Region in 2019 are expected to change the level of train services along this route.</p> <p>Concerning the Cardiff – Cheltenham Spa route, ATW has repeatedly stated that it wishes to improve the frequency between Cardiff and Cheltenham Spa and is solely prevented to do so by the lack of suitable rolling stock. Furthermore, the new franchise for Wales specifically seeks the ODP to deliver the South Wales Metro aspirations, and these include service improvements towards turn-up-an-go frequency on all routes and contains Magor in a list of possible new stations.</p> <p>Concerning the Cardiff – Bristol route, GWR has stated that it is looking at future train services on these routes in conjunction with the West of England Metro proposals and GWR electrification work.</p>

<p>2.6 Passenger capacity</p>	<p>Demonstrate that there is available capacity for passengers to be accommodated on services which are proposed to call at the new station</p> <p>There is currently no evidence of overcrowding on ATW Cardiff – Cheltenham Spa services, it is though expected that the new Wales franchise will increase capacity along the route. While there is evidence of overcrowding on GWR Cardiff – Taunton services, it is expected that the new GWR franchise will change the level of train services along this route and address this issue.</p>
<p>2.7 Service subsidy</p>	<p>Demonstrate that no service subsidy is required <b>OR;</b> if subsidy is required, demonstrate how subsidy will be met for the first three years</p> <p>While there will be a time penalty on the services, this is fairly minimal thus no additional service subsidy is likely to be required. Furthermore it is expected that station stops at Magor would be included in the new franchises for Wales and for the Great Western region.</p>
<p>2.8 Rolling stock requirements</p>	<p>Where new services are to be introduced, demonstrate that adequate rolling stock is available and can be secured for the new service</p> <p>No new services are required.</p> <p>Rolling stock for new services introduced by the new Wales and GWR operators would be secured by the franchisees.</p>
<p>2.9 Impact on other passenger services</p>	<p>Outline and provide evidence of the impact of the proposed station on other services and how these impacts will be minimised</p> <p>Magor &amp; Undy Walkway Station will only be served by trains using the relief lines. The existing signalling allows for trains to call at the station and the main lines can still allow trains to bypass the stopping services. Therefore, there will be no resultant pathing problems for faster inter-city or inter-urban trains. See also <a href="#">GRIP2</a> report chapter 6 and appendices B and C.</p>



2.10 GRIP Stage	<p>Current Network rail GRIP Stage status of the proposed station. Provide evidence of the development work completed. Provide evidence of progress made to take the project through further GRIP stages if applicable</p> <p><a href="#">GRIP1</a> and GRIP 2 is completed. GRIP3 parts 1 (Initial Economic Appraisal including Demand Forecast) and 2 (Option Selection Report) are expected to be completed in March 2017. A proposal to undertake GRIP3 parts 3 (Form 001 and Approval in Principle, including Strategic Outline Business Case) has been received, accepted in principle and could be delivered by August 2017 subject to funding. Welsh Ministers have asked Welsh Government officials to meet with Monmouthshire County Council and the Magor Group to discuss funding options.</p>
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**Other relevant project information**

- [Magor Station GRIP1 report](#)
- [Magor Station GRIP2 report](#)
- [An analysis of current and future train use by Magor and Undy residents](#). Paul Turner, 2016
- [Magor Station – Integrated Transport Report](#). Chris Waller, University of the West of England, 2016
- [Forecasting the Use of New Local Railway Stations and Services Using GIS](#). Dr. Simon Blainey, Southampton University, 2009 (pages 253 onwards)
- [Sewta Regional Rail Strategy](#). South East Wales Transport Alliance, 2013
- [Monmouthshire Local Transport Plan](#). Monmouthshire County Council, 2015 (pages 30-33)
- [National Transport Finance Plan](#). Welsh Government, 2015 (p. 25)
- [Illustration of Potential Metro Network](#), Welsh Government, 2016

### Strategic Case

The Strategic Case should set out a clear rationale for the scheme, supporting the need for investment. You should consider **what** the objectives of the new or re-opening station are and why a new or re-opening station is considered the best way of meeting local transport objectives and addressing transport issues in the area.

Set out the strategic case for the project, citing policies and strategies of the promoting organisation and third parties. The case should be clearly made as to why a new or-re-opened station is the best way to achieve the policy objectives stated.

<p>3.1 Current transport issues and challenges</p>	<p>Outline and explain the transport issues and challenges faced in the area</p> <p>Magor with Undy lies in the Severnside area of Monmouthshire, in a major transport corridor between Cardiff and Newport to the west and the Greater Bristol conurbation to the east. Like other settlements in Severnside, it has seen high levels of residential growth. While Magor is also recognised in the Local Development Plan as a key employment sites, there has been substantial growth of out-commuting as it is in a strategic location at the 'Gateway' to Wales with relatively good road access to employment markets of Cardiff, Newport and Bristol. Further large-scale residential developments are being planned.</p> <p>The main B4245 road through Magor with Undy is currently at saturation point with 11000 vehicles per day, and the further proposed developments in the area will produce even greater usage of the B4245. The M4 towards Cardiff and Newport is subject to severe congestion at several times of the day, there is a proposal for an M4 relief road to be built. The M4 towards Bristol also suffers from congestion and this can be expected to increase once the Severn tolls are halved.</p> <p>The main railway station in the area is Severn Tunnel Junction, a couple of miles to the east. As the only station in the area with a direct service towards the West of England, STJ is effectively a park and ride station that functions as a key railhead for a wide area. Park and ride facilities at STJ are at capacity, and while there are limited opportunities for expansion, it is expected that in the next couple of years more than 1000 houses are to be built in southern Monmouthshire and south-west Gloucestershire, and many more people will wish to commute by rail towards Bristol. At the moment about a quarter of the passenger at STJ come from the Magor area, the building of Magor &amp; Undy Walkway station could therefore help to provide a solution for the Severnside region.</p> <p>The need for a station and the benefits that it could bring have been recognised in the Local Development Plan, in the Welsh Government's</p>
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	<p>National Transport Finance Plan and in the South Wales Metro proposals.</p> <p>The positive impacts identified as part of the GRIP1 assessment are:</p> <ul style="list-style-type: none"> <li>• Increased revenue to Train Operating Company (TOC) through higher passenger numbers.</li> <li>• Improved facilities for the communities of Magor and Undy.</li> <li>• Reduction in number of car journeys required by commuters.</li> <li>• Reduction in traffic volumes through Magor.</li> </ul>
<p>3.2 Target population</p>	<p>Explain the size and characteristics of the target population and detail what is known about their needs, current behaviours and attitudes</p> <p>The current population of Magor with Undy is approx. 6500. This is projected to rise to circa 10,000 in the next 5-10 years. Surveys have established that 40% travel out of the area to work, again this is likely to rise. A <a href="#">poll of residents carried out in 2014</a> demonstrated that over 95% of respondents back the need for Magor &amp; Undy Walkway Station. A <a href="#">more recent postal survey</a> (June 2016), conducted with all residents of Magor with Undy, showed that if the station is built, there is the potential for a 15% switch from road to rail.</p>
<p>3.3 SMART objectives</p>	<p>Identify SMART (Specific, Measurable, Attainable, Relevant, Time-bound) objectives for the project.</p> <ul style="list-style-type: none"> <li>• Delivery of a walkway station with train services to Cardiff, Gloucester and Bristol by September 2019</li> <li>• Reduction of use of STJ by Magor residents by 25% within three years of opening.</li> <li>• Increase of train travel by Magor/Undy residents by 50% within three years of opening.</li> <li>• Delivery of a community centre adjacent to the centre within 12 months of opening</li> <li>• Greater than 80% of residents are 'satisfied' or very satisfied' with the new station within three years of opening.</li> <li>• Bus service from local villages to station from opening.</li> <li>• Active travel routes to Welsh Government Active Travel Act Design Guidance standards linking the station with all parts of Magor/Undy within three years of opening.</li> </ul>
<p>3.4 Strategic and operational benefits</p>	<p>Demonstrate the high-level strategic and operational benefits of providing a new station.</p> <p>The station is expected to enable modal shift to rail from Magor residents and relieve Severn Tunnel Junction station. It will enable the future residential and economic growth of Magor.</p>



<p>3.5 Economic growth</p>	<p>Demonstrate how the new station would link to economic growth aspirations and help to stimulate economic activity</p> <p>The traffic problems associated with the area of Magor are widely known.</p> <p>With Magor being the gateway to Wales off the M4 Motorway, it is essential that if the economy of the area it to prosper and flourish, a different and more efficient way is needed to move people in to and out of the area. The Gwent Levels are on the edge of the village - by putting Magor with Undy on the rail network map it would have the additional benefit of attracting tourists to the area. This has happened with road users when the building of a hotel of a famous name chain, on the M4 road junction (23), it put Magor on the road map. By attracting tourists and other businesses around it, it is having a major economic benefit for the area. The Welsh Government's <a href="#">Metro Impact Study</a> describes Magor as "a potential growth node" (p.40), the <a href="#">appendices</a> includes Magor both as a Proposed Development Site and Existing Major Employment Location.</p>
<p>3.6 Route Strategy alignment</p>	<p>Demonstrate how the scheme aligns with overall strategies for the route (including Route Utilisation Strategies and/ or Route Studies) and other committed rail improvement programmes</p> <p>The proposed station is included in the Wales Route Study, within the Cardiff Capital Region Metro proposals, and as a Welsh Government relating to rail</p>
<p>3.7 Wider transport and government objectives</p>	<p>Demonstrate how the scheme contributes to wider transport and government objectives</p> <p>The Welsh Government's overarching transport objectives are set out in the Wales Transport Strategy. The proposed station strongly supports the following outcomes:</p> <ul style="list-style-type: none"> <li>• improve access to education, training and lifelong learning</li> <li>• improve access to shopping and leisure facilities</li> <li>• improve access to employment opportunities</li> <li>• improve connectivity within Wales and internationally</li> <li>• improve the efficient, reliable and sustainable movement of people</li> <li>• reduce the contribution of transport to greenhouse gas emissions</li> </ul> <p>It also contributes to the following outcomes:</p>

	<ul style="list-style-type: none"> <li>• improve access to healthcare</li> <li>• encourage healthy lifestyles</li> <li>• improve the actual and perceived safety of travel</li> <li>• improve access to visitor attractions</li> <li>• reduce the contribution of transport to air pollution and other harmful emissions</li> <li>• improve the impact of transport on the local environment</li> </ul> <p>The Welsh Government requires any potential project to be assessed against the criteria set out in the Welsh Transport Appraisal Guidance, this has been undertaken and the results are set out in the GRIP2 report in chapter 11.</p> <p>The 2015 National Transport Finance Plan sets out the Welsh Governments investment proposals for transport infrastructure and services, and this suggest that the proposed Magor station should be developed further (which has subsequently done to GRIP2 level).</p>
<p>3.8 Local and regional objectives</p>	<p>Demonstrate how the scheme contributes to local and regional objectives and fits with current local and regional projects</p> <p>The proposed station has been assessed as part of the development of Monmouthshire’s Local Transport Plan. It contributes very strongly to the following objectives:</p> <ul style="list-style-type: none"> <li>• To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities</li> <li>• To improve interchange within and between modes of transport.</li> <li>• To improve the quality, efficiency and reliability of the transport system.</li> <li>• To achieve a modal shift towards more sustainable forms of transport for moving both people and freight.</li> </ul> <p>It also contributes to the following objectives:</p> <ul style="list-style-type: none"> <li>• To improve awareness of public transport and active travel opportunities</li> <li>• To reduce traffic growth, traffic congestion and to make better use of the existing road system.</li> <li>• To reduce significantly the emission of greenhouse gases from transport.</li> <li>• To promote sustainable integrated travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.</li> </ul> <p>Magor &amp; Undy Walkway Station is listed fourth in the prioritised programme of the Local Development Plan.</p>

<p>3.9 Third party objectives</p>	<p>Demonstrate how the scheme contributes to the objectives of any third-party organisations</p> <p>The local community's Three Fields Trust are looking to develop a new community centre on the site adjacent to the preferred site for Magor &amp; Undy Walkway Station. The vision is to incorporate some station facilities within the community centre. The objective is to establish Magor &amp; Undy Walkway Station as a unique wholly community-owned, walk, cycle and public transport approach to station access.</p>
<p>3.10 Measuring success</p>	<p>Outline and explain what will constitute success for the project and how it will be measured</p> <p>To achieve the SMART objectives set out in 3.3.</p>
<p>3.11 Constraints and dependencies</p>	<p>Demonstrate how the project has been developed around constraints and dependencies, with consideration any other programmes and projects which are underway</p> <p>The electrification of the route has been considered in the development of the project, see GRIP2 section 4.3 (Future Rail Infrastructure development). Network Rail engineers involved with the electrification programme have been consulted. Assurances were given that the electrification would not have any implications and the station could be adapted with the infrastructure.</p> <p>Network Rail is also preparing a proposal to seek finance for upgrading the relief Lines in Control Period 7. This would be a major benefit and significantly improve line speeds serving the station.</p> <p>Set out the key constraints that may hinder the development, delivery and ongoing operation of the project</p> <ul style="list-style-type: none"> <li>• Lack of support of Welsh Government / Transport for Wales</li> <li>• Lack of integration with the South Wales metro plans / non-inclusion of stops in new Wales and GWR franchises</li> <li>• Completion of Main Line Electrification project</li> </ul>
<p>3.12 Other potential solutions identified</p>	<p>Outline and explain any other potential solutions which have been considered and the justification/ process of how construction of the new station became the best solution. This should include reference to other mode-based options.</p> <p>Other potential solutions considered include:</p>

	<ul style="list-style-type: none"> <li>• Direct road link from the M48 to Severn Tunnel Junction and a car park expansion at the station. However, this would not improve access to the system for non-motorists and would be of little use for passengers towards Newport/Cardiff. The road link has also been rejected by Welsh Government.</li> <li>• Tram-train services along the Great Western Main Line. This was considered by Welsh Government at an early stage of the Metro project, but is no longer part of recent plans. There are no examples of trams sharing tracks with high-speed train in the UK.</li> <li>• Improved bus services. There are no regular bus services to Cardiff and Bristol, journey times would be poor, especially in the peaks due to substantial congestion. Local services linking Newport and Chepstow have been reduced in the last couple of years.</li> </ul>
<p>3.13 'Do-Nothing' scenario</p>	<p>Outline and explain the implications of not constructing the station, and the issues with this 'Do-Nothing' scenario</p> <p>As outlined in 3.1 above, car parking at Severn Tunnel Junction station is already oversaturated, and the major expansion of housing in Magor and across south Monmouthshire and south-west Gloucestershire will lead to this problem to get worse as well as to increased congestion on the roads unless an alternative is provided. This would have a significant impact on the economic and social development of Magor and the wider area.</p>
<p>3.14 Previous funding attempts</p>	<p>Outline and explain any previous attempts to secure funding for this project and provide details of the reasoning why those attempts proved to be unsuccessful.</p> <p>There have been no previous attempts to secure funding for the project. This is because MAGOR has been developing the project plan and have only reached GRIP 1 &amp; 2 stages in 2016. However, British Rail in 1993, did offer to develop a new station at Magor at the time of the Ebbw Vale Garden Festival. Unfortunately, this was declined by Monmouthshire County Council.</p>
<p>3.15 Sustainable transport</p>	<p>Demonstrate how the scheme will encourage the use of sustainable transport modes (cycles, buses, electric vehicles etc.) by passengers when travelling to the station</p> <p>The entire population of Magor with Undy (6,500, projected to rise to 10,000) would be within 1 mile of the preferred site for the station. This presents an opportunity to open an utterly unique and which we believe will be the only one of its type on the rail network, community-engaged, integrated, walk, cycle or bus/taxi to, rather than a 'drive to' station. By avoiding the need to drive to Severn Tunnel Junction station, the Magor</p>

& Undy Walkway station has the potential to reduce the number of vehicular movement along the B4245 by tens of thousands per year, resulting in hundreds of thousands of car-miles taken off the roads. It is further envisaged that the station (and the neighbouring Community Centre) will be a key node in the Integrated Network Maps, the statutory future walking & cycling network that Monmouthshire CC is currently developing. The station would also be served directly by all local buses (which is not possible without a detour at Severn Tunnel Junction and Caldicot), peak time train services could also be served by the MCC Grass Roots bus service.

There would be no substantial car parking for commuters at the station, though there would be disabled parking and pick up / set down facilities. The Community Centre car park is also proposed to have electric car charging points to encourage a limited number of vehicles of this type of eco vehicles to use the station.

We also accept there will have to be controlled and measured traffic management to prevent obstructive and nuisance parking in the vicinity of the station. There has been massive support from the schools in the area, realising the need to reduce carbon emissions. See link below: <https://www.youtube.com/watch?v=m2XmoJcQ0hs>

3.16  
Passenger disruption

Demonstrate how disruption to existing services on the line will be minimised, including what plans would be put in place to reduce possession time

Magor & Undy Walkway Station would be constructed on the outside of the up and down relief lines. This construction would only create minimal disruption and the need for any absolute possession would also be minimal.

**Other useful information to support the Strategic Case**

The project aims to provide much improved sustainable accessibility to key destinations for residents of Magor & Undy and to contribute to a holistic transport solution to the wider Severnside / south Monmouthshire and south-west Gloucestershire region. These areas have an ever-increasing demand for public transport due to an increasing population growth and the need to travel to the places such as Bristol and Cardiff, which have seen massive employment growth. The 'holistic' solution would incorporate a 'park and ride' station (at Severn Tunnel Junction) with a 'walk to' station (at Magor/Undy). There are major house building expansion plans both currently underway and in the future for Severnside and South Gloucestershire. The 'park and ride' at Severn Tunnel Junction is currently at bursting point with limited opportunity to develop and expand the capacity. The opening of Magor & Undy Walkway Station, presents the opportunity to divert approximately 30,000 passengers per annum away from Severn Tunnel Junction. This would enable parking spaces to be freed up to meet the demand of the thousands of new houses to be built in the region. There would also be an opportunity to



capture new revenue streams from Magor with Undy to westbound destinations in Wales (estimated to be 15,000 passengers per annum from a recent postal survey to all residents of Magor with Undy. With the walkway concept, there is also the added environmental benefit to future generations from reduction in carbon. If and when the M4 Relief road is built, Magor & Undy Walkway, will provide an alternative travel solution for westbound commuters/travellers, during the long period of construction, potentially periods of which the village will be gridlocked.



## Economic and Financial Cases

The Economic Case is used to identify the key economic impacts of the scheme, and its overall value for money. This includes consideration of the passenger demand forecasts and the assumptions made in the modelling. The Financial Case is used to present evidence of the scheme’s affordability including revenue impacts, outturn and maintenance costs.

The Business Case Summary spreadsheet ([www.networkrail.co.uk/NSF](http://www.networkrail.co.uk/NSF)) should be completed to capture financial, economic and wider impact data. Your responses to the below questions should be supported by the data provided in the spreadsheet. Based upon the amount of NSF funding requested, table on Page 3 outlines the tabs in the spreadsheet that you must complete as a recommended minimum.

<p>4.1 Benefit Cost Ratio (BCR)</p>	<p>Enter the calculated BCR for the New Station</p> <p><i>GRIP3 stages 1 (Initial Economic Appraisal including Demand Forecast) is expected to be completed in March 2017. A proposal to undertake GRIP3 stage 3, which includes a full Strategic Outline Business Case has been accepted in principle.</i></p> <p><i>The 2009 report <i>Forecasting the Use of New Local Railway Stations and Services Using GIS</i> by Dr Simon Blainey suggested that a BCR of £2.06, rising to £3.30, can be expected for every £1 invested.</i></p>
<p><b>Costs (enter costs in 2016/17 prices)</b></p>	
<p>4.2 Total Project Capital Cost</p>	<p>Enter the total project capital cost to the nearest £1000, and outline how the funding will be spent.</p> <p>NSF2 Project estimates should contain all efficiently incurred NSF2 Project costs at each stage for the development and implementation through to the start of full station operation, including but not limited to:</p> <ul style="list-style-type: none"> <li>• Delivery Agent’s project management costs;</li> <li>• any land/property purchase or transfer costs including compensation costs where applicable;</li> <li>• costs for securing any necessary access, consents, planning permissions and/or approvals;</li> <li>• supplier, Contractor and agency costs incurred in relation to the NSF2 Project;</li> <li>• financing charges to support NSF2 Project costs including associated interest charges until full NSF2 Project completion of all Development Deliverables and Implementation Deliverables and associated requirements;</li> </ul>





	<ul style="list-style-type: none"> <li>• costs for the development of any necessary commercial or regulatory arrangements;</li> <li>• costs for securing any required activities or services provided by Network Rail (such as sponsorship support and asset protection services), by the prospective TOC, SFO or other third parties to support the delivery arrangements; and</li> <li>• any other proper, efficient costs of delivering the Development Deliverables and Implementation Deliverables.</li> </ul> <p>The anticipated final costs at 2016 quarter 2 prices is £7m.</p> <p>This includes direct construction works, preliminaries, overheads, design team, project team, other project development costs and a 30% allowance for risk. See GRIP2 report chapter 10 (Cost Estimates).</p>
<p>4.3 Total Funds requested from NSF2</p>	<p>Enter the details and the total to the nearest £1000 (permitted to be up to 75% of total capital costs)</p> <p>£5.25m</p>
<p>4.4 Total funds to be provided through identified third party sources</p>	<p>Enter the total third party funding to the nearest £1000. Outline the sources of the funds and provide evidence that funding has been committed</p> <p>As the station is included in the National Transport Finance Plan and the Metro proposals it is anticipated that the remaining £1.75m will come from Welsh Government. The proposed station has also been identified as a potential project to support the economic and strategic objectives of the Cardiff Capital Region City Deal, and may be part-funded through the City-Deal.</p> <p>The proposed Community Centre, facilities and walking &amp; cycle access (not part of the £7m cost) are planned to be delivered through Section 106 contributions, Welsh Government active travel funding and other sources. The station and associated facilities and access are also included in MCC's Draft Infrastructure Schemes Eligible for Community Infrastructure Levy Funding.</p>
<p>4.5 Annual operations, maintenance and repair costs</p>	<p>Enter the details and the total to the nearest £1000. Costs should sustain the asset for the agreed asset life</p> <p><b>The NSF2 cannot be used to finance the operation or maintenance costs of the station</b></p> <p>It is expected that annual operational, maintenance and repair cost will be identified in during GRIP3 – Economic Appraisal. It is anticipated that these costs will be included in the next Wales franchise.</p>

<p>4.6 Annual Operational Costs for Train Services</p>	<p>Enter the details and the total to the nearest £1000</p> <p><b>The NSF2 cannot be used to finance the net operating cost of the train service</b> – the applicant must demonstrate that the proposed train service covers its net operating cost from newly generated revenue <b>OR;</b> the promoter must agree to fund the net funding shortfall for the first three years, after which the service must cover its net operating cost from newly generated revenue</p> <p>It is expected that the operational costs for train services will be identified in during GRIP3 – Economic Appraisal. It is anticipated that these costs will be included in the next Wales franchise.</p>
<p>4.7 Assumptions</p>	<p>Outline and explain all assumptions made when developing the project / operating / service costs</p> <p>The assumptions for the capital cost estimate are set out in the GRIP2 report in section 10.2. It is anticipated that station operations, maintenance and repair costs, and operational costs for trains services be included in the next Wales franchise.</p>
<p>4.8 Contingency funding</p>	<p>Outline and explain the contingency funding required and costs identified through the risk assessment process</p> <p>The total anticipated costs of £7m includes a 30% risk allowance (i.e. cost estimates without risk is £5.4m, risk is £1.6m). For an initial risk assessment see GRIP2 report table 11.2</p>
<p>4.9 Other key dependencies</p>	<p>For an initial risk assessment see GRIP2 report table 11.2</p>
<p>4.10 Station costs</p>	<p>Demonstrate how soon after the opening of the station will it become self-financing (including the costs from services)</p> <p>It is expected that the additional revenue and costs will be identified in during GRIP3 – Economic Appraisal. It is anticipated that station operations, maintenance and repair costs, and operational costs for trains services be included in the next Wales franchise.</p>
<p><b>Passenger Demand Forecasts</b></p>	



<p>4.11 Annual Demand for new station</p>	<p>Outline and evidence the annual passenger demand for the new station over the first 20 years of operation as a minimum</p> <p>It is expected that the overall demand will be identified in during GRIP3. Counts have suggested that ¼ of the current usage of Severn Tunnel Junction has a trip origin or destination within walking distance of the proposed station.</p>
<p>4.12 Annual Demand - 'new to rail'</p>	<p>Enter the % of annual passenger demand that is 'new to rail'</p> <p>It is expected that the annual demand new to rail will be identified in during GRIP3.</p>
<p>4.13 Annual Demand - 'abstracted from other services'</p>	<p>Enter the % of annual passenger demand that is 'abstracted from other services'</p> <p>It is expected that abstraction will be identified in during GRIP3. However, counts have suggested that ¼ of the current usage of Severn Tunnel Junction has a trip origin or destination within walking distance of the proposed station. It should be noted that there is substantial suppressed demand at Severn Tunnel Junction, which is essentially a parkway station, because of the lack of available parking.</p>
<p>4.14 Peak Demand Forecast</p>	<p>Passenger demand forecasts should allow for a 'ramp-up' of demand after opening and identify and explain the date from when full demand will be achieved</p> <p>It is expected that the peak demand forecast will be identified in during GRIP3.</p>
<p>4.15 Wider benefits</p>	<p>Demonstrate any benefits for other stations/services within the local area, as a result of the new station opening</p> <p>Releasing of parking spaces at the already saturated Severn Tunnel Junction park and ride station would enable the commuters in the wider Severnside and south-west Gloucestershire areas to park and thus increase the overall rail demand for the routes. Providing bus service access to the new station and creating a joined-up transport system that does not currently exist in the Severnside area.</p>



<p>4.16 Passenger trip type</p>	<p>Demonstrate the type of trips that are expected to be made from the new station. Detail about likely ticket choices and destinations for travel may be presented</p> <p>It is expected that the passenger trip types and destinations will be identified in during GRIP3. However current data shows that more than 90% of passenger trips are (in order) to Bristol Temple Meads, Cardiff Central, Filton Abbey Wood, Bath Spa and Newport. It is expected that these are the key destinations for the Magor &amp; Undy Walkway station too.</p>
<p>4.17 Data sources and assumptions</p>	<p>Outline and explain the data sources used and assumptions made in the calculation of passenger demand forecasts</p> <p>GRIP2 report appendix E (Passenger Demand Review) and GRIP 3 Economic appraisal (under development)</p>
<p><b>Revenue Forecasts</b></p>	
<p>4.18 Annual Passenger Revenue for new station</p>	<p>Outline and evidence the annual passenger revenue to the nearest £1000 over the first 20 years of operation as a minimum</p> <p>To be determined as part of GRIP3 economic appraisal.</p>
<p>4.19 Annual Passenger Revenue - 'new to rail'</p>	<p>Enter the % of annual passenger revenue that is 'new to rail'</p> <p>To be determined as part of GRIP3 economic appraisal.</p>
<p>4.20 Annual Passenger Revenue - 'abstracted from other services'</p>	<p>Enter the % of annual passenger revenue that is 'abstracted from other services'</p> <p>To be determined as part of GRIP3 economic appraisal.</p>
<p>4.21 Car parking revenue</p>	<p>Outline and explain the revenue forecasts for money generated from car parking at the new station</p> <p>As a sustainable transport station, Magor &amp; Undy Walkway Station would not be expected to raise substantial amounts of revenue from car parking. The only parking would be for disabled and eco-friendly electric cars.</p>

<p>4.22 Other revenue sources</p>	<p>Outline and explain the revenue forecasts for money generated from other facilities at the new station</p> <p>Tickets, catering, newspapers etc. are proposed to be delivered through the community centre hub. The revenue earned from these income streams would go back in to the community. Thus, helping to contribute to the costs of running the community centre. Estimated income to be £25,000 per annum.</p>
<p>4.23 Reducing the costs of operating the railway</p>	<p>Outline and explain any project / innovative approaches reducing the costs of operating the railway and quantified benefits</p> <p>Incorporation with the community centre hub would provide ticket agency and present the opportunity for cleaning and day to day servicing to be carried out by community hub staff, thus reducing the cost to the Train Operating Company. With the benefit of being community owned, the station will be kept to a pleasing aesthetic standard for the users.</p>
<p>4.24 Other impacts</p>	<p>Provide overview of any other impact appraisal for the new station e.g. environmental impacts, time saving benefits, VOC benefits, reduction in road veh/km, socio-demographic etc.</p> <p>The entire population of Magor with Undy is within one mile of the preferred site for the station. This presents an opportunity to open an utterly unique and what we believe will be the only one of its type on the rail network, community-engaged, integrated, walk, cycle or bus/taxi to, rather than a 'drive to' station. The station has the potential to reduce the number of vehicular movement along the B4245 by circa 60,000, per annum, resulting in the associated reduction of CO2 gasses. There will be a local bus service/ The MAGOR Group's vision is to serve peak time train services with the MCC Grassroots community transport service, which could do a circular route serving the large housing development and the station.</p> <p>Additional data should be captured in the Business Case Summary spreadsheet where required</p>
<p><b>Other useful information to support the Economic and Financial Cases</b></p>	
<p> </p>	

## Commercial Case

The Commercial Case should set out the procurement strategy of the new station, clearly aligning this to the GRIP process.

Risks should be identified and plans put in place to ensure their appropriate management. Contract management should outline key handover and lease dates to ensure the successful handover of the project to the Station Facility Owner (SFO).

Procurement and Contracts	
5.1 Procurement Strategy	<p>Outline and explain a robust contracting and procurement strategy, explaining how this meets the objective of achieving value for money. This should be aligned with the GRIP process</p> <p>To be determined as part of GRIP3 – Strategic Outline Business Case. The station could be delivered by the new Operator and Development Partner currently being procured by Transport for Wales as new operator for the Wales. As the name suggest, in addition to operating Wales train services, the ODP is expected to work with TfW in developing and delivering the wider South East Wales metro concept.</p>
5.2 Delivery Contract	<p>Outline and explain the type of delivery contract defined. The reasons for choosing the approach should be clearly stated</p> <p>As above</p>
Risk Management	
5.3 Project Risks	<p>Outline and explain the development, construction and operational risks associated with delivering this project. A risk register should be in place with key risks quantified</p> <p>See GRIP2 report table 11.2 for an initial risk assessment. This will be further reviewed and expanded during GRIP3/4.</p>
5.4 Risk Management and Reporting	<p>Explain the plan for the management and reporting of risk, including how the financial risks will be managed throughout the delivery phase.</p> <p>To be determined as part of GRIP3/4</p>
5.5 Risk Transfer	<p>Outline and explain any risk transfer processes which will be in place supported by incentives (positive or negative) that promote the intended outcomes</p>



	To be determined as part of GRIP3/4 and through discussions with Transport for Wales.
5.6 Marginal Risk	<p>Outline and explain who is taking any marginal risk, including on planning consent, demand, revenue availability and integration risk</p> <p>See GRIP2 report table 11.2 for an initial risk assessment regarding planning, revenue and integration. This will be further reviewed and expanded during GRIP3/4.</p>
<b>Station Ownership</b>	
5.7 Station Facility Owner (SFO)	<p>Outline who shall become the Station Facility Owner</p> <p>It is expected that the new Operator and Development Partner (ODP), currently procured by Transport for Wales to take over the Wales &amp; Borders franchise will be the SFO. The ticket office and facility within the Community Centre would be managed by the local community's Three Fields Trust, and the MAGOR Group would like to explore different models whereby the community are working to maintain and service the station itself too.</p>
5.8 Asset transfer date	<p>Outline and explain the date from when the Station Facility Owner shall take control of the station</p> <p>To be determined as part of GRIP3/4 and through discussions with Transport for Wales. The ODP may be both responsible for delivering the station and subsequently operate it.</p>
<b>Other useful information to support the Commercial Case</b>	



## Management Case

The Management Case sets out the mechanisms to be used to deliver the project, evidencing that it can be delivered in engineering, operational and planning terms and that it has the full support of Network Rail and other key stakeholders.

This section should detail the management put in place to ensure the successful development, delivery and ongoing operation of the station. A clear description of responsibilities needs to be made clear in terms of the ongoing operation, maintenance and repairs to the station.

Land and Planning	
6.1 Land requirements	<p>Demonstrate that all land or access rights required to complete the project are available. Where required, details of land agreements should be provided</p> <p>The station would be built on land owned by Network Rail and Monmouthshire County Council, though a small strip of privately owned land may be required for new ramps to the existing underpass. The main access to the station and the Community Centre would be on MCC land. See GRIP2 section 2.4 and table 11.2</p>
6.2 Planning status	<p>Outline and explain the planning status and detail any planning consent/conditions in place for the construction of a new station at the proposed site?</p> <p>No planning application has been submitted to date, though discussions with MCC's Head of Planning and site visits with planning officers suggest that no problems are expected. The proposed station is included in the council's statutory Local Transport Plan.</p>
Project Management	
6.3 Project management plan	<p>Outline and explain the project management plan for the project, including key milestones and deliverables, relating to GRIP Stages. Also detail the responsibilities in terms of operation, maintenance and repairs to the station. Attach a full project plan</p> <p>To be determined as part of GRIP3/4</p>
6.4 Date for site works commencement	<p>To be determined as part of GRIP3/4</p>
6.5	

Date for Substantial Completion of site works	To be determined as part of GRIP3/4
6.6 Date for the start of services calling at the station	To be determined as part of GRIP3/4. It is expected that the start of service would be after the start of the next Wales franchise, currently expected for late 2018.
6.7 Project delivery programme – constraints and dependencies	Outline and explain constraints and dependencies which influence the project delivery programme. There should be evidence that consideration has been given to other programmes and projects which are underway  To be determined as part of GRIP3/4
<b>Resource Planning</b>	
6.8 Resource plan	Include a resource plan with appropriate roles identified for the stage of the project  To be determined as part of GRIP3/4
<b>Other useful information to support the Management Case</b>	

## Stakeholders and Engagement

7.1 Stakeholder management plan	Identify all key stakeholders involved in the project. Outline key details of the stakeholder management plan and attach full plan to application. Evidence should be provided of engagement with these stakeholders and their support for the project  What is the involvement of any other train or freight operating companies affected by the project?  Are third parties able to claim any form of compensation as a result of the NSF2 project?  About 40 people, business owners and representatives, councillors, rail industry officials, and council officers, gathered

	<p>Key stakeholder include local residents, local businesses, the local schools, the Three Fields Trust, Magor with Undy Community Council, Monmouthshire County Council, local Welsh Assembly Members, the local Member of Parliament, as well as the Welsh Government and Transport for Wales, and industry stakeholders including Network Rail, Arriva Trains Wales, Great Western Railway and Cross Country Trains.</p> <p>The Magor Group has held regular promotional events, co-hosted with Monmouthshire County Council (MCC), and attended by business owners and representatives, councillors, rail industry officials and local government officers, and is producing regular updates for stakeholders. For information on such activities can be found at <a href="http://www.magorstation.co.uk">www.magorstation.co.uk</a>.</p>
<p>7.2 Community engagement</p>	<p>Give details of how this scheme will benefit the local community in terms of work experience placements and apprenticeships offered during construction and once the station is operational.</p> <p>Set out how this project will benefit the local community in both the development and construction phase around offering opportunities for work placement and apprenticeships and then ongoing once the station is in operational use.</p> <p>There are three points to make with regard to community engagement.</p> <p>Firstly, as can be seen from evidence mentioned elsewhere in this application, the whole community is in support of building and using a new station and has been actively involved in making the case. The case being, in the main; improved public transport, reduction in environmental impact and general benefits in terms of ease of commuting and assistance to local business and tourism.</p> <p>Secondly, the building of a community hall/hub close to the site of the proposed station is a community-led initiative and very much recognises the potential for mutual benefit of the two projects in establishing the case for each.</p> <p>Most import though is the third point: There is a great opportunity for involvement and employment during the construction of the community hub and the 'walkway station' in terms of the complementary design of both entities and the construction and maintenance of the structures and the surrounding grounds. It is believed that the maintenance and operation of the station could be vested in the group known as 'Magor and Undy Community Hub' which could provide employment to ensure effective and efficient delivery of a service to promote and deliver access to the rail network and to maximise incomes for the rail operators; and the community itself with the aim of making the whole enterprise self-sustaining. The following services are envisaged;</p>

	<ul style="list-style-type: none"> <li>• Rail ticket sales in the hub</li> <li>• Café /bar and restroom facilities for rail travellers</li> <li>• WiFi area</li> <li>• Live train information</li> <li>• Information services to provide access to buses, taxis, and active travel routes and local places of interest</li> <li>• Maintenance of the secure areas for bicycles and mobility scooters</li> <li>• Eco-friendly electric vehicle, charging points</li> <li>• Venue for functions and events that is on the METRO</li> </ul>
<p>7.3 Stakeholder Support</p>	<p>Demonstrate that the proposed station and timetable is supported by NR (support from Route Enhancements Manager), DfT (support from Commercial Manager(s)) and the incumbent Train Operating Company (TOC)</p> <p>The proposal is supported by the Welsh Government, which has contributed to both GRIP1+2 studies and has includes the station in the Wales National Transport Finance Plan and the South East Wales Metro proposals.</p> <p>Network Rail was consulted at the start of the GRIP1+2 process, and following the completion of the studies run a workshop to review the results and determine future steps. Please contact Andy Scogings, Lead Strategic Planner, Group Strategy – Wales Route, for further information. The Monmouthshire CC Strategic Transport Group is also due to meet Andy Thomas, Wales Route Director in January 2017.</p> <p>Key contact for the incumbent TOCs are Lewis Brencher for Arriva Trains Wales and Mark Youngman for Great Western Railway. It should be noted that it is expected that both TOC will be refranchised before the station would open.</p>
<p>7.4 Communications plan</p>	<p>Outline key details of the communications plan ensuring a time-based plan is in place for proactive communications and media enquiries. Attach the full communications plan.</p> <p>To be determined as part of GRIP3/4. The MAGOR Group is continually keeping all local stakeholders informed and up-to-date. See <a href="http://www.magorstation.co.uk">www.magorstation.co.uk</a>. Monmouthshire County Council is coordinating progress and communication through its Strategic Transport Group, of includes representatives of the Magor Group.</p>

<p>7.5 Diversity Impact Assessment</p>	<p>Provide details of your Diversity Impact Assessment for the project (see Appendix A for the Diversity Impact Assessment template)</p> <p><b>A draft Diversity Impact Assessment is attached</b></p>
<p><b>Other useful information</b></p>	
<p> </p>	


### Independent Validation

<p> </p>	
<p>9.1 Station capital and operational costs</p>	<p>Provide evidence that capital and operational costs have been independently verified and validated</p> <p><b>To be completed</b></p>
<p>9.2 Service planning and timetables</p>	<p>Provide evidence that the proposed service and timetables have been independently verified and validated by Network Rail</p> <p><b>To be completed</b></p>
<p>9.3 Passenger demand and revenue forecasts</p>	<p>Provide evidence that capital and operational costs have been independently verified and validated</p> <p><b>To be completed</b></p>

## 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 CP5 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 or Network Rail.

<b>Signed:</b>	
<b>Name in full:</b>	Christian Schmidt
<b>Applicant organisation:</b>	Monmouthshire County Council
<b>Date:</b>	24 November 2016

Please return this completed form along with supporting information by 25<sup>th</sup> November 2016 to Network Rail at the following e-mail address: [Rebecca.Cooke@networkrail.co.uk](mailto:Rebecca.Cooke@networkrail.co.uk) and/or by post to:

Rebecca Cooke  
Network Rail,  
The Quadrant:MK,  
Loughton 3<sup>rd</sup> Floor  
Elder Gate  
Milton Keynes  
MK9 1EN

Supporting documentation must be submitted in word and/or excel format as applicable, not in PDF format. A signed version of the application form should be submitted in PDF format along with a word copy.

**If submitting by post, please include a CD with electronic versions of all documents and ensure supporting documents show the section of this application form they are evidencing.**

## Glossary of terms

**“Appraisal Summary Table / AST”** a requirement of WebTAG

**“WebTAG”** DfT’s Appraisal Guidance – WebTAG provides information on the role of transport modelling and appraisal

**“Transport Economic Efficiency / TEE”** a requirement of WebTAG

**“PA” Public Accounts table** a requirement of WebTAG

**“Analysis of Monetised Costs and Benefits / AMCB** a requirement of WebTAG

**“Station Facility Owner / SFO”** the Train Operating Company that enters into a station lease with Network Rail

**“Train Operating Company / TOC”** the operator of passenger and freight trains which has entered into an Access Agreement with Network Rail

**“Governance for Railway Investment Projects / GRIP”** which is a Network Rail standard for the development and implementation of works on Network Rail managed infrastructure



## Diversity Impact Assessment

Guidance for completing each section is provided in the **Everyone Guide to Diversity Impact Assessments**

**Name of policy, programme or project:** Magor & Undy Walkway Station

**Your Name:** Christian Schmidt

**Your Email:** Christian.schmidt@monmouthshire.gov.uk

**Your Job Title:** Transport Policy & Planning Officer

**Department:** Monmouthshire County Council

**Document Ref:**

**DIA Version No:** 0.1

### Step 1: Clarifying Aims

#### Q1. What are the aims of this project/piece of work?

To deliver a new railway station for Magor with Undy, in order to support the local and national objectives as outlined in sections 3.7 and 3.8 above.

#### Q2. Could this work impact on people? If yes, briefly explain how (considering our duty to promote equality, tackle discrimination and foster good relations between groups).

Yes, the new station will impact on residents and other travellers to/from Magor with Undy

### Step 2: The Evidence Base

#### Q3. Record here the data you have gathered about the diversity of the people potentially impacted by this work e.g. from the 2011 national census or from HR Shared Service. You should also include any research on the issues affecting inclusion in relation to your work.

Consider evidence in relation to all the protected characteristics;

- Disability including Carers<sup>1</sup>
- Pregnancy/maternity
- Religion or belief
- Sexual orientation
- Age
- Race
- Gender
- Marriage/Civil Partnership

<sup>1</sup> Including those with physical, mental and hidden impairments as well as **carers** who provide unpaid care for a friend or family member who due to illness, disability, or a mental health issue cannot cope without their support

No analysis of diversity of residents in Magor with Undy or local employees is currently available.

### Step 3: Impact

**Q4. Given the evidence listed at step 2, what potentially negative impacts could this work have on people with protected characteristics?**

Protected Characteristic		Explain the potential negative impact
<p><b>Disability</b> e.g. the impact of a new online process on dyslexic staff or the impact of changes to how passengers get to a platform on someone who cannot use stairs.</p>	No	<p>The project is expected to have a <i>positive</i> impact on people with disabilities. As people with disabilities are generally more likely to rely on public transport, the new station will improve their access to key destinations. The new station will be fully accessible. Advice on disability access and egress for the proposed station, was sought from a champion for Disability Wales at a pre-planning site meeting, at the preferred site for the station in 2012. The advice was- that with minimal engineering alterations, the preferred site could easily be made disability compliant.</p>
<p><b>Age</b> e.g. the impact of changes to long-service benefits on younger and older staff or the impact of a long alternative route to close a level crossing on an older person with a long-term health issues</p>	No	<p>The project is expected to have a <i>positive</i> impact on younger and older people. As younger and older people are generally more likely to rely on public transport, the new station will improve their access to key destinations.</p>
<p><b>Pregnancy / maternity</b> e.g. the impact of team relocation on a woman who is on maternity leave or the increase in height of a footbridge over the railway</p>	No	<p>While the project is not expected to have any direct impact on woman in pregnancy / maternity, the station would have a <i>positive</i> impact on the proposed Community Centre, which may provide facilities for woman in pregnancy / maternity.</p>
<p><b>Race</b> e.g. the impact of psychometric testing on the recruitment of people who don't have English as a first language or the gentrification of an area following station redevelopment that makes</p>	No	

Diversity Impact Assessment

retail outlets too expensive for local businesses		
<b>Religion or belief</b> e.g. the impact of a new expenses policy on meal times or the closure of a level crossing between a community and its place of worship	No	
<b>Gender</b> e.g. the impact of a local decision to adopt arbitrary 'core hours' on women who are more likely managing childcare issues or the impact of changes in parking policies on women who are more likely to start work later due to childcare issues	Y/N	The project is expected to have a <i>positive</i> impact on women. As women are generally more likely to rely on public transport, the new station will improve their access to key destinations.
<b>Sexual orientation</b> e.g. the impact of a decision to invite partners to an away day on a gay man who hasn't disclosed his sexual orientation or the secondment of a lesbian member of staff to a project in a country where this would be a risk to life / human rights	No	
<b>Marriage/Civil Partnership</b> e.g. the impact of the extension of private health care to spouses	No	
<b>Gender reassignment</b> e.g. the impact of a decision to publish Oracle gender data on a new intranet staff finder page or the impact of a decision to not let staff use taxis for late night events in high risk areas	No	

**Q5. What could you do to ensure your work has a positive impact on diversity and inclusion including by supporting delivery of the [Everyone Strategy](#).**

As set out above, many of the groups with protected characteristics are more likely to rely on public transport than the general population and therefore less likely to

have access to key destinations. In the case of Magor & Undy travel by public transport to many key destination (employment centres, shopping, health, further education) is slow and substantially worse than access by car. The new station would improve access by public transport to many key destinations, and would therefore benefit many of groups more than the general population.

It is assumed that the station would be delivered to current standards, e.g. in terms of accessibility, lighting and CCTV. The Welsh Transport Appraisal Guidance (WelTAG) includes consideration of “Equality, Diversity & Human Rights” issues, as set out in the GRIP2 study, the assessment is that these are “Unlikely to be significant”

The proposed station is included in the Monmouthshire [Local Transport Plan](#), for which an Equality Challenge and an Equality Impact Assessment have been completed.

## Step 4: Consultation

**Q6. How has consultation with those who share a **protected characteristic** informed your work?**

List the groups you have consulted or reference previous relevant consultation? <sup>2</sup>	What issues were raised in relation to one or many of the protected characteristics?
	<p>The proposed new Magor &amp; Undy Walkway Station was included in the Monmouthshire Draft Local Transport Plan, and the consultation included the Monmouthshire Access Forum, the Gwent Association of Voluntary Organisations and Passenger Focus as well as all statutory consultees. No responses were received from any of these groups concerning the proposed new station.</p> <p>No formal public consultation has been undertaken for the Magor &amp; Undy Walkway station proposal.</p>

**Q7. Where relevant, record any consultation you have had with Network Rail teams who are delivering work that might overlap with yours. This will ensure that our solutions are joined up.**

Key contact with Network Rail is Andy Scogings, Lead Strategic Planner, Group Strategy - Wales Route, Network Rail, 5 Callaghan Square, Cardiff CF10 5BT, [andrew.scogings@networkrail.co.uk](mailto:andrew.scogings@networkrail.co.uk), mob: 07919 528492

<sup>2</sup> This could include our staff networks, the Built Environment Access Panel, local faith leaders etc.

## Step 5: Informed Decision-Making

### Q8. In light of the assessment above, what is your decision?

Please tick one box and provide a rationale (for most DIAs this will be box 1).

1. Change the work to mitigate against potential negative impacts found	
2. Continue the work because no potential negative impacts found	X – The needs of groups with protected characteristics are further considered in the station design undertaken at GRIP3/4
3. Justify and continue the work despite negative impacts (please provide justification)	
4. Stop the work because discrimination is unjustifiable and no obvious ways to mitigate	

## Step 6: Action Planning

### Q9. What specific actions will be taken to deliver positive impacts and address any potentially negative impacts identified at step 3 or through consultation?

Action	By when	By who
Ensure the needs of groups with protected characteristics are further considered in the station design undertaken at GRIP3/4	At GRIP3/4	GRIP3/4 consultants
Engage groups with protected characteristics on the proposed station design and take account of comments received	At GRIP3/4	GRIP3/4 consultants/ Monmouthshire County Council/ Magor Group
<b>Review this DIA</b>	At GRIP3/4	Monmouthshire County Council

## Step 7: Sign off

Name	Position	Signed	Date
DIA Owner	Transport Planner & Policy Officer, Monmouthshire County Council	<i>Christian Schmidt</i>	24 November 2016

## Diversity Impact Assessment

<a href="#"><u>Superuser</u></a> <sup>3</sup>			
Senior Manager <sup>4</sup>			

If you don't have a local superuser or if your project has been to BEAP please send your DIA for quality assurance to [DiversityImpactAssessment@networkrail.co.uk](mailto:DiversityImpactAssessment@networkrail.co.uk)

To help us respond more quickly please make sure you have;

1. Sent your DIA as a Word document not a PDF
2. Used this naming convention '**Name of project-Draft DIA**'
3. Used the correct DIA form with no additional pages e.g. 'not for circulation cover-sheets'
4. Included any relevant maps / diagrams needed to understand your project
5. Completed all sections of the DIA in line with guidance and training

### Step 8: Publication

Send your final DIAs to [DiversityImpactAssessment@networkrail.co.uk](mailto:DiversityImpactAssessment@networkrail.co.uk). Customer related DIAs will be published on our website.

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<sup>3</sup> Quality assurance check.

<sup>4</sup> Sign-off should be by someone who can approve policy, programme or budget changes.