

GRIP Studies- Progress Resume

- GRIP 1 and 2 reports delivered in March/April 2016
 - i.e. Output Definition and Technical Feasibility
- These were assessed in with MCC in June 2016 with a view to initiating GRIP 3 (Option Selection)
- July 2016 – Mott Macdonald provide work package proposals to complete GRIP 3, total cost £144.6k – 3 phases -
 - Part 1 - Initial Economic Appraisal - £35.4k
 - Part 2 - Option Selection Report – £26.9k
 - Part 3 - Form 001 / Approval in Principle (including Strategic Outline Business Case) - £82.2k
- We had initially aimed to complete all of GRIP 3 by February 2017 (we had sufficient funds to complete part 1 and 2 but were reliant on Welsh Government funding for part 3)
- October 2016 – MCC/MAGOR commissioned the first phase (part 1)
- February 2017 – Mott Macdonald produce a ‘Technical Note’ summarising the Initial Economic Appraisal. Key points -
 - Two scenarios -
 - **Scenario 1:** Magor & Undy is served by 2 trains per hour in each direction (the hourly Taunton-Bristol-Cardiff service and a future hourly Cheltenham-Cardiff/Maesteg service).
 - **Scenario 2:** Magor & Undy is served by 2 trains per hour in each direction (a new hourly Bristol-Cardiff stopping service and a future hourly Cheltenham-Cardiff/Maesteg service). The Taunton-Bristol-Cardiff service continues to operate, calling at Severn Tunnel Junction but not Magor & Undy. Another hourly Bristol-Cardiff service is also assumed to be in operation, calling at Severn Tunnel Junction but not Magor & Undy.
 - 125,000 passengers in 2021 rising to 234,000 passengers in 2036
 - Comparison -

Station	Passengers (2015/16) – total entries / exits	Rail service level (tph = trains per hour)
Caldicot	96,856	West: Up to 1tph to Newport/Cardiff, East: Up to 1tph to Gloucester/Cheltenham
Rhoose CIA	140,000 (excludes airport trips)	East: 1tph to Cardiff and the Valleys West: 1tph to Bridgend
Llanharan	169,428	East: Approx. 1tph to Cardiff/Newport West: Approx. 1tph to Bridgend
Eastbrook / Dinas Powys combined	279,612	East: 4tph to Cardiff and the Valleys, West: 3tph to Barry Island / 1tph to Bridgend

- Present Value of Benefits (PVB) and Benefits Cost Ratio (BCR)

Scenario	PVB (2010 discounted prices)	Notes
Scenario 1	£11.828 million	PVBs and PVCs are presented in 2010 prices, as all monetised values (such as values of time) provided by the DfT in WebTAG are in 2010 prices.
Scenario 2	£14.271 million	

Target BCR (VfM category)	Estimated PVB range (2010 discounted values)	PVC range to obtain target BCR (2010 discounted prices) – implementation & operating costs	Implementation cost to obtain target BCR (2016 prices)
>2.0 (High)	£11.8 - £14.3 million	£5.9 - £7.1 million	£7.0 - £8.6 million

- February 2017 - On the strength of the HIGH Benefits Cost Ratio, Peter Fox (MCC council leader), writes to Ken Skates (WG minister for Economy and Infrastructure) asking if they could fund the completion of GRIP 3
- 26th April 2017 – Minister writes to AMs – List of Welsh 12 stations (from 40 plus) being taken forward for next round of study (Magor and Undy not on the list)
- 3rd May 2017 – Minister comes out to Magor and speaks to reps. of the group – reassures saying that that Magor and Undy is still in the iterative process because of the high BCR – says his officials will continue to work with MCC with the aim of to completing GRIP 3
- 2nd June – confirms reassurance in writing to MCC / Peter Fox.
- July 2017 - Discussions now between WG officials, MCC, NR and MAGOR ongoing