



Magor and Undy Walkway Station

EG0 Safety Verification Categorisation
Application

May 2018

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Form: NR/L2/RSE/100/02/F01 issue 03

To: Network Rail Assurance Panel

Subject: Application for ratification of CSM-RA Significance Test and interoperability authorisation requirement

Date: 11 May 2018

Project Reference

Project Title **Magor and Undy Walkway Station**

Project timescales

| | | |
|----------------------|--------------|----------|
| Option Selection | (End Grip 3) | May 2018 |
| Design completion | (End Grip 4) | TBC |
| Begin implementation | | TBC |
| Commissioning | | TBC |

Current project Value approx £7M

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Project Manager

Delivery Group

Route Western

Prepared by G Berry

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1 Preliminary System Definition

(Note: The Preliminary System Definition should not be confused with the System Definition, which requires significantly more detail, and is produced after NRAP has responded to this document.)

1.1 Executive Summary

The project involves the introduction of a walkway station in between Magor and Undy, to serve the population of both villages. The station is to be served by existing services operating on the South Wales Mainline, with intended destinations including Newport and Cardiff to the West, and Bristol and Gloucester to the East.

1.2 Scope of the Works

The scope of this project is for the introduction of a new walkway station in between Magor and Undy on South Wales at approx. 150m 60ch on the South Wales Main Line (ELR: SWM2). The station is to include two side platforms on the relief lines, with provisions for disabled parking available, as well as a drop off area. Access to the platforms is anticipated to be via the existing subway and footbridge in the area. The station is anticipated to be a category F unmanned station and currently, platforms are proposed to be 150m in length to accommodate a range of potential stopping trains. Further details are to be developed in the following GRIP stages.

Modifications are expected to be required to other Network Rail Infrastructure assets, but these have not been detailed at this stage and may include modifications to Overhead Line Equipment (OLE), track, existing subway and/or footbridge, signalling and lineside equipment.

The electrification of the Great Western to Cardiff Central is currently underway. The infrastructure that is to be introduced for the electrification will be considered in the development of the designs for the new station.

1.3 Details of Non-Network Rail Infrastructure Affected by the Works

Land adjacent to the railway will be required for the construction of the platforms and to provide the access ramps/stairs to the new platforms. The surrounding landowners affected include:

- Monmouthshire Council – As the owners of three of the relevant plots highlighted in the GRIP2 report.
- Private landowners – As the owners of the plots WA701659 and WA407149 as highlighted in the GRIP2 report
- Unidentified land owners – Owners of the two plots highlighted in the GRIP 2 report with no details recorded on the Land Registry database.

1.4 Failure Consequence

At the current GRIP2 stage, the worst-case scenario for the solution could include:

- structural failure of the new station structures affecting passengers on the platform
- impact on operation of services on the mainline
- modifications to the existing subway resulting in structural failure

1.5 Novelty and Complexity

At this GRIP 2 stage, there is the potential for issues relating to the subway, as the existing headroom is non compliant with current standards. If modifications to increase the headroom are not possible, it would require a deviation from the standards.

No further complex or novel issues have been identified at this stage.

1.6 Monitoring and reversibility

The proposed changes will be difficult to reverse once introduced.

Monitoring of the platforms, existing subway and existing footbridge for movement could be carried out during and after construction if required. The approach and requirements for monitoring will be developed further, along with the design and construction methodologies at later GRIP stages.

1.7 Project Position on Interoperability and compliance with TSIs

CSM will need to be applied to the project

Interoperability and compliance with the TSIs are required on this project.

1.8 Recommendation

1. NRAP is requested to endorse:
2. That the scheme **does** ~~does not~~ require an authorisation under the Railways (Interoperability) Regulations 2011 (as amended)
3. That the scheme **is** ~~is not~~ 'significant' under Commission Implementing Regulation (EU) 402/2013 (the Regulation on a common safety method (CSM) for risk evaluation and assessment)

