



Department  
for Transport

# Beeching Reversal: Ideas Fund application form



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## Confidentiality and data protection

The Department for Transport (DfT) is requesting submissions of applications to the Ideas Fund which is part of the Restoring Your Railways Fund. This application and the processing of personal data that it entails is necessary for the exercise of our functions as a government department. If your answers contain any information that allows you to be identified, DfT will, under data protection law, be the Controller for this information.

As part of this application process we are asking for your name and email address. This is in case we need to ask you follow-up questions about your application. You do not have to give us this personal information. If you do provide it, we will use it only for the purpose of asking follow-up questions.

DfT's privacy policy has more information about your rights in relation to your personal data, how to complain and how to contact the Data Protection Officer. You can view it at <https://www.gov.uk/government/organisations/department-for-transport/about/personal-information-charter>.

To receive this information by telephone or post, contact us on 0300 330 3000 or write to Data Protection Officer, Department for Transport, Ashdown House, Sedlescombe Road North, St Leonards-on-Sea, TN37 7GA.

Your information will be kept securely by the Restoring your Railways team and destroyed within 12 months after the deadline has expired.

## 1. Explanatory Notes

The Ideas Fund is one strand of the Restoring your Railway Fund. The Department for Transport will fund 75% of costs up to £50,000 of successful proposals to help fund transport and economic studies and create a business case. Proposals for projects to restore lost rail connections to communities could include schemes such as restoring track and services to an old alignment, modifying an old route due to construction or other unavailability over the original route or upgrading a current freight line to include passenger services and restoring stations on it.

This application form includes questions designed to help you provide the relevant information so we can assess your proposal, but it is not exhaustive. We ask that you do not use other formats. Please make sure you include detailed information about the socio-economic benefits that the proposal would bring, the services that would be provided and details of any known anticipated infrastructure and operating costs.

If you have any queries, please contact the Restoring Your Railway team at [restoringyourrailway@dft.gov.uk](mailto:restoringyourrailway@dft.gov.uk)

A bid for study funding should focus on making the strategic and economic case for the scheme, as well as setting out any recognised challenges. We have structured this form to assist you in drawing out this information.

Bids should follow the structure outlined in the following application form below. Bidders are welcome to expand the individual response boxes; however, we recommend the response should be between 15-20 pages in total. All key information should be included through responding to the questions below, however supporting evidence can be referenced and submitted as supplementary documentation.

If you are submitting more than one bid, please indicate the priority order for your proposals.

## 2. Proposal name and your contact details

Please identify the lead contacts for DfT and its advisers to liaise with.

DfT reference and/or proposal name	Magor and Undy Walkway Station	
Sponsoring MP(s) name, email address and constituency	Jessica Morden MP (Newport East) <a href="mailto:mordenj@parliament.uk">mordenj@parliament.uk</a> Suite 2 7th Floor Clarence House Clarence Place Newport NP19 7AA Phone: 01633 841725	
Lead promoter details (name and organisation)	Laurence Hando Chair Magor Action Group on Rail (MAGOR Group)	Christian Schmidt Transport Projects and Programmes Manager Roger Hoggins Head of Strategic Projects Monmouthshire County Council
Email address	<a href="mailto:Magorstation@gmail.com">Magorstation@gmail.com</a>	<a href="mailto:Christian.schmidt@monmouthshire.gov.uk">Christian.schmidt@monmouthshire.gov.uk</a> , <a href="mailto:rogerhoggins@monmouthshire.gov.uk">rogerhoggins@monmouthshire.gov.uk</a>
Telephone number	01633 881940	07471 479238 07767 246138
Are there any industry or DfT representatives already supporting this proposal?	<p>The proposal has been discussed with Department for Transport officials including Neil Priest (Programme Client).</p> <p>Conditional support has also been provided by Network Rail (Bill Kelly, Route Director, Wales and Borders) subject to agreements being reach with operators and franchising authorities which, in part, depends on the further technical development of the proposals that is the subject of this application.</p> <p>The Welsh Government (Minister for Economy, Transport and North Wales has stated that it supports the nomination of Magor and Undy Station for funding via the Restoring Your Railway Fund. A copy of the letter is attached.</p>	

### 3. Scheme Summary

Provide a description of the scheme; defining the intervention proposed and any available detail about proposed service levels and/or infrastructure requirements. Where details (such as service frequencies) form part of the feasibility work required, please identify this in your response.

This scheme involves opening of a station in Magor and Undy in South Monmouthshire. The new station would replace two former stations – Magor Station and Undy Halt, both of which were closed in 1964.

Magor and Undy are located on a major transport corridor between Cardiff and Newport to the west and the Greater Bristol conurbation to the east. Gloucester and Cheltenham are located to the north east. The station would serve a growing local catchment area of over 7,000 people, which is expected to increase to up to 10,000 within the next few years. There are significant areas of employment adjacent to Magor and Undy. The station is being developed as a walkway station – a station that will be accessed by the local population primarily via walking and cycling.

The station would be located on the South Wales Main Line and would be served by existing rail services. It is proposed that Magor and Undy would receive two trains per hour in each direction as follows:

- 1 train per hour in each direction: Taunton – Weston-super-Mare – Bristol Temple Meads – Newport – Cardiff (GWR service).
- 1 train per hour in each direction: Cheltenham Spa – Gloucester – Chepstow – Newport – Cardiff (TfW service)

In the longer term the Welsh Government is seeking to provide turn-up-and-go frequencies on all Cardiff Capital Region Metro lines, including the Chepstow line. TfW also have aspirations for higher services frequencies on the South Wales Main Line between Cardiff and Bristol. Both could provide the opportunity for further trains to stop at Magor and Undy.

The infrastructure requirements to deliver the station are relatively limited. The station would comprise two 148m platforms, with step-free access provided via an upgraded pedestrian subway along with the construction of compliant access ramps. No changes to the existing signalling infrastructure would be required.

The facility will include features normally associated with modern stations such as cycle parking, LED lighting, CCTV, bus stop and waiting facilities as well as excellent pedestrian access.

Is the scheme already within the remit of National Rail's management and control process for enhancements (GRIP)? If so, what stage is the project at? Has there been any other previous assessments of this proposal? What was the outcome? What has changed since previous reviews?

The scheme is currently being progressed through the GRIP process. The scheme has progressed successfully through GRIP stages 1 and 2, with a significant progress

achieved towards GRIP 3. The location of the station platforms has been determined and the design of the station and associated access facilities is well advanced. Initial timetable assessments have been undertaken. A Strategic Outline Business Case for the station has also been produced.

An application has previously been submitted for funding via New Stations Fund 2. Whilst this application was unsuccessful, positive feedback was provided in respect of the transport benefits of the proposals. Magor Action Group on Rail (MAGOR) and Monmouthshire County Council (MCC) have since responded to the recommendations made by the Department for Transport by progressing the technical aspects of the project including the GRIP 3 design.

It should be noted that while extensive discussions have taken place with Network Rail on the GRIP 2 and GRIP 3 documentation, formal acceptance of GRIP 2 has not yet been achieved. Funding is now sought to complete the limited number of tasks required to achieve GRIP 2 and 3 approval and accelerate the proposals towards delivery.

Further details of the project and its importance to the local community can be viewed on the MAGOR website (<http://magorstation.co.uk/>). The existing GRIP 3 report and Strategic Outline Business Case can be accessed via the following links:

<http://magorstation.co.uk/wp-content/uploads/2020/06/Magor-and-Undy-Station-SOBC-revB.pdf>

<http://magorstation.co.uk/wp-content/uploads/2020/06/Magor-and-Undy-GRIP-3-Option-Selection-Report-Rev-02.pdf>

Does the scheme have any potential for third party funding? If so, please provide details of the potential third party funder, and the terms and amount of any such funding.

Scheme development to date has benefitted from Welsh Government grants as well as Monmouthshire County Council funding.

MCC has committed a further £80,000 match funding towards scheme development, and the MAGOR Group and Magor with Undy Community Council have pledged up to £10,000 towards the station.

In terms of constructing the station, on 27 February 2020 the Cardiff Capital Region approved in principle a second phase to its Metro Plus programme, which will eventually provide up to £3m towards the delivery of one Metro-related scheme within Monmouthshire. A recently approved housing development is also expected to provide up to £200,000 towards the station and/or improvement of walking & cycling routes to/from the station.

## 4. Financial overview of the proposal

Provide an estimate of how much funding is required to progress the proposal and what the funding will pay for. For example, to support further research to investigate potential benefits for local tourism or carry out a feasibility study on infrastructure changes to help support a subsequent business case. Where non-DfT or third party funding is required alongside funding through the Ideas Fund please provide the percentage contribution of each third party to the total costs. Please include any other relevant financial considerations.

Funding is being sought under the 'Accelerating existing proposals' theme of the Restoring Your Railways Fund. As noted, funding is required to enable MAGOR and MCC to progress the project to the successful completion of GRIP 3. Specifically, there is still a requirement to finalise the following tasks:

GRIP 2: Review GRIP 2 documentation with Network Rail and obtain approval to formally proceed to GRIP 3.

GRIP 3:

- Review the existing Option Selection Report, Civils Form 001 and Telecoms Form 001, determine if updates required due to change in site or operational constraints.
- Produce the following GRIP 3 documentation: Signalling GRIP 3 design, M&E Form 001, E&P AiP, Permanent Way AiP
- Updated cost estimate
- Review other GRIP 3 deliverable requirements with Network Rail
- Complete GRIP 3 approval processes with Network Rail

Based on correspondence with Network Rail, it is considered that funding of £175,000 will be required. Funding is being sought towards the following costs:

- £100k of Network Rail costs to finalise GRIP2 and achieve GRIP3 sign-off
- £75k of consultancy costs to complete GRIP 3 deliverables (based on the outstanding deliverables from 2018)

Are there any financial dependencies or risks in delivery of the work proposed to be funded through the Ideas Fund?

The requirements to complete GRIP 3 and the costs set out above are well understood. The costs are based on information provided to MAGOR by Network Rail in 2018 Q2. Nevertheless, the works cannot be costed precisely until direct and up to date quotes have been received and consultancy support procured.

As stated, MCC has committed a further £80,000 match funding towards scheme development, and the MAGOR Group and Magor with Undy Community Council have pledge up to £10,000 towards the station.

We are not aware of any other financial dependencies or risks associated with the plans set out here.

## 5. Strategic overview of the proposal

### Rationale for Intervention

Provide a high-level explanation of what your scheme aims to achieve, including a summary of the problems/opportunities the scheme looks to address, providing supporting evidence where appropriate. This should include consideration of how the scheme aligns with local and national policy. What is the transport problem? Have you considered other transport modes to deliver the outcomes and if so, why is rail the appropriate solution? What impact might the scheme have on levelling up outcomes?

Magor and Undy has experienced a high level of new housing with further development planned. Whilst the area is recognised in the Monmouthshire Local Development Plan (2011 – 2021) as a key employment site, the proximity to the key employment centres of Bristol, Cardiff and Newport (and to a lesser extent Cheltenham and Gloucester) means that substantial out-commuting is a major feature of transport in the area.

Travel to work data indicates that 80% of all commuting journeys to/from Magor and Undy are made by car, in contrast to the county and Welsh average of 74%. The main single carriageway road through Magor and Undy (the B4245) is currently at saturation point with 11,000 vehicles per day using this route. Traffic on the B4245 has a significant impact on quality of life in Magor and Undy due to its environmental impact (noise and air quality) and the severance it creates.

The M4 towards Cardiff and Newport is subject to severe congestion at several times of the day and has poor resilience. Proposals for an M4 relief road have been scraped by the Welsh Government. The Welsh Government has set up a commission that is currently exploring alternative options to improve transport along the M4 corridor and reduce congestion. In the absence of a new relief road, major upgrades to the public transport network are likely to be required as part of any strategy to address congestion on the M4.

Public transport alternatives from Magor and Undy are limited. The nearest railway station is Severn Tunnel Junction, located 2.5 miles away. Approximately 25% of Severn Tunnel Junction users live in Magor and Undy, the majority of which arrive by a car ('Magor Station What If?' 2013 survey data). Severn Tunnel Junction station has limited park and ride provision. Existing parking is at capacity and overspill parking onto neighbouring residential streets such as Station Road in Rogiet are common.

Local bus services generally link South Monmouthshire and Newport only. Whilst there are direct bus services to Newport, Caldicot and Chepstow, the single daily bus to Bristol is facing withdrawal.

The proposed station is included in Monmouthshire's Local Transport Plan (2015). The Plan includes the prioritised programme for a five-year period between 2015 and 2020, but also medium- and longer-term aspirations for the period between 2020 and 2030.

The project is also aligned with the UK Government's rail strategy – Connecting People: A Strategic Vision for Rail (2017) – and the focus on an expanded network. In particular, the project contributes to the aims of 'rebalancing the economy', 'creating more homes' and 'forging new links between places, spurring development and economic growth'. As a walkway station, the proposals would clearly support both the Department for



Transport and Welsh Government's desire to see a greater proportion of travel by sustainable and active travel modes.

The project's objectives can only be fully achieved through the provision of a new station as has been demonstrated by an options assessment exercise (included in the Strategic Outline Business Case) which considered alternative approaches including options involving other modes.

What would happen if the scheme did not go ahead, what would be the impact if this project was not taken forward?

The objectives of the project are as follows:

- Cater for the travel needs of an increasing population in Magor and Undy without putting undue pressure on the surrounding road network, including the B4245 and Station Road in Rogiet.
- Improve public transport connectivity between Magor and Undy, the cities of Newport, Cardiff and Bristol, and the national rail network to enhance access to employment and services.
- Promote use of sustainable transport options among the residents of Magor and Undy.
- Promote active travel among residents of Magor and Undy.
- Support the development of local businesses, community development projects and tourism potential.
- Reduce pressure on car parking capacity at Severn Tunnel Junction.

If the project is not progressed, then the above objectives will not be achieved. Given the population of Magor and Undy will increase, the number of people commuting by car will also rise. In the absence of intervention, the following impacts are expected:

- Continued reliance on the private car for travel to/from the Magor and Undy area.
- Further increase in car trips made by rail users seeking to access the rail network at Severn Tunnel Junction.
- Adverse impacts on both the local (B4245) and strategic (M4) highway networks.
- Further strain on the limited park and ride provision at Severn Tunnel Junction station, with adverse overspill parking impacts on the streets of neighbouring residents.
- Adverse impacts on local air quality and increase in greenhouse gas emissions.
- Missed opportunities to promote active travel with resulting health benefits.
- Missed opportunities to improve access employment and services

## **Scheme Dependencies & Risks**

Are there any constraints or dependencies that the project may have? These could include planning restrictions or time constraints for delivery.

As noted, the infrastructure works required to deliver the station are relatively straightforward. Network Rail (Route Director, Wales and Borders) has confirmed that the current network capability would support a station at this location.

The South Wales Main Line through Magor and Undy has recently benefitted from a major upgrade as a result of electrification works. Local services have been boosted by the introduction of newer rolling stock with improved capacities such as the TfW class 170s and GWR class 165/166s.

Initial timetable analysis has identified operational constraints with the existing TfW Rail Services Maesteg to Cheltenham service. Further operational analysis will be undertaken to determine how the constraints of the current timetable can be overcome.

Further enhancements to the South Wales Main Line – the relief lines upgrade – are in the process of being examined including the completion of a strategic outline business case by Network Rail. As a result of proposed enhancements, it is possible that Magor and Undy station could be accommodated without any significant implications for train performance and operating costs.

What are the key risks and issues faced by the proposed scheme and how can these be mitigated?

As part of the scheme development, an assessment of the risks and issues has been undertaken as part of the GRIP3 work undertaken to date. The key risks that have been identified are as follows:

- Timetable risks – A more detailed review of the Maesteg-Cheltenham service will need to be undertaken to determine the best way of accommodating the stop at Magor and Undy. This will need to consider the potential performance and rail operating cost risks.
- Condition of Existing Subway – The GRIP 3 study confirmed the need to modify the existing right of way subway as not meeting both rail and highway standards in providing access to the station. Condition of the existing subway may impact choice of access solution. Full structural inspection and assessment will be undertaken at GRIP 4 to confirm condition of existing structure prior to developing detailed design.
- Available Information – Analysis undertaken at GRIP 3 will be updated such that it is based on the most up to date examination reports, track model, and as-built drawings.
- Unforeseen Conditions – Further investigation of ground conditions and buried services will be undertaken at the next stage.
- Funding/Business Case – Programme risks linked to funding and business case approvals.
- Protected Species – Phase One Habitat survey and further ecology surveys are planned to enable presence of protected species to be accommodated in design and construction programme.
- Approvals – Network Rail GRIP 3 approvals will need to be sought before commencement of GRIP 4.

## Stakeholder Management

Please Identify the key stakeholders for your scheme, their interest in the project and how you plan to work with them. What train operator(s) might be involved in delivering the proposed services? Have you engaged with them at this stage? Do you have their support?

As part of the work undertaken to date, the local action group MAGOR has been actively engaging with a wide range of organisations, elected representatives and stakeholders, including:

- Monmouthshire County Council
- Local residents and businesses
- Local schools
- The Three Fields Trust
- Magor with Undy Community Council
- Welsh Parliament members as well as the local Member of Parliament
- Welsh Government
- Transport for Wales
- Industry stakeholders including Network Rail, TfW Rail Services, Great Western Railway and Cross Country Trains

To date, 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 further information on stakeholder engagement, see the attached file or [www.magorstation.co.uk](http://www.magorstation.co.uk).

Given the station is located on the South Wales Main Line, there has been active engagement and support with the rail operators that run services on the line. These include:

- TfW Rail Services (operating the Maesteg to Cheltenham service)
- Great Western Railway (operating Cardiff to Taunton service)
- Cross Country Trains (operating Cardiff to Nottingham service)

What other support is there for the scheme and how do you plan to maintain this? Are local communities supportive of the scheme?

The project has attracted considerable support. It has the support of MCC and Jessica Morden MP (Newport East). MAGOR has the support of a number of cross-party Welsh Government Assembly Members. The Future Generations Commissioner for Wales has also expressed her support for the project.

The local community is overwhelmingly in support of the station and has been actively engaged in its development through MAGOR. The project is also supported by the business community. It has received the full support and endorsement of major employers – The Celtic Manor Resort and Budweiser (Magor Brewery) – as well as a range of local businesses.

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:

- Rail ticket sales in the hub
- Café /bar and restroom facilities for rail travellers
- WiFi area
- Live train information
- Information services to provide access to buses, taxis, and active travel routes and local places of interest
- Maintenance of the secure areas for bicycles and mobility scooters
- Eco-friendly electric vehicle, charging points
- Venue for functions and events
- 

Moving forward, the MAGOR Group, in conjunction with Monmouthshire County Council, will continue to engage with the community, stakeholders and elected representatives. Monmouthshire County Council is coordinating progress and communication through its Strategic Transport Group, which includes representatives of the MAGOR Group.

What opposition is there to the scheme (if any)? How do you plan to overcome this?

As noted, the project has extensive community, stakeholder and political support. There is no significant opposition to the station at this time.

## 6. Socio economic benefits of the scheme

In presenting the socio-economic benefits of the scheme please provide information on the population, employment and gross weekly earnings statistics for the local authority district(s) impacted by the scheme and the geographic area of the scheme's origin and destination to help make the case for your scheme, where available.

### Transport benefits

Please provide an overview of the transport benefits that the scheme could deliver, with consideration of expected levels of demand, journey time savings and new journey opportunities created by the scheme. Have you completed any studies on the likely transport demand? If so, do you know the local population and footfall at existing stations? Does the local plan indicate nearby housing and do you anticipate access by car/foot/bus/cycle? (Note: at this stage the expected transport benefits may only be qualitative, and if development of this is part of the feasibility/ideas work needed, please state this).

As a walkway station, the station is expected to primarily draw its passengers from the local residential catchment area. Given the local geography of the area, the majority of the demand is expected to come from the Magor and Undy area, most of which is within a 1 km walking distance of the station. At present, residents of Magor and Undy (as well as other parts of Newport and Monmouthshire) have to travel by car to Severn Tunnel Junction. In addition to the new demand generated by the station, it is expected that the users of Severn Tunnel Junction will be attracted to the station.

New residential and employment developments will increase demand for rail services. The most significant development sites in Magor and Undy during current Local Development Plan period include 550 dwellings across Rockfield Farm and Vinegar Hill, to the north of Undy and adjacent to the M4. These sites lie within the catchment area for the station and are either currently under construction or have planning permission. Linear growth is assumed from no dwellings at these sites in 2016 to full build-out by 2026.

As part of the development of the Strategic Outline Business Case for the Station, patronage forecasts have been produced and an economic assessment of the project has been undertaken. As part of the assessment, demand forecasts for the station have been generated using a 'gravity' model method. Gravity models use existing rail demand data, service quality (frequency, destination, fare) information, competing mode data (for car and bus), and population and socio-economic data for areas around stations to forecast flows.

The forecast demand for Magor and Undy – peaking at nearly 223,000 at the end of a 20-year period – has been benchmarked against existing local comparator stations.

The demand forecasts demonstrate both that the station would attract significant patronage and that it would have an overall net positive impact on rail usage after adjustment for those users who would switch from Severn Tunnel Junction station and taking into account the negative impacts of longer journey times for passengers on through services.

Year	Magor and Undy Passengers (Entries and Exits)	Net Overall Impact on Rail Passenger Demand (Adjusted for Station Choice and Journey Time Impacts on Through Services)
1	125,572	88,240
5	198,971	149,849
10	211,165	157,035
15	220,873	161,298
20	222,814	162,150

In summary, the benefits of the station can be summarised as follows:

- Improved access to the rail network for the residents of Magor and Undy
- Cater for population and new housing development
- Reduced journey times to the major centres of Bristol (approximately 30 mins), Cardiff (25 mins) and Newport (9 mins)
- Better connectivity to destinations west of Magor and Undy. The current settlement is located close to Junction 23A of the M4, and travel by rail involves a journey 2.5 miles east to Severn Tunnel Junction
- Lower car use and congestion on the single carriageway B4245 through Magor and Undy
- Increased active travel and associated physical fitness benefits given the station walkway proposal

An economic appraisal of the station was completed in July 2018 which suggests that the project is likely to deliver value for money. The results of the 'core scenario' are provided below. At this stage, given uncertainties relating to the preferred timetable options, the economic appraisal excludes both positive impacts on rail fares and impacts on train service operating costs. Results are expressed in 2010 prices and values.

- Present Value Benefits: £11.8m
- Present Value Costs (excluding rail fare and operating cost impacts): £7.2m
- Net Present Value (excluding rail fare and operating cost impacts): £4.7m
- Benefit-Cost Ratio (excluding rail fare and operating cost impacts): 1.65

## Wider benefits

Please provide an overview of the wider economic benefits that the scheme could deliver, with consideration of creating additional job opportunities, improving access to key services and facilitating new development. Please also outline what the anticipated environmental impact and/or benefits of the scheme would be. (Note: at this stage the expected wider economic benefits may only be qualitative, and if development of these forms part of the feasibility/ideas work needed please state this).

The station will make a positive contribution towards to the local and regional economy.

At a local level, it would greatly enhanced transport links between Magor and Undy and the urban centres of Bristol, Cardiff and Newport, improving access to employment for local residents. It would also help to support new development in the local area.

The current Monmouthshire Local Development Plan has identified the existing employment site to the west of Magor as protected and has earmarked approximately 5,575 square metres of new employment space to the north of Magor and Undy.

There are also other local benefits by reduced congestion, which would make local services more attractive.

At a regional level, the station would also improve transport conditions which would bring further economic benefits. There are longstanding congestion issues on the M4 around Newport and Cardiff, as well as on the M5 and M32 in and around Bristol.

Combined with other measures, the station would help to reduce reliance on car journeys and thus make a positive contribution to the improved operation of the highway network. Reducing congestion on this corridor will improve the functioning of the labour market and increase economic interactions between Bristol, Newport and Cardiff. Reducing congestion will make the region more attractive for new investment.

The key environmental benefits will principally arise from reduced car use. These include reduced congestion, lower level of accidents and noise, improved air quality and lower greenhouse gas emissions.



## 7. Scheme Deliverability

What will be the impact of the scheme on the existing railway infrastructure and operations? Please set out the impact both during the improvement works and ‘business as usual’ once the work is completed.

Under the current proposals, the platforms at Magor and Undy Station would face the relief lines. Therefore, services calling at the station would divert from the main lines to the relief lines between Severn Tunnel Junction and Magor. The existing signalling allows for trains to call at the station whilst allowing through services on main lines to bypass the stopping services. As a result, there would be no resultant pathing problems for faster inter-city or inter-urban trains.

In terms of operations, it is assumed at this stage that no additional rolling stock will be required. Nevertheless, it is important to stress that more detailed timetable analysis is required before it can be established with certainty that the station can be accommodated without the requirement for additional rolling stock.

The proposed station would be constructed on the outside of the relief lines so the level of construction impacts will be minimised. Despite this, there will be some disruption arising from the construction works to adjacent structures. There is some opportunity to make use of existing night-time possessions to carry out some of the works, however it is anticipated that some abnormal possessions (those outside of the planned possessions) will also be required to complete the scheme.

Is the scheme being proposed deliverable with regard to capital costs and operating costs? Please note, we are not expecting full cost estimates for the scheme at this time, but require an overview of the scale and nature of investment anticipated.

The capital cost estimate for the scheme stands at £7.630m in 2019/20 prices. This is based on the GRIP 2 cost estimate of £7.007m (2016 prices, excluding inflation) uprated to 2019/20 prices.

Currently, the working assumption for fare revenues is that the train operating companies (TOCs) would break even – the additional revenues gained would cover their additional costs, with no additional profit gained or additional subsidy requirement.

There are several options for accommodating the station call within the current timetable. Each of the options involve different trade-offs between train performance, revenue and operating costs. Therefore, the impact on train operating costs cannot be estimated with certainty at this stage.

It should also be noted the impact of proposed enhancements to services on the South Wales Main Line (facilitated by upgrades to the relief line) may enable the station to be accommodated without any significant implications for train performance and operating costs.



Please provide an outline programme for delivery of the scheme, including estimated start and completion dates of the project? If development of this aspect is part of the feasibility/ideas work needed, please state this.

If funding is secured, it is expected that construction could commence by mid-2022 and would be substantially complete by mid-2023.

The programme developed at GRIP 3 has been updated to provide the following indicative project milestones:

- GRIP 3 Sign-Off – **Late 2020**
- Outline Business Case completion – **Early 2021**
- GRIP 4 (Single Option Development) completion – **Mid 2021**
- GRIP 5 (Detailed Design) completion – **Early 2022**
- Full Business Case (FBC) completion – **Early/Mid 2022**
- Construction commences – **Mid 2022**
- Construction substantially complete – **Mid 2023**
- GRIP 6/7 (Construction, Test and Commission, Handover) completion – **Mid/Late 2023**
- Station Open to Passengers – **End 2023/Early 2024**
- GRIP 8 (Close Out) - **2024**

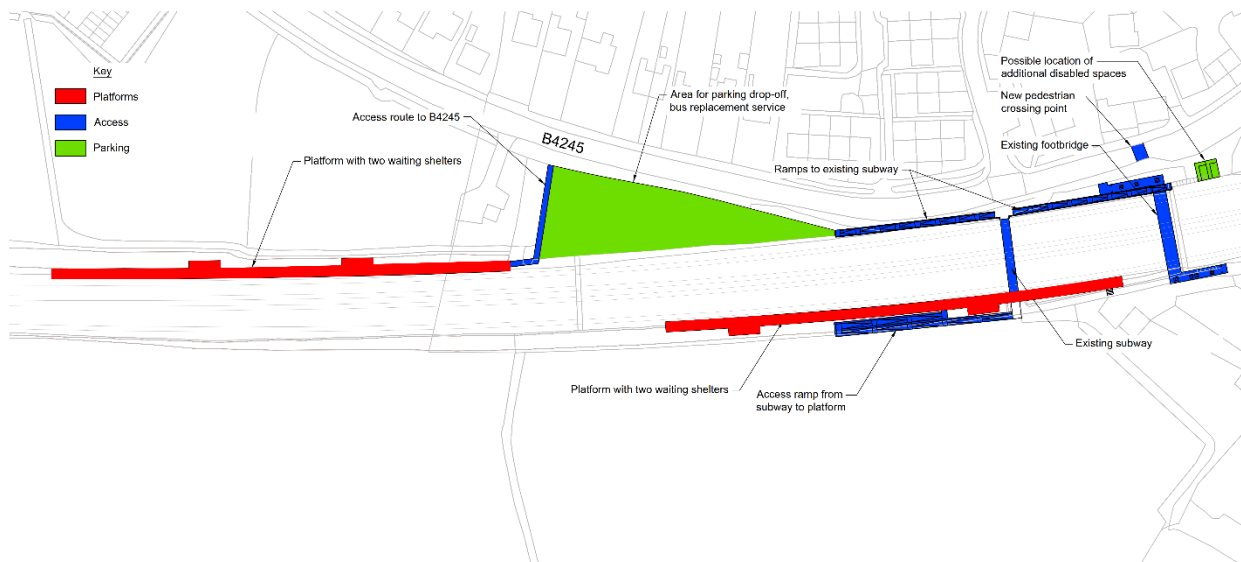
## 8. Maps of your proposed scheme

Figure 1 – Station Location on the South Wales Main Line



Source: Contains OS data © Crown copyright and database right (2018)

Figure 2 – Platform Postions and Access Arrangements



## 9. Additional information request

Are you happy for DfT and its advisers to use the attached contact details to request further information regarding the application if necessary?	Yes
Do you consent to your contact details being added to a communications distribution list that would mean you are kept up to date on new developments related to this subject area?	Yes
Do you consent to the outline details of this proposal being published as part of communicating about the Restoring Your Railway Fund to stakeholders and the wider public?	Yes