

Structure of Response to TfW Consultation – MAGOR

Positives

- Good to bring out the ‘vision’ to the community and pleasing that it was the best supported and recognised as the most positive response
- Magor & Undy Walkway is now in the plan
- One station in the centre of Magor with Undy replaces the two stations closed in 1964
- Walkway concept accepted
- Drop-off area recognised as in the original plans
- Disabled parking provision
- Recognised that it is not a ‘park and ride’
- Cycle storage included
- Active travel and with integration public transport
- Increased frequency of proposed services
- Has the potential to make a contribution to the climate change and the modal shift agenda
- Aligned to protecting the Gwent Levels
- Kept MAGOR in loop throughout consultation planning

Negatives

- No critical path to deliver the vision as a package
- Seemingly a ‘one size fits all’ (for station designs)
- Aesthetically, it doesn’t fit the semi-rural locality.
- Lift building and additional bridge takes away space for adequate disabled parking
- Doesn’t recognise the impact of the M4 relief cancellation affecting Magor with Undy more than the other locations for proposed stations
- Seems to be a grandiose scheme which is likely to be unaffordable in the current financial climate (e.g. HS2 Northern extension)
- Doesn’t recognise that Magor & Undy, on its own, could be relatively easily accommodated into the existing hourly Cheltenham and hourly Stopping Bristol (Taunton) services
- No ‘Plan B’ (no other options) if the whole project, as presented, is proven to be unaffordable
- Dismissed the use of upgrading the underpass (as favoured in previous GRIP 2 design)
- Moving the platforms (compared with previous design) increases cost
- Seems to be less integrated with The Hub – always in the plans and favoured by DfT as a community adopted station
- Doesn’t recognise The Hub as being central to and complementing the station, with Train Information, Ticket sales, Refreshments, Toilets.
- Road Traffic Management (parking restrictions etc.) still needs to be addressed
- No phasing of stations delivery to get early return on investment, prove the concept and get an early reduction in carbon emissions
- Not recognising ‘Magor & Undy Walkway’ as a quick win for Burns report
- Retaining the Llanwern fly-over will not deliver the expected journey times
- Too much emphasis on upgrading the lines (for Intercity) rather than focus on delivery of local services