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Magor Action Group on Rail  
Magor  
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### Public Consultation on proposed New Station at Magor and Undy

Thank you for the opportunity to respond to your Magor and Undy station consultation. As a group of local residents, we have been campaigning for a New Station in Magor/Undy for over 11 years. As I'm sure you know, we have commissioned numerous surveys and sought professional advice, therefore given much thought, over this 11 plus years, to the needs and desires of the local community.

We are pleased that your consultation strongly supports a Station in our community and we were pleasantly surprised at the degree of complexity shown in your proposals.

On the positive side we recognise:-

- 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
- 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

However we also have some concerns:

- 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



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- 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

As you can see, we feel that a Magor and Undy Station could and should be considered as a quick and cheap win, if only the proposals were more in line with our own suggestions. We would strongly recommend that you consider working together with us to make this proposal a reality.

Yours Sincerely

Laurence Hando  
Chairman  
MAGOR