


**WELSH GOVERNMENT CAPITAL TRANSPORT GRANTS FY2018-19
SCHEME APPLICATION FORM**

Local Authorities shall complete one form per scheme. A scheme may comprise a single project or package of associated projects

Local Authority	Monmouthshire County Council
Scheme Name	Magor & Undy Community Walkway station
Existing or New Scheme	Existing
Grant (please select one)	LTF
Date of Scheme	<p>Start</p> <ul style="list-style-type: none"> • First planning works: 2013 • Commencement of GRIP stages 1+2 (output definition, feasibility): Feb 2016 • Commencement of GRIP stage 3 (option selection): October 2016 • Commencement of GRIP stage 4 (Single option development): estimated autumn 2018 <p>Estimated Completion:</p> <ul style="list-style-type: none"> • GRIP stage 3: Summer 2018 • GRIP stage 4: 2019 <p>GRIP stage 8 (Project closeout): tbc</p>
Scheme Category	<i>Rail</i>
Funding required for 2018-19	<i>£200,000</i>
Total funding required to complete scheme from 2019-20 onwards	<i>£7,000,000</i>
Project Manager Contact Name	Christian Schmidt

Contact Telephone	07471 479238
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Authorised by (e.g. Head of Finance or Transport Services)	Name: Roger Hoggins Job Title: Head of Operations Signature: 

SCHEME DESCRIPTION

Please provide a brief description of the scheme. If your application is for a scheme that will take longer than a financial year to complete, we require a description of the whole scheme and the elements to be delivered in each financial year.

Attach A4 location maps, project(s) drawing(s) and any other supporting information separately.

Georeference for your Active Travel scheme(s):

The projects seeks to develop and deliver a new railway station in Magor & Undy.

The project is developed in accordance with Network Rail's Guide to Railway Investment Projects (GRIP) process. GRIP stages 1 (Output definition) and 2 (Feasibility) have been completed. GRIP stage 3 (Option selection) is currently underway, with part 1 (Initial Economic Appraisal including Demand Forecast) has been completed. It is expected that GRIP stage 3 can be completed in summer 2018.

The bid is commence GRIP stage 4 (single option development, which is expected to take around 12 month).

MCC and the Magor Action Group on Rail submitted a New Station Fund bid in autumn 2016. The bid was not successful. However feedback from the DfT and Network Rail indicated that this was primary due to the state of progress with developing the scheme – all winning bids had reached the end of GRIP3. Overall the proposal was deemed to show potential, it was pointed out that a number of the winning bids had been at the same stage in the previous NSF competition and MCC.MAGOR were strongly encouraged to bid again if scheme development had progressed by the start of Control Period 6 (2019-2024). It is the intention is to then submit a New Station Fund bid.

The location plan shows the site of proposed station. For a detailed description of the scheme please see www.magorstation.co.uk. Copies of the GRIP stage 1 and 2 reports can also be found in the 'documents' section.



Sustainable Development Principle

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to apply the sustainable development principle in everything they do, through the five ways of working. Please describe how you have followed the five ways of working in the development and appraisal of your proposal.

The Five Ways of Working	
Long Term – please describe how you have considered long term needs. What are the impacts of your proposal on future generations?	Magor & Undy is a growing town in south Monmouthshire, including a number of key development sites earmarked in the Local Development Plan. While there is an existing and a planned employment area, substantive number of residents commute elsewhere. The proposal is expected to dramatically change the sustainable accessibility of Magor & Undy, and thus facilitate the future development of the town.
Prevention – please describe how you considered options to prevent the problem from getting worse or occurring in the first place.	No alternative public transport options (e.g. improved bus services, improved park & ride) would provide similar sustainable accessibility improvements to jobs and services. Much development has already happened in Magor & Undy over the last couple of decades, and the additional sites are earmarked in the Local Development Plan.
Integration – please describe how you have considered the well-being objectives of other public bodies.	The wider social and environmental impacts have been considered as part of the GRIP2 appraisal. It is further planned to integrate the proposed station with the community hub proposed on the adjacent land and the proposed walking & cycling network (Integration Network Maps).
Collaboration – please describe who you collaborated with and how, in the development and appraisal your proposal.	The development of the station is a joint project between Monmouthshire County Council and the Magor Action Group On Rail, a local community group formed in 2012 with around 220 members that including business owners, local politicians and of course numerous residents of Magor and Undy. The MAGOR group continually informs and consults with residents, the community council and the community trust which is working on developing a community centre on the site adjacent to the proposed station site. See www.magorstation.co.uk for further information
Involvement – please describe who you have involved and how, in the	Local residents, local businesses, the local primary school, the community trust, the community council, local county councillors, local AMs and the local MP have all been

development and appraisal of your proposal	regularly been contacted by the MAGOR Group and have been involved through workshops, monthly reports and attendance of MAGOR committee members at their meetings. See www.magorstation.co.uk for further information
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SCHEME BUSINESS CASE

1. STRATEGIC CASE

The case for change, fit with policies and objectives.

The Case for Change	
<p>Current and Future Situation and Issues What are the local and wider issues that this scheme will address? Include baseline data where available. What will happen if no action is taken?</p>	<p>Magor & Undy is a town in Monmouthshire with a current population of over 6,000. This is expected to rise to over 10,000 over the next few years as it contains a number of major housing development sites. The town also includes a major employment area, including Wales' largest brewery.</p> <p>The South Wales Mainline runs through the town, but there is no station. The nearest railway station is Severn Tunnel Junction, 2-3 miles to the east of the town. (It is therefore particularly unsuited for travel towards Cardiff and Newport. There are also substantial car parking issues at STJ, and there is no safe walking or cycling route.)</p>
<p>Scheme outputs What are the specific outputs that the scheme will deliver? (objectives and outcomes should be set out in the next section)</p>	<p>The scheme would deliver a new railway station for Magor & Undy on the relief lines of the South Wales Mainline</p>
<p>Local Transport Plan Please indicate where this scheme sits in the Local</p>	<p>LTP guidance specifically excluded new railway stations. However the LTP does include: "Magor & Undy new walkway rail station – access & interchange improvements –There are advanced proposals for a unique community walkway station for Magor & Undy, with a GRIP study to be</p>

<p>Transport Plan and any other related policies and plans. Please also indicate the Integrated Network Map route reference for this scheme, taken from the Active Travel Mapping System.</p>	<p>conducted in early 2015 to evaluate the site. It is proposed for the station to incorporate a community centre, active travel access measures, information provision and signage, integration with buses and a traffic management scheme for Magor with Undy. MCC would look to work with WG/NR in developing and implementing bus and active travel access measures for the station.” The proposed station is included as a potential station in both the Welsh Government’s National Transport Finance Plan and the emerging Outline Regional Transport Strategy.</p>
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Fit with Well-being Objectives

The Well-Being of Future Generations (Wales) Act 2015, places a duty on public bodies to seek to achieve the well-being goals and objectives in everything they do. Please outline below how your scheme fits with the Welsh Government’s Well-being Objectives:

<http://gov.wales/docs/dsjlg/publications/150623-guide-to-the-fg-act-en.pdf>

<http://gov.wales/docs/strategies/170919-prosperity-for-all-en.pdf>

Prosperity for All	Well-being Objectives	Scheme contribution
Prosperous & Secure	<ul style="list-style-type: none"> • Support People and businesses to drive prosperity • Tackle regional inequality and promote fair work • Drive sustainable growth and combat climate change 	<p>The scheme is expected to improve sustainable access from Magor & Undy to the key job markets of Newport, Cardiff and Bristol. It will also provide sustainable access to existing and planned Magor employment areas.</p>
Healthy & Active	<ul style="list-style-type: none"> • Deliver quality health and care services fit for the future • Promote good health and well-being for everyone • Build healthier communities and better environments 	<p>The scheme is expected to lead to a modal shift from car to rail, and from (car-rail) park & ride to walk & rail.</p>

Ambitious & Learning	<ul style="list-style-type: none"> • Support young people to make the most of their potential • Build ambition and encourage learning for life • Equip everyone with the right skills for a changing world 	The scheme is expected to improve access to education facilities, especially secondary education in Caldicot and tertiary education in Newport, Cardiff and Bristol.
United & Connected	<ul style="list-style-type: none"> • Build resilient communities, culture and language • Deliver modern and connected infrastructure • Promote and protect Wales' place in the world 	The scheme would be delivered in conjunction with the proposed community hub.

Scheme Objectives

Please outline below how your scheme fits with the relevant grant objectives. Please only fill in for the grant that you are applying for and leave the other blank.

Grant name	Grant objectives	Scheme Objectives
Local Transport Fund	<ul style="list-style-type: none"> • Support WG economic priorities for jobs and growth, in particular for City Regions, Enterprise Zones, North Wales Economic Ambition Board, local growth zones and regeneration areas • Reduce economic inactivity by delivering safe and affordable access to employment sites • Encourage active and sustainable travel • Improve quality of life particularly those living in disadvantaged and rural communities by delivering safe and easy to use transport to key facilities and services • Connect communities and enable access to key services • Develop active travel schemes identified in the Integrated Network Maps 	A station appraisal following WeTAG guidelines was undertaken as part of GRIP stage 2. This shows that the project would be beneficial in terms access to jobs and employment sites, encouraging sustainable travel, improve connectivity to key services to key services and improve mobility especially for those without a car

Local Transport Network Fund	<ul style="list-style-type: none"> • Improve public transport journey time reliability • Improve air quality • Reduce public transport journey times • Connect communities and enable access to employment, education and key services 	n/a
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2. TRANSPORT CASE

Contribution to Well-being Goals

Transport schemes must seek to maximise their contribution to the well-being goals. Please provide a summary of the impacts of the scheme to the well-being goals. This should be informed by the statutory and non-statutory impact assessments of the scheme.



Well-being Goal	Impact (select one for each goal)
A prosperous Wales	Positive / neutral / negative
A resilient Wales	Positive / neutral / negative
A healthier Wales	Positive / neutral / negative
A more equal Wales	Positive / neutral / negative
A Wales of cohesive communities	Positive / neutral / negative
A Wales of vibrant culture and thriving Welsh language	Positive / neutral / negative
A globally responsible Wales	Positive / neutral / negative

Value for Money

Value for Money (low / medium / high)	High – see GRIP3 Initial Demand Forecast & Economic Appraisal for details
Benefit Cost Ratio (BCR)	2.0
Adjusted Benefit Cost Ratio (to take account of non-monetised impacts)	tbc

Impact Assessment

Please provide a summary of the social, cultural, environmental, and economic impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence.

<p>Social Impacts Summary of the social impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: physical activity, journey quality, number and severity of accidents, security, access to employment, access to services, affordability, severance, option and non-use values.</p>	<p>The proposal is expected to benefit especially those without a car that are currently ‘access-poor’ and struggle to access services. The GRIP2 study also included a social impact assessment.</p>
<p>Cultural Impacts Summary of the cultural impacts of the scheme, who is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: welsh language.</p>	
<p>Environmental Impacts Summary of the environmental impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: noise, air quality, greenhouse gases, landscape, townscape, historic environment, biodiversity, water environment.</p>	<p>The proposal is expected to lead to a modal shift from single occupancy car travel to rail travel, with associated environmental benefits. The GRIP2 study also contained an Environmental Impact Assessment. The Economic Impact (see below) also includes monetarisation of a number of environmental impact as per WebTAG guidance.</p>

Economic Impacts

Summary of the economic impacts of the scheme, who/ what is affected, how, and key qualitative/ quantitative supporting evidence. Please consider the following impacts: journey time, journey time reliability, transport costs, accident costs, productivity, local economy, land, capital costs, and revenue costs. Include evidence on Transport economic benefits and on wider economic benefits including jobs created. Explain what steps have been taken to ensure costs have been kept as low as possible and to quantify how the funding requested will represent value for money.

As part of the GRIP3 part 1 work, Mott MacDonald undertook an Initial Demand Forecast & Economic Appraisal. As was undertaken as per DfT (WebTAG) and rail industry guidance, and concluded that the new station would have a Present Value of Benefits of between £11.8m and 14.3m, depending on service level. This equates to a BCR of 1.68 to 2.04.

3. MANAGEMENT CASE

Can the scheme be delivered? What are the risks?

A project plan identifying timelines for activities and key milestones must be provided for each scheme appropriate to the scale, complexity and risks associated with the scheme. Where key stages / milestones have been reached / completed, give date when reached where applicable. As a minimum, information should be provided on design; timing of statutory processes/planning consent, land acquisition, procurement, construction, scheme opening and completion where these apply to the scheme.

Information on risks to delivery and mitigation measures in place or proposed must be included.

To be completed as part of the GRIP stage 3

4. FINANCIAL CASE

Financial expenditure profile

£000s, Outturn prices (gross of grant / contributions shown separately below)

	Pre 2018/19	2018/19 projected	2019/20	2020/21	2021/22	Later	Total
Surveys							
Design	177	240	tbc				
Land Purchase							
Accommodation Works							
Construction				tbc	tbc	tbc	
Project Management				tbc	tbc	tbc	
Monitoring and Evaluation							
GROSS TOTAL	177	240(a)	7,000 (b)				
Match funding amount, percentage contribution and funding source(s) <i>Total</i>	35	40	(The NSF would have provided up to 70% match funding. A £200k contribution has also been included in the proposed Rockfield Farm development, further development proposals are also expected to provide additional contributions. The project has also been submitted as a potential City-deal project. The station is also expected to share many facilities (café, toilets, ticket office) with the proposed adjacent community hub, which is externally financed.)				
Of which Monmouthshire CC	35	18					
Of which Magor & Undy CC	0	10					
Of which MAGOR Group	0	2					
Of which Railfuture	0	10					
NET TOTAL	141	200	tbc				

(a) Of which £40k to complete GRIP3

(b) see GRIP2 report cost estimate. This includes £3,040,000 for 'Direct Construction Works Costs', £1,690,000 'Indirect Construction Works Costs' (incl. Preliminaries), £490,000 Design Team Fees, £500,000 Project Team Fees / Other Project Development Costs and £1,610,000 'Risk'.

Quarterly Expenditure Profile

(Expenditure should be planned as early as possible in the financial year to ensure confidence in a full spend. Expenditure planned for Quarter 4 should be limited to minimise the risk of underspend)

	Forecast FY2018-19 Expenditure (in £000s)			
	Quarter 1	Quarter 2	Quarter 3	Quarter 4
Surveys				
Design	40	0	100	100
Land Purchase				
Accommodation Works				
Construction				
Project Management				
Monitoring and Evaluation				
GROSS TOTAL	40	0	100	100
Match funding amount, percentage contribution and source(s) <i>(insert name of organisation)</i>	40	0	0	0

NET TOTAL	0	0	100	100
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5. COMMERCIAL CASE

How will the scheme be procured? What is the number and experience of the likely suppliers? What are the key contractual arrangements, what is the contract length?

MottMacDonald have been appointed as consultants for GRIP stage 1-3.

A Basic Services Agreement has been agreed with Network Rail, and a Asset Protection Agreement is being developed. NR has appointed a scheme sponsor.

Discussions on further project management have been held with all three bidders for the Wales & Borders ODP contract. Discussions with Transport for Wales are set for 31 January.

MONITORING AND EVALUATION

How and when will you measure if the scheme has been successful? Post delivery monitoring plan, data collection, and relevant targets?

Primary indicator of success is the number of passengers using the new station. Station passenger numbers are routinely collected by the rail industry. The target passenger number is as set out in the Economic Appraisal including Demand Forecast, that is 214,000 per year 5 years after opening and 234,000 10 years after opening

It also proposed to undertake before and after survey of rail usage and travel behaviour of Magor & Undy residents.