

1.0 Caldicot

- Caldicot is the largest settlement in the area.
- Population of: 11,200 at official census on 27.03.2011. (Includes Portskewett)
- Nearby villages of Rogiet – 1, 813 and Caerwent – 1,201 at official census on 27.03.2011 Since the census a new housing development in Caerwent is estimated to have raised that village's population to approximately 1,500
- (Source: www.citypopulation.de)
- Most economically active residents use private transport to get to places of work, with more residents leaving the town each day for work than those who come to it.
- According to the Town & Community Council Census of 2011, Caldicot had a
- higher percentage of non-vehicle ownership than the average for Wales, with
- 20% of residents not owning a motor vehicle.

Further census information may be found at:

<http://www.monmouthshire.gov.uk/app/uploads/2015/08/Census-2011-Town-and-Community-Council-Statistics.pdf>

- Industry
 - Tourism with Caldicot Castle and nearby Black Rock and Dewstow Gardens
 - Light engineering and warehousing
- Deprivation:
 - Two Council Wards on the outer side of Caldicot have a high number of Benefits Claimants than most in Wales, these are West End and Dewstow Wards.
 - Town Centre has a lot of empty shops: this area is being considered for re-Development
 - The Social Housing list has more than 700 applications (Source: Monmouthshire Housing)
- Housing:
 - Over 1,000 houses are planned, mainly in the villages of Caldicot, Portskewett, Sudbrook, Rogiet and Caerwent
 - The largest development will be on the site of the former Paper Mill in Sudbrook. The second largest is on the outskirts of Portskewett
(Source: Development Plan 2014)

- Local Estate Agents report increasing interest in local housing from persons currently living in the Bristol area (Half the price, lower Community Tax, only 25 minutes by train from Severn Tunnel Junction, and attractive area with new Secondary School about to open, and appealing local countryside)
- **Medical:**
 - The Gray Hill Surgery (including its satellite in Magor) is the third largest practice in Wales with 20,000 registered patients
- **Bus Service:**
 - Poor bus service. Bus to Newport City Centre can take nearly 90 minutes.
 - Students wanting to get to Nash College (College for FTE) leave centre of Caldicot at 07:30 to arrive at 08.31am.
 - No direct bus to Bristol or Cardiff.
 - Bus to Spytty Retail Park, Newport, has three hour gaps.
 - Limited bus service to local villages of Caerwent and Sudbrook.
 - Alternative bus service provided by the Grass Routes Service (Dial and Ride provided by the County Council)
 - Transport for Shopping, Entertainment & Leisure, and visiting local Hospitals (Chepstow, Newport, Cardiff, etc) can be difficult to access; and at the start and end of the school day private hire (taxis) is almost impossible to locate.

2.0 Caldicot Station

- About fifteen minutes walk from the Town Centre
- No Station Car Park, and limited parking on near-by streets. Kiss-and-drop is also not easy.
- Infrequent Bus service to/from bus stop nearest the station
- No ticket office or ticket machine.
- There is access through a tunnel and ramps onto the platform for disabled access.
- No toilet facilities
- No cycle storage
- No phone box at the station
- Passenger shelters are small and not adequate on the down platform to Cardiff during peak times.
- Land near the station, is expected to be used for building approx. 350 homes (Garth Allen Drive). Local rail lobbyists expect consideration be given for station parking on this site.
- Badly maintained ash path link to Severn Tunnel Station (approx one mile distant). Section 106 monies could be used to improve this, however path goes through Network Rail land.

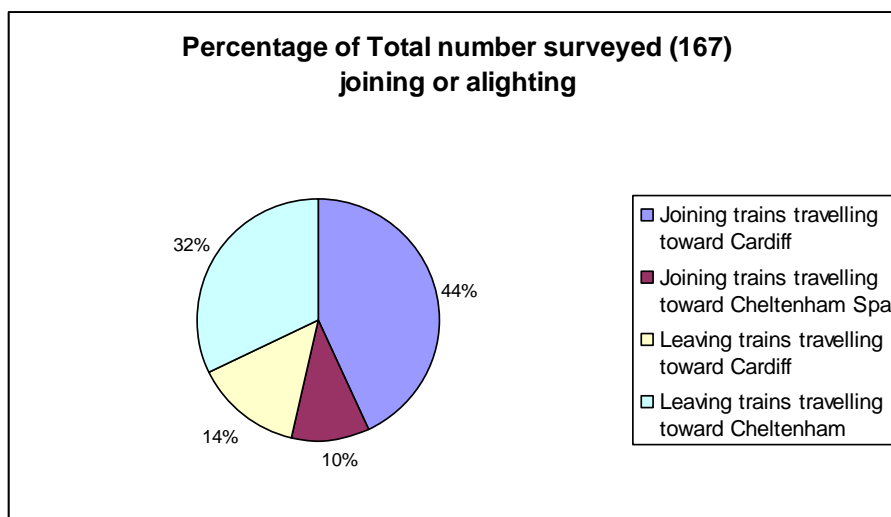
Market Research

The following information results from **Market Research** carried out at Caldicot Station on Tuesday 2 November, 2010. The questionnaires were handed out between 06.10 and 11.45hrs, and between 15.15 and 19.00hrs.

During the course of the day we interviewed 81 passengers and saw 167 either join and/or leave the train. The research was carried out by STAG (The Severn Tunnel Action Group). Further details are available on request.

The summary of results were:

- Most local people using Caldicot Station lived within a mile and a half of the station
- Over eighty percent of rail travellers from this station are using it more than once a week
- Cardiff, Newport and Chepstow are the three most popular destinations
- Most regular travellers either walk to the station, or are dropped off in a car.



- The lack of Car Parking in the area is an issue particularly among:
- The travellers themselves who either use cars to reach the station, or those who would prefer to use cars,
- Residents in nearby streets and
- The management of the Severn View Club. They have recently prevented commuters and others from using its car park during the day.
- A combination of the cost of parking at Severn Tunnel Junction (a mile away), and the lack of parking space there, is reputed to have resulted in more people parking on the local streets around Caldicot Halt station.
- Lack of cycle storage at the station could act as a deterrent to otherwise “would be” cyclists. All those using cycles to get to the station are taking them onward by train.
- Most regular rail travellers travelling to the station by train are commuters working in the Castle Gate Business Park, Portskewett. These travel onward by bike or on foot.
- Lack of an hourly service, particularly at peak times, is frustrating to regular passengers; and a better Sunday Service with trains toward Cardiff at around 9.00am, are eagerly sought by those who work on Sundays or want a day out.
- Signage /information at and around the station need improving.
- No phone box at the station

3.0 Severn Tunnel Junction Station

- Lies to the south of the Village of Rogiet
- Over past five years has enjoyed infrastructure improvements on the track, and with signalling. Other improvements include:
 - New platform
 - New ramped ‘Access for All’ footbridge
 - New Passenger shelters
 - New Ticket Office
 - New Cycle storage facility
 - Car park surfaced and lined
 - Additional lighting and CCTV cameras
 - Additional Car Parking provided by Welsh Government and GWR funding on adjacent Sports Field site (see note below). County Council additionally made land on the nearby Countryside Park, to the south of the line, available for parking
 - Bus service to the station (now terminated)
 - A dedicated Grass Routes service for commuters
 - Improved signage
 - Additional information boards
 - Toilet (albeit with restricted opening)

Issues passengers have:

- No ticket machine when ticket office is closed
- Ticket Office only opens from 06:30 to 10.30am, Monday to Friday
- Huge growth in interchange use off Cheltenham line
- Station use was affected by the Severn Tunnel closure last August. In January this year the drop was thought to be about 14%.
- Issues were identified in Market Research survey conducted last year (see below)

Note re parking

- Current parking at the Station:
 - 105 cars paying £3.50 a day, and
 - The adjacent sports field 74 cars currently parking without charge, but in late March parking will be charged at £2.00 a day.
- Parking is currently limited due to the Station Road traffic bridge being rebuilt.
- Formerly over seventy cars are known to have parked to the south of the line accessing it via the road bridge.
- The County Council are currently working with Welsh Government and others to build a sizeable car park on their land currently dedicated for Countryside Park use, but which the Countryside Park Authority is prepared to relinquish

Market Research

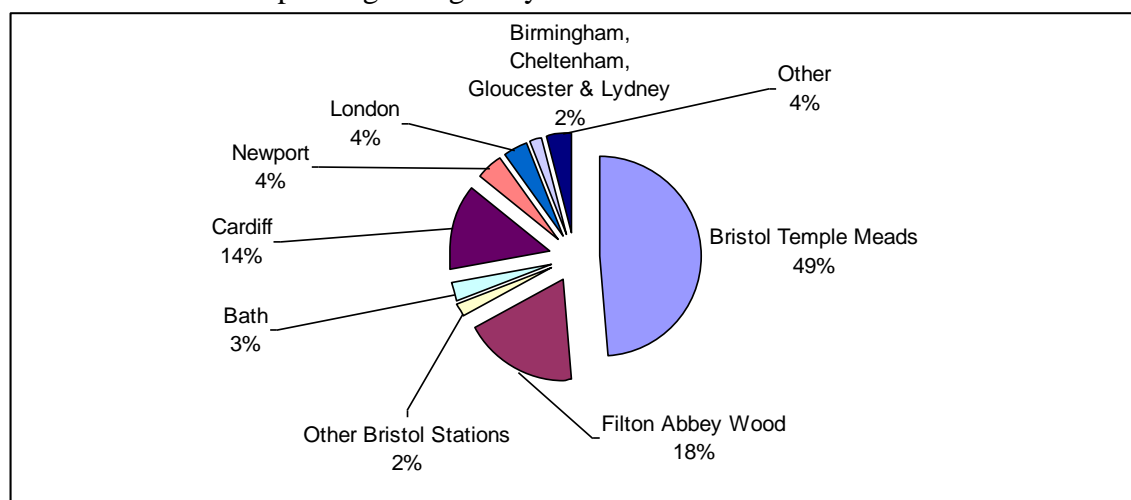
Market Research was conducted by Monmouthshire County Council, the Severn Tunnel Action Group and other supporters between 14 April and 26 May 2016.

The survey was conducted with the aid of The Survey Monkey, and with 197 written manually, and 229 completed on-line. A Footfall Study was additionally undertaken on differing weekdays during this period.

The responses led to the following main conclusions:

- Users come from a wide geographic area, with forty per cent of travellers residing outside the Magor, Undy, Rogiet and Caldicot area.
- From Monday to Friday the station is primarily used by commuters
- There are approximately 1,200 passenger movements (entries, exits and interchanges) a day (weekdays: Monday to Thursday)
- Station user growth continues at around eight per cent per annum. Twelve per cent of respondents started using the station within the past twelve months.
- Busiest time is from 6.50am to 8.00am during which period around 300 passengers catch trains
- Overcrowding of trains are the users biggest concern
- Lack of car parking spaces is suppressing use of the station, and is the second largest area of concern.
- Over 300 cars park in the various parking zones, or on residential streets. Most of these are parked by 8.00am
- Pedestrian safety is a major concern for those walking along the station entrance lane, and through the station car park. There is a call for a dedicated safe walking route. Vehicle safety in these areas is also a concern to motorists.
- Ticket Office opening hours and manning levels is subject of many Detrimental comments. Clearly some passengers are unaware of their options for season ticket purchasing elsewhere, or on another day.
- Lack of passenger shelter on the platforms is a concern. Other services are seen to be lacking (toilet, catering, sufficient secure cycle storage, etc.).
- Interchange passengers living near stations on the Severn Tunnel Junction to Cheltenham line cite an inadequate train service, and poor connection times for those wishing to travel to Bristol or Bath. They also comment on the lack of a warm and secure waiting area.
- Rogiet residents voice concern about road safety, and use of residential streets for free parking.

To which stations do passengers regularly travel:



Fuller Market Research information available on request

Interchange at Severn Tunnel Junction

For those wishing to commute from Lydney, Chepstow and Caldicot to Bristol there is currently a poor connection at Severn Tunnel Junction, particularly in the evenings

on their return. The new franchisee should seek to address this, particularly in light of the growing numbers from Lydney and Chepstow seeking rail links to Bristol and Bath. (For further information see: <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>)