MONMOUTHSHIRE COUNTY COUNCIL

LOCAL TRANSPORT PLAN

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CONTENTS

Section		**Page**
One	Background and Introduction	4
	1.1 Background	4
	1.2 Plan Coverage	5
	1.3 Policy Context – Supporting National Priorities	9
	1.4 Policy Context – The Cardiff Capital Region	12
	1.5 Policy Context – Other Relevant Local Plans	15
	1.6 Policy Context – Other emerging issues	22
Two	Issues, Opportunities and Interventions	24
	2.1 Long term Strategy	24
	2.2 Matrix Issues, Opportunities and Interventions	25
Three	LTP Programme 2015-2020	29
Four	Further Development-related schemes and medium and longer-term aspirations to 2030	37
Five	Statutory Checks	40
Six	Consultation	43
Seven	Monitoring and Evaluation	47

APPENDICES

Appendix A Glossary of Terms used in the Local Transport Plan
Appendix B Link between LTP and National Priorities
Appendix C Regional Transport Plan Executive Summary
Appendix D Relevant Regional / Local Plans
Appendix E Welsh Government Common Themes
Appendix F Equality Challenge
Appendix G Consultation Report – to be published later
Appendix H Output and Outcome Monitoring Best Practice Guide
Appendix I Monmouthshire National & Regional Cycle Network routes
Appendix J Monmouthshire Road and Rail Map

Figures and tables

		Page
Figure 1.1	Monmouthshire	5
Figure 1.2	The Monmouthshire highways and rail network	7
Figure 1.3	Bus Services Map	8
Figure 1.4	Monmouthshire National & Regional Cycle Network routes	9
Figure 1.5	The Transport Planning Framework	9
Figure 1.6	Transport Links to Programme for Government Priority Areas	11
Figure 1.7	Metro Priority Interventions	14
Table 1.1	Key settlements	5
Table 1.2	Commuting in Monmouthshire 2012	6
Table 1.3	Monmouthshire station usage 2012/13	8
Table 1.4	LDP Policy MV10	17
Table 2.1	Matrix of Issues, Opportunities and Interventions	26
Table 3.1	Monmouthshire LTP Programme 2015-2020 – prioritised programme – Metro-related projects	30
Table 3.2	Monmouthshire LTP Programme 2015-2020 – prioritised programme – Non-Metro-related projects	31
Table 3.3	Monmouthshire LTP Programme 2015-2020 – further on-going projects	35
Table 4.1	Further development-generated schemes	38
Table 4.2	Longer-term aspirations	38
Table 6.1	LDP consultation	43
Table 6.2	Strategic Transport Group membership	44
Table 7.1	LTP Monitoring and Evaluation Plan	48

SECTION ONE – BACKGROUND AND INTRODUCTION

Section one provides the context for LTP of Monmouthshire County Council. It sets out:

- *The background to the LTP*
- *A summary of the key features of the area covered by the plan*
- *The key national priorities and how the LTP supports these*
- *The role of the Cardiff Capital Region and the emerging Metro proposals in driving forward the regional economy*
- *How the LTP builds on the South East Wales Regional Transport Plan*
- *A summary of key local documents that influence the LTP*
- *Emerging trends which may impact on future transportation needs and opportunities*

1.1 Background

1.1.1 The Transport Act 2000, as amended by the Transport (Wales) Act 2006, requires Monmouthshire County Council to produce a Local Transport Plan (LTP) every five years and to keep it under review.

1.1.2 Monmouthshire is part of the Cardiff Capital Region, and between 2003 and 2014 it worked through the South East Wales Transport Alliance joint committee (SEWTA). Sewta was responsible for preparation of regional strategies comprising transportation policies, proposals and programmes[1], and working with partners and stakeholders it prepared a Regional Transport Plan (RTP) for the period for 2010-2015. This plan set out a vision, objectives and policies, long-term actions/interventions and a five year programme of capital schemes. Sewta has now ceased to operate.

1.1.3 Since January 2011 the Cardiff Capital City Metro proposals have been developed. The idea was endorsed by the Welsh Assembly in December 2011, and a South East Wales Integrated Transport Task Force was established by Welsh Government (WG) in 2012. In spring 2014 the Welsh Government established a Cardiff Capital Region Board task & finish group, which has identified improved transport connectivity as integral to achieving wider economic and social outcomes for south east Wales.

1.1.4 Monmouthshire County Council is required to prepare an LTP for submission to WG by the end of January 2015. As directed by the guidance, this LTP is an update of schemes and prioritised identified in the adopted RTP, and in the specific schemes that are proposed for implementation between 2015 and 2020 is limited to those that are within the council's remit.

1.1.5 The aim of the LTP is to facilitate and support the development of a modern, accessible, integrated and sustainable transport system for South East Wales, which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport, and sustainable freight provide real travel alternatives[2].

[1] See www.sewta.gov.uk/about-us
[2] see also section 2.1

1.2 Plan coverage

1.2.1 The LTP covers area of Monmouthshire County Council (including those parts within the Brecon Beacons National Park). The county lies at the eastern edge of the Cardiff Capital Region, and borders Powys County Council and Herefordshire Council in the north and Gloucestershire County Council in the northeast. There is also a strong link to the Greater Bristol area via the Severn bridges and tunnel.

1.2.2 Monmouthshire is the most rural county in south east Wales, with a population of 91,300 people and a total land area of 850 km^2. With a population density of 107 people per km^2 it is ranked 15th most populated county in Wales. About 40,000 people live in the densely populated south centred around Chepstow, Caldicot and Magor & Undy in the Lower Wye and Severnside areas. Overall more than 60% of the population lives in the six main hubs of Abergavenny, Chepstow, Caldicot, Monmouth, Magor & Undy and Usk. All of these lie at the southern, western and eastern periphery of the county, the centre and north are very thinly populated.

Table 1.1 – Key settlements

Settlement	Population	2021 estimated population
Abergavenny (incl. Llanfoist)	15,800	16,900
Chepstow	12,400	13,900
Monmouth	10,500	12,200
Caldicot/Portskewett	11,800	12,500
Magor & Undy	6,100	7,600
Usk	2,800	2,800

Source: MCC / Welsh Government statistics / Census 2011

1.2.3 Gilwern also has a population in excess of 2000.

1.2.4 Abergavenny is home of the Nevill Hall Hospital, a major A&E site. There are also Community Hospitals in Monmouth (Monnow Vale Health & Social Care Facility) and Chepstow (Chepstow Community Hospital). The Royal Gwent Hospital in Newport serves as main acute hospital for the large parts of southern Monmouthshire.

1.2.5 Coleg Gwent, Wales' largest further education college, has a campus at Usk with others at various sites in surrounding authority areas.

Figure 1.1 –Monmouthshire

See appendix J

Transport in Monmouthshire

1.2.6 As a rural county access to employment, education, and services is a major issue. Analysis from the Welsh Index of Multiple Deprivation 2011suggests that access to services in our most isolated rural communities is poor. Of the 58 lower super output areas in Monmouthshire, 22.4% are in the most deprived 10% in Wales for access to services.

1.2.7 Transport relies heavily on the household car. 84.8% of households own a vehicle in Monmouthshire, compared to 77.1% in Wales, and 8.7% of households who own 3 or more cars.

1.2.8 In terms of commuting, more than 40% residents commute to work outside the county, compared to less than 30% across Wales. The most important destination is Newport, because of the counties' closeness to the English border there are also substantial flows to Bristol and Gloucestershire.

Table 1.2 – Commuting in Monmouthshire 2012

Total Monmouthshire working population	41,300
- of this working in Monmouthshire	24,200 (59%)
- of this commuting out of Monmouthshire (outflow)[3]	17,100 (41%)
Total working in Monmouthshire[4]	41,600
- of this resident in Monmouthshire	24,200 (58%)
- of this commuting into Monmouthshire (inflow)	17,400 (42%)
Key outflows	Newport 4,400 Torfaen 2,100 Other Wales 3,100 Bristol 2,900 Other England 4,600
Key inflows	Newport 3,000 Torfaen 3,000 Blaenau Gwent 2,700 Other 8,800

Source: Welsh Government statistics/census

Highways

1.2.9 The only motorways in the area are the M4 from Cardiff towards the second Severn Crossing and the M48 branch to Chepstow and the Severn crossing. There are regular issues with congestion on the M4 near Newport and this affects connectivity between Monmouthshire and Cardiff.

1.2.10 The following trunk roads go through Monmouthshire:

- A40, linking the M50 via Monmouth and Abergavenny with Brecon and west Wales
- A465, linking the Heads of the Valleys with Abergavenny and continuing towards Hereford
- A449, connecting Newport with the A40 towards Monmouth and the M50
- A4042, connecting Newport with Abergavenny
- A48/A466, from the M48 through Chepstow to the English border

1.2.11 The motorways and trunk together make up the strategic road network in

[3] By all modes
[4] Resident working population working in Monmouthshire plus in-commuter living elsewhere and working in Monmouthshire

Monmouthshire. They play an important role in connecting Monmouthshire's key settlements with each other and with other key destinations within the Cardiff Capital Region and other neighbouring counties.

1.2.12 Below these there are county strategic roads which provide connections between key settlements and centres where these are not catered for by the trunk road network:

- A48 from Chepstow to the M4 Junction 24 the Coldra and Newport;
- A466 from Chepstow via Monmouth towards Hereford;
- A472 connecting the A449 near Usk with the A4042 near Pontypool;
- A4077 from Gilwern to Powys boundary;
- A4136 from Monmouth to Gloucestershire boundary;
- A4143 from Llanfoist to Brecon Road in Abergavenny;
- A4810 (former Llanwern Steelwork Road), linking the M4 Junction 23a at Magor with the A48 in Newport;
- B4245 from the A48 towards Magor

Figure 1.2 – The Monmouthshire highways and rail network

See appendix J

Rail

1.2.13 Monmouthshire is served by three railway lines. In the south lies the South Wales Western Mainline (SWML), linking South Wales with Bristol and London. The sole station within Monmouthshire is Severn Tunnel Junction, which is served by trains towards Bristol and south west England. It functions as parkway station for a wide area. Services are generally hourly with some additional peak services, however in the peak hours many trains are overcrowded, esp. towards Bristol. It is expected that Great Western line is to be electrified in about 2017 (including Cardiff – Bristol services).

1.2.14 The line to Gloucester branches off the SWML east of Severn Tunnel Junction, with stations at Caldicot and Chepstow. Local services are up to hourly, some fast services also serve Chepstow. The Marches Line, connecting south Wales and North Wales and Manchester, passes through the west and north of the county with a station at Abergavenny, which acts as a hub for a substantial hinterland. It is served by 1-2 trains per hour.

1.2.15 Train services from Monmouthshire stations to Cardiff are notably more expensive than services of equivalent distance on the core Valley Lines. For example, a day return from Ebbw Vale or Maesteg to Cardiff (28¾ and 28½ miles respectively) is £7.80 (Jan. 2015), while it is £9.40 from Severn Tunnel Junction (21¾ miles), £12.40 from Chepstow (29¼ miles) and £13.90 from Abergavenny (31¼ miles). For those commuting to work the difference is even greater – annual season tickets are £1076 from Ebbw Vale or Maesteg, £1664 from Severn Tunnel Junction, £2228 from Chepstow and £2316 from Abergavenny

1.2.16 The Passenger growth of the stations in Monmouthshire has been substantial. Over the ten years of the Arriva Trains Wales franchise has been Abergavenny has seen growth of 43%, Caldicot 88%, Severn Tunnel Junction 92% and

Chepstow 136%. Interchanges at Severn Tunnel Junction are estimated to have increased by more than 300%

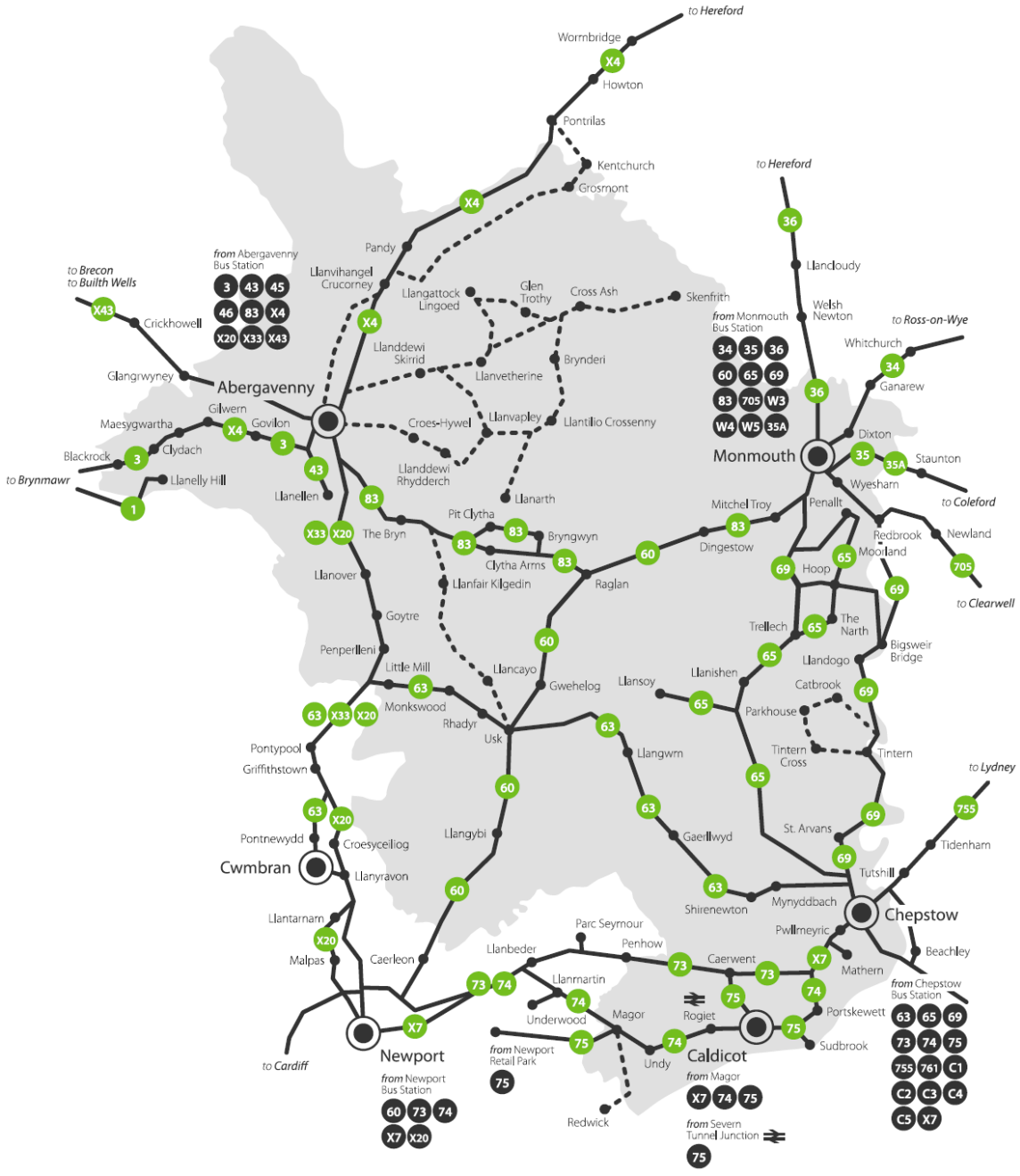
Table 1.3 – Monmouthshire station usage 2012/13

Station	Total Exits and entries	Total interchange
Abergavenny	380,000	n/a
Chepstow	210,000	n/a
Severn Tunnel Junction	210,000	30,000
Caldicot	90,000	n/a

Source: ORR

Bus

Figure 1.3 –Bus Services Map



1.2.17 Buses are the predominant public transport mode in Monmouthshire. There are hourly (or more frequent) services along the Newport – Caldicot – Chepstow corridor and from Abergavenny towards Pontypool and the Heads of the Valleys, predominantly operated on a commercial basis by Stagecoach and Newport Bus. Other trunk routes connecting Abergavenny, Newport and Chepstow with Usk and Monmouth as well as local services in Monmouth, Chepstow and Abergavenny are contracted by Monmouthshire County Council.

1.2.18 Monmouthshire County Council also operates the award-winning Grass Routes community transport flexible bus services serving all main towns and outlying areas. It is available to all residents of Monmouthshire, and in particular those living in areas without any other regular service or those unable to use normal bus services.

Active Travel

1.2.19 Monmouthshire benefit from numerous walking and cycling routes developed as part of the National Cycle Network, the Connect 2 programme and connecting regional routes.

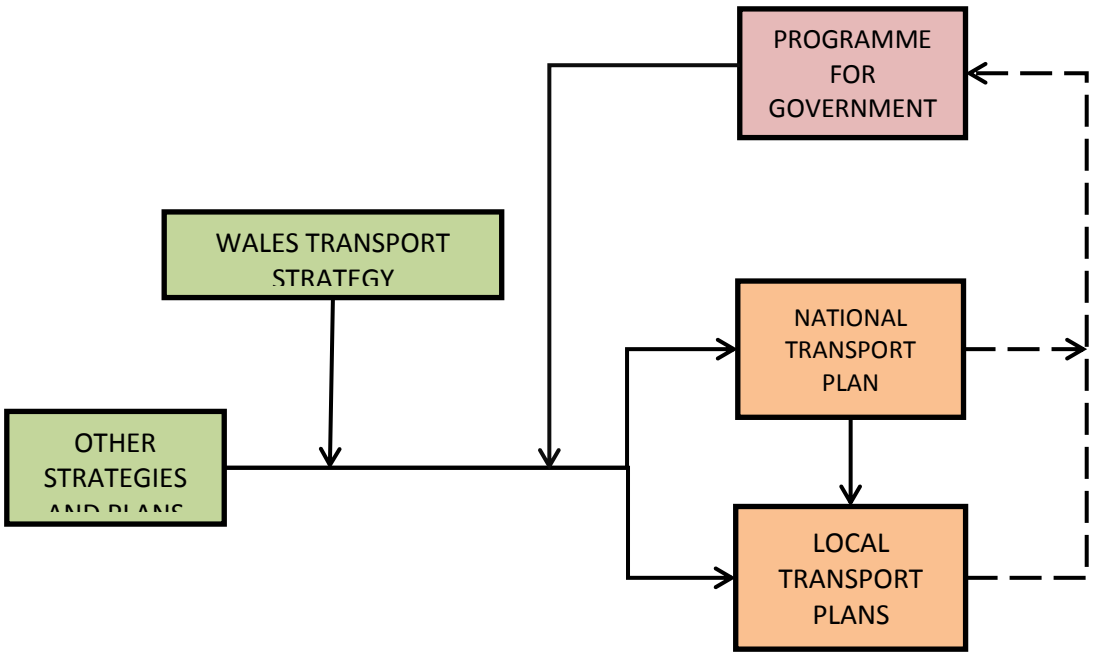
Figure 1.4 –Monmouthshire National & Regional Cycle Network routes

See appendix I

1.3 Policy Context – Supporting National Priorities

1.3.1 The LTP is intended to fit into the Welsh Government's transport planning framework.

Figure 1.5 – The Transport Planning Framework



Welsh Transport Strategy

1.3.2 The Wales Transport Strategy sets out the Welsh Government's main aims in improving transport. It sets out how transport fits in with the government's wider social, economic and environmental outcomes, indicators against which progress can be measured, strategic priorities to focus work and key actions for delivering the strategic priorities.

1.3.3 The Welsh Transport Strategy identifies five over-arching priorities:

- Reducing greenhouse gas emissions and other environmental impacts;
- Integrating local transport;
- Improving access between key settlements and sites;
- Enhancing international connectivity; and
- Increasing safety and security

National Transport Plan

1.3.4 The National Transport Plan shows how the Welsh Government implements the Wales Transport Strategy and supports the delivery of the Programme for Government outcomes. The draft NTP 2015 was issued in December 2014 for consultation. The plan identifies national and regional interventions, and recognises the role of local authorities in identifying priorities for transport investment at a local level to support the outcomes in the Wales Transport Strategy and in line with guidance provided by Welsh Government through their Local Transport Plans.

Active Travel (Wales) Act 2013

1.3.10 Walking and Cycling has recently gained support when the Welsh Assembly passed the Active Travel (Wales) Act, received royal assent in November 2013.

1.3.11 The Act places a number of duties on the local authorities to continuously improve new and existing facilities and routes for walkers and cyclists and to prepare maps identifying current and potential future routes for their use. The Act also requires new road schemes to consider the needs of pedestrians and cyclists at planning and design stages. The active travel network should be designed or enhanced to meet a set of best practice standards. The Welsh Government has published guidance:

- the Active Travel (Wales) Act 2013 – Design Guidance;
- Statutory Guidance for the Delivery of the Active Travel (Wales) Act 2013;
- The Active Travel Action Plan

1.3.12 Welsh ministers have identifying those built-up areas with a population greater than 2,000 people[5] in which the Active Travel Act will apply. In Monmouthshire the consultation document named the following settlement areas: 136 Undy, 137 Caldicot, 138 Chepstow, 139 Usk, 140 Monmouth, 141 Abergavenny and 142 Gilwern. The Act will apply to these and any other settlements identified through

[5] Based on the 2001 census

the consultation process and confirmed in the final Direction by ministers

Smarter Choices Guide for Wales

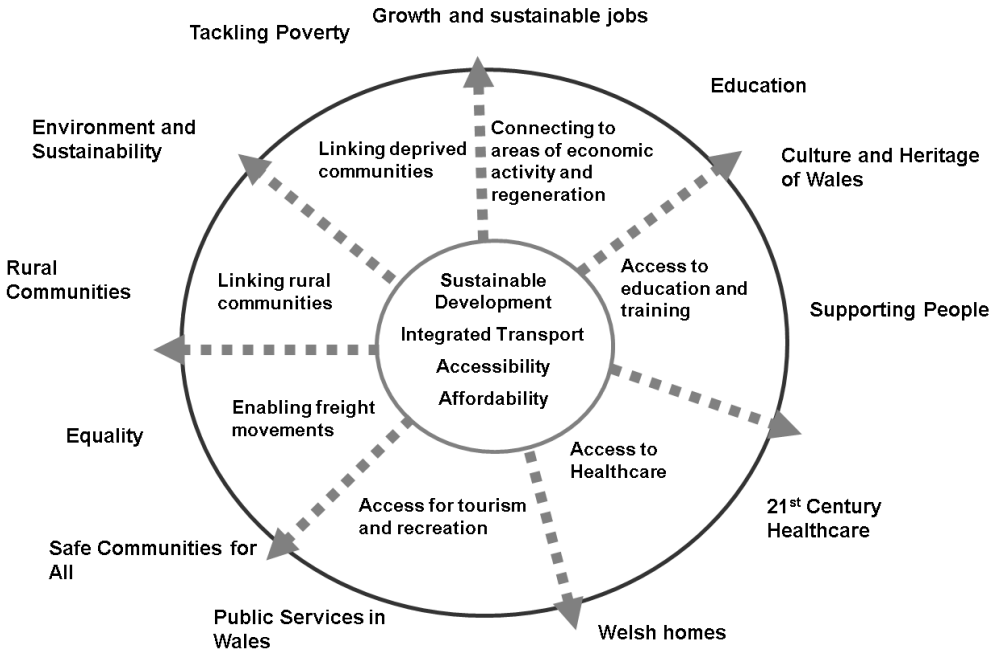
1.3.13 The Smarter Choices Guide for Wales is national guide that provides information on initiatives and methods that can be used to influence behaviour and reduce negative impacts of travel on congestion, the environment and health. The guidance is aimed at local authorities and partners throughout wales and should complement Assembly Government policies.

Welsh Government Priority Areas

1.3.14 The LTP is also targeted at addressing the Welsh Government priority areas and in particular:

- Support economic growth and safeguard jobs across Wales, but with a particular focus on the City Regions, Enterprise Zones and local growth zones
- Reduce economic inactivity by delivering safe and affordable access to employment sites across Wales
- Maximise the contribution that effective and affordable transport services can make to tackling poverty and target investment to support improvements in accessibility for the most disadvantaged communities
- Encourage safer, healthier and sustainable travel

Figure 1.6: Transport Links to Programme for Government Priority Areas



1.3.15 For further information on how the LTP supports national priorities see appendix B.

1.4 Policy Context – Regional connectivity

Transport in the Cardiff Capital Region

1.4.1 The Capital Region comprises a population of over 1.4 million and extends beyond the administrative boundary of Cardiff to include the following unitary authorities – Blaenau Gwent, Bridgend, Caerphilly, Merthyr Tydfil, Monmouthshire, Newport, Rhondda Cynon Taf, Torfaen and the Vale of Glamorgan.

1.4.2 The Capital Region is committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens, and where sustainable travel is the option of choice. To achieve this, the Capital Region requires policies and measures to address the current environmental, social and economic challenges. In particular, an estimated 24% increase in Cardiff's population during the next 25 years will result in a 32% net increase in traffic levels and a 20% increase in the number of residents commuting to work. This can be contrasted with the disparities in income, health and economic activity that exist in the northern parts of the Capital Region.

1.4.3 Tens of thousands of journeys start and finish in the Capital Region every day, presenting a huge and diverse challenge to meet the many competing transport demands. Although central Cardiff presents the single most concentrated location for these journeys, it is recognised that a large number of movements also take place across the Capital Region, and for a wide range of purposes.

1.4.4 The new Local Transport Plans for the region will therefore need to recognise the diverse economic and social geography, and overlapping labour and housing markets that exist. These Plans need a collaborative approach for the future development of the Capital Region's transport needs to help deliver enhanced mobility for both residents and visitors and greater accessibility to jobs and services, thereby unlocking the potential for sustainable economic growth.

1.4.5 Across the Capital Region, efficient and effective transport networks are critical to the success of achieving the Welsh Government's Programme for Government Priority Areas such as targeted investment, supporting economic growth, reducing economic inactivity, tackling poverty and encouraging safer, healthier and sustainable travel. This can be done by:

- Providing new transport capacity to cope with future demand
- Improving accessibility and connectivity, and reducing journey times between key settlements within South East Wales
- Improving access to a wider range of job opportunities by increasing the coverage of public transport, particularly for cross-valley journeys
- Expanding the effective labour market catchment for businesses, enabling local companies to recruit from a wider skills base
- Supporting the growth of business clusters in the larger urban centres (for example, around the designated Enterprise Zones), helping to stimulate competition and innovation
- Ensuring that additional travel demand does not impose costs on businesses through increased congestion and crowding
- Enhancing facilities that support our key airport, ports and freight terminals

1.4.6 Realising the Welsh Government's metro vision for the Capital Region for a multimodal rapid transit network integrating all transport modes, offering the passenger a single ticket 'turn up and go' experience, is vital to delivering these transport objectives.

1.4.7 All local authorities in the Capital region are committed to the delivery of this vision and will fully support and engage with Welsh Government and the Cardiff Capital Region Board in this enterprise.

The South East Wales Regional Transport Plan 2010

1.4.8 The South East Wales Regional Transport Plan (RTP) has been a key document in the development of this LTP. The South East Wales RTP was published in January 2010. It was developed in collaboration by the ten constituent councils of Sewta and provided a long-term strategy for transport in South East Wales up to 2025 as well as an implementation programme for the first five years. An executive summary is attached as appendix C

1.4.9 In the five years since the RTP was published, a number of transport projects in the SE Wales Valleys area have been successfully delivered in line with the available levels of funding. However there is much more to be done to continue to tackle the key transport issues and to work towards the objectives set down in the RTP. The RTP's vision and objectives are still valid, and will facilitate the wider economic and social outcomes for south east Wales They will be taken forward as the long-term strategy of this LTP as set out in section 2.

1.4.10 During the last five years Sewta has further developed many aspects of its proposals, including an updated regional rail strategy, a bus and community transport regional network strategy, a regional bus infrastructure and corridor investment strategy, a make-better-use highways study and many more. These reports form the background of many of the schemes proposed in the LTP; a complete list can be found in appendix D.

The Cardiff-Capital Region Board

1.4.11 The Cardiff Capital Region Board is a task and finish group comprising public and private sector stakeholder set up by the Welsh Government. It is to shape strategic planning, economic growth and transport priorities across south east Wales, and as such this LTP will to go to the City Region Board for comments and the Board will provide feedback to Monmouthshire on the regional priority aspects.

The Cardiff Capital Region Metro

1.4.12 The Cardiff Capital Region Metro is proposal for a large-scale upgrade and transformation of the regional public transport network first developed by the Institute of Wales Affairs on the basis of rail electrification proposals and Sewta work and subsequently embraced by the Welsh Assembly.

1.4.13 In October 2013, the Metro Impact Study1 presented a vision of a dynamic, connected, and liveable city region. By delivering a once in a generation Metro Programme, the study identified that the Cardiff Capital Region could secure

significant economic benefits and provide the basis for greater social equality and sustainable economic development. The study estimated that, with an investment of £2bn, the region could benefit from 7,000 more jobs and a further £8bn into its economy. The Metro would also be symbolic of the transformation of the Cardiff Capital Region enabling it to raise its international profile and compete more effectively on the world stage.

1.4.14 Following its publication, the Welsh Government authorised £77m towards phase 1 of the Metro proposals, delivery of which is now underway.

1.4.15 In August 2014 an update report was published. The output is a clear articulation of the Metro vision focussed on enhanced mobility, greater accessibility to jobs and services and economic development. It also identifies a number of strategic Metro projects that justify further detailed analysis and testing against alternative options. Further updates on many proposals were provided as part of the draft National Transport consultation.

1.4.16 It is proposed that the Cardiff Capital City Region Board will now take ownership of the strategic vision for the Metro and consider it as part of the development of the broader approach to economic development in the region. At the same time, detailed work will continue on progressing specific elements of the Metro Programme and this will be fully integrated with the Welsh Government's National Transport Plan. In partnership with the Cardiff Capital Region Board, the Welsh Government will further consider the optimal governance arrangements for the development and delivery of The Metro.

Figure 1.7: Cardiff Metro Priority Interventions



The West of England

1.4.17 While Monmouthshire recognises the benefits of being part of the Cardiff Capital Region, because of its geographic location, travel to neighbouring areas in England, and especially to the Greater Bristol city-region[6]

1.4.18 The West of England Joint Local Transport Plan notes the extent of commuting from Monmouthshire and the Eastern Valleys and recognises the poor links from Chepstow and South Wales. It seeks to work with Monmouthshire County Council, the Welsh Government and other authorities towards enhanced rail services along the corridor.

Brecon Beacon Visitor Transport Plan

1.4.20 The Brecon Beacons National Park Authority has adopted a Visitor Transport Plan that aims to improve the sustainability of tourism across the national park by encouraging visitors to use low-carbon transport modes and reduce car mileage.

1.4.21 The plan sets out 6 objectives and 71 specific recommendations, a number of which require engagement by Monmouthshire D Council and are supported by the council (e.g. better intermodal transport interchange at Abergavenny, Grass Routes)

1.5 Policy Context – Other Relevant Local Plans

1.5.1 The preparation of this LTP has been informed by Monmouthshire's own plans, policies and strategies that relate not only to transport but the wider local agenda. For a complete list see appendix D.

1.5.2 It should be noted that these local plans and strategies are at various stages of development. Over the life of the Local Transport Plan these will be progressed further, and it is expected that additional transport interventions and schemes will be developed to support and work with Monmouthshire's economic, social and environmental plans, and that Monmouthshire will be seeking to incorporate these in future LTP updates.

Monmouthshire Local Development Plan

Transport Section – Summary

1.5.3 The LDP sets out the Council's vision and objectives for the development and use of land in Monmouthshire, together with the policies and proposals to implement them over a 10 year period to 2021.

1.5.4 The LDP has an essential role in promoting and achieving sustainable accessibility in Monmouthshire which is reflected in the plan's objectives, policies and

[6] Chepstow, Caldicot, Magor and Monmouth are all closer to Bristol city centre than Cardiff city centre, and rail journey times from Severn Tunnel Junction are 5-10 minutes quicker

proposals. The LDP encourages development towards an integrated, sustainable and safe transport system, where possible reducing the need to travel, and enhancing the opportunities for walking, cycling and public transport as alternative modes to car travel.

1.5.5 The LDP spatial strategy focuses development in those locations that provide the best opportunities for achieving sustainable development which offer a choice of transport modes and contribute towards the development of a sustainable transport network. An appropriate amount of development is also allocated in the County's rural areas, with a focus on those rural towns and villages that have the best access to public transport and services. The LDP does, however, recognise that the car will continue to play an important role in the economic and social well-being of the County given that in many rural areas there is often no realistic alternative mode of transport.

LDP Objectives

1.5.6 LDP Objective 14 aims to provide opportunities for integrated sustainable transport, for increased walking, cycling and use of public transport, for reducing reliance on the private motor car and for reducing the need to travel. (LDP pages 45-46).

Strategic Transport Policy

1.5.7 Strategic Policy S16 (Transport) assists in meeting this and other relevant objectives which seek to build sustainable communities, by setting out the key transport principles against which development proposals will be assessed. It also identifies a number of strategic transport schemes identified in the RTP. (LDP pages 86-88).

Development Management Policies – Transport

1.5.8 The Plan's development management policies for sustainable transport /accessibility seek to implement Strategic Policy S16 by providing the policy framework to enable the provision of integrated sustainable transport, increased walking, cycling and public transport and reducing the need to travel. Section 6.4 of the LDP contains the following policies in relation to achieving sustainable accessibility (LDP pages 156-163):

- Policy MV1 – Proposed Developments and Highway Considerations
- Policy MV2 – Sustainable Transport Access
- Policy MV3 – Public Rights of Way
- Policy MV4 – Cycleways
- Policy MV5 – Improvements to Public Transport Interchanges and Facilities
- Policy MV6 – Canals and Redundant Rail Routes
- Policy MV7 – Rear Access /Service Areas
- Policy MV8 – Rail Freight
- Policy MV9 – The Road Hierarchy
- Policy MV10 – Transport Routes and Schemes

1.5.9 Policy MV10 specifically identifies a number of transport routes and schemes which will be safeguarded from development that would be likely to prejudice their implementation.

Table 1.4 LDP Policy MV10

Policy MV10 – Transport Routes and Schemes

The following transport routes and schemes will be safeguarded from development that would be likely to prejudice their implementation:

Welsh Government Road Schemes:

- **M4 corridor enhancement scheme Magor to Castleton (length in Monmouthshire to be safeguarded indicated on Proposals Map)**

Monmouthshire County Council Road Schemes:

- **B4245 Magor/Undy By-pass (length to be safeguarded indicated on Proposals Map)**
- **B4245/M48 Link Road ***
- **B4245/Severn Tunnel Junction Link Road**
- **A48 Chepstow Outer By-pass**
- **A472 Usk By-pass**

Public Transport Improvement Schemes:

- **Abergavenny rail station interchange ***
- **Chepstow rail station and bus station interchange ***
- **Severn Tunnel Junction interchange ***
- **Monmouth coach stop**
- **Monmouth park and ride ***
- **Chepstow park and ride ***
- **Monmouth bus station improvement**
- **Abergavenny bus station improvement**

Walking and Cycling Schemes:

- **Monmouth Links Connect 2 ***
- **Abergavenny walking and cycling network**
- **Llanfoist pedestrian and cycling river crossing**
- **Severn Tunnel Junction pedestrian and cycling access**

(* Indicates those schemes identified in the South East Wales Transport Alliance Regional Transport Plan)

Severnside Total Place Plan

1.5.10 The Severnside Total Place Plan aims to provide a route map of clear projects and interventions that, together, can make a significant contribution to making a Severnside a better place for those who live, work and come to the area. The 'Plan' is not a statement of lofty ambitions but is focussed on getting things done with the community and its representatives, and is about the partnerships and practical steps needed.

1.5.11 The document sets out the proposed priority interventions for Severnside. Together, this programme of interventions would make a significant contribution to the economic, social and environmental performance and progress of Severnside and the quality of life of its communities.

1.5.12 The Plan focuses on seven interventions, 3 of which have transport related objectives:

1.5.13 1) Welcome to Severnside – A project to maximise Severnside's strategic position as the entry point to Monmouthshire and Wales by fully utilising its heritage and environment assets, improving the visitor offer and stimulating tourism service business and job creation. *The capacity and accessibility of transport connections to, and within the Severnside area is of critical importance to the sustainable and successful growth of the visitor economy in Severnside. The capacity and accessibility of transport connections to, and within the Severnside area is of critical importance to the sustainable and successful growth of the visitor economy in Severnside.*

1.5.14 2) Strategic Development Opportunities in Severnside – A project to develop a holistic view of the potential contribution of the future development of the two largest strategic mixed-use sites in the area – at Crick Road, Portskewett and Rockfield Farm, Undy – and the strategic site at Vinegar Hill, Undy and former Paper Mill, Sudbrook: *'Improvements leading to extension of rail services at Severn Tunnel junction will have a significant impact on the sustainable travel options available to development at the sites.'* '*An important consideration in the development of these sites will be to maximise the use of sustainable transport modes, with measures to reduce car journeys, through bus services and appropriate local provision of services and amenities. The connection of these sites to strategic transport nodes – such as the Severn Tunnel Junction – and their impact on capacity will also need careful assessment'*

1.5.15 3) Regeneration of Caldicot Town Centre – A project to revitalise Caldicot Town Centre and integrate it with the new Superstore to maximise retail, economic and regeneration benefits. Caldicot and Severnside need a revitalised and thriving Town Centre that provides an attractive and popular focus for shopping, amenities and services for residents of the Severnside area. Integral to this will be provision of an integrated transport system that provides improved and accessible linkage between Caldicot town and the surrounding area it serves. Developers have recently opened a second food store offer in the town to claw back spend and footfall to the town. Developer contributions have been secured and will be used to '*improve the frequency and quality of bus service provision to encourage visitors to the town centre and its facilities. This will include enhanced services between Caldicot and Caerwent in the north, Sudbrook to the East and to Magor and Undy to the West.'*

1.5.16 Further projects that strengthen the integration of the transport network in the area are envisaged and to be determined.

Caldicot Town Team Action Plan

1.5.17 An immediate outcome of the 'Severnside Total Place Plan' was the establishment of a 'Severnside Programme Board' and 'Town Team' to drive interventions highlighted within the plan. The Town Team, with a specific remit for formalising proposals for the town centre, has produced a draft Action plan which highlights the following potential transport interventions.

1.5.18
- Survey/Review of parking provision
- Safe routes for pedestrians
- Improved links from the town with other Local Attractions i.e. Caldicot Castle
- Circulation and signage
- Improvements to bus stop provision
- Links to rail network
- Cycling improvements

Vision Monmouth – Planning for the Future

1.5.19 Vision Monmouth brings together a series of action based projects that are deliverable in the medium term, which, together, will strengthen the presentation and viability of the town as a shopping and tourism destination, thereby improving the quality of life of those that live and work in the town and its hinterland. Vision Monmouth recognises that these ambitions need to be delivered through partnerships, involving and apportioning responsibility to those best placed to deliver, and ensuring that the collective skills, resources and knowledge of the town are employed to produce the most successful results. Vision Monmouth is a summary of the key aspirations jointly held by partner organisations within the town. A vision of where the town could be, and should be, in years to come.

Relevant Projects include:

1.5.20 1) Gateway Monmouth – The Gateway Monmouth Project will transform the sterile and underwhelming environment alongside the River Monnow at the key southern entrance to the town, into an exemplar public space and riverside amenity for residents and visitors to enjoy. The project incorporates improvements to public and private transport infrastructure at this key entry point, improving pedestrian legibility through use of share space and materials at the critical juncture at the corner of Blestium and Monnow Street. Proposed alterations to the width of Blestium street will reduce vehicles speeds and of improved alighting facilities for coaches and buses (together with signage and information boards) will dramatically improve the visitor experience. Proposals for development are currently under consideration by the planning authority after which funding applications will be sought for development.

1.5.21 2) Visitor Parking – Serving the extensive hinterland of Central Monmouthshire, parking arrangements within the town centre are insufficient to meet the current requirements of the residents and visitors. The purpose of the project is to examine existing, and projected, needs of the town with a view to identifying a combination of measures that will secure the needs of the town for years to come – including the promotion of other forms of visitor transport. As part of this project a review of two sites – The Queens Head and Rockfield Road – have identified the potential to partially address parking needs within the town. Proposals are currently under consideration by the authority and, if approved, funding arrangements will need to be secured. These are initial proposals within a wider project that seeks to promote alternative forms of transport such as improved coach parking, provision of facilities for cyclists and improved pedestrian routes in and around the town.

1.5.22 3) Monnow Street – New Approaches to Street Design – The recent renovation of the Shire Hall and other potential projects such as ‘Gateway Monmouth’ have

provided the impetus for reviewing enhancement of the public realm and vehicular/pedestrian traffic in the town's main high street – Monnow Street. There is a growing acceptance that for the town to achieve its maximum potential, it is important that Monnow Street provides a safe, accessible and attractive pedestrian environment for visitors. The current streetscape is functional, dominated by vehicular traffic and does little to encourage pedestrian visitors to dwell in the town, or overcome its topographical constraints. A scoping study undertaken by Ben Hamilton Baillie in 2008 has provided broad options for consideration, identifying key locations at various points along Monnow Street. The study highlighted the importance to Monmouth of the connectivity of pedestrian linkages to and from the central shopping area and the potential for improving accessibility through sympathetic development along Monnow Street. The ability to progress initial ideas has been curtailed by lack of available funding.

1.5.23 Monmouth Links Project – The project involves the improvement of eight walking/cycling routes in and around Monmouth through signage, improved surfacing and a more comprehensive development. The routes would provide walking and cycling links to Wyesham, two schools, the Wye Valley Walk, the new Monmouth Showground, north to Symonds Yat along the Peregrine path and south to Redbrook and beyond. The project will also involve restoration of the old iron railway bridge over the Wye to create an off road route into town and a new foot/cycle bridge over the river Monnow from Monmouth bus station to Vauxhall Fields and Drybridge Park. Completed phases have established a sustainable transport corridor connecting Troy Gardens to Watery Lane, via Beech Road, the A40 underbridge, riverside path adjacent the Monnow River, Monnow Bridge, Drybridge Street and Drybridge Park. An established off-road route connects Rockfield Road, adjacent Drybridge Park, with Osbaston. Future phases will concentrate on the restoration of the Duke of Beaufort railway bridge to extend the route from Troy Gardens to the A466 Redbrook Road.

1.5.24 Connect Monmouth – Compared with other towns within the County, public transport connections to Monmouth are extremely limited. There is no rail service and national coach companies are reluctant to improve their service to the town without improved coach stop facilities. Existing, local bus services are limited and underutilised. In line with the Draft Regional Transport Plan, 'Connect Monmouth" includes a number of initiatives which promote and improve existing public transport provision with a view to improving sustainable transport within the region. One initial task will be to secure funding to investigate the feasibility for the provision of a coach stop within the town, acceptable to a national coach service operator. A potential site has been identified at Dixton Roundabout but is subject to a more detailed assessment.

Better Bryn-Y-Cwm

1.5.25 The aim of the 'Plan' is to provide a route map of clear projects and interventions that, together, can make a significant contribution to making Bryn y Cwm a better place for those who live, work and come to the area. The 'Plan' is not a statement of lofty ambitions but is focussed on getting things done with the community and its representatives, and is about the partnerships and practical steps needed. The document sets out the proposed priority interventions for Bryn y Cwm. Together the programme of interventions will make a significant, measurable contribution to the economic, social and environmental performance and progress of Bryn Y

Cwm and the quality of life of its communities.

1.5.26 The plan brings together 4 stated themes for intervention two of which have relevant transport aims and interventions:

- Abergavenny Town centre and the wider business environment
- Creating a Sustainable settlement

Relevant Projects include:

1.5.27 Lion Street and Market St enhancements – The impending arrival of the new supermarket will significantly impact pedestrian and vehicular traffic using the town centre. A Section 106 agreement has secured finance from the supermarket developers, towards improved access enhancements via Lion St and Brewery Yard has been negotiated and agreed. This will result in improved arrangements to coincide with the expected opening of the supermarket. However, the need to enhance the link between the supermarket and eastern entry to Brewery Yard by extending the shared surface along Lion Street has not yet been provided for. The encouragement of pedestrian movement between the supermarket/library and Frogmore Street also needs further consideration.

1.5.28 Circulation /Signage – The development of the Cattle Market Redevelopment Site will trigger a review of circulatory routes and accompanying signage across the town centre. Directional signage from Fairfield car park and the existing bus station are two examples requiring early intervention given the new user flows to be generated by the Livestock market site redevelopment. A targeted programme of pavement and highway improvements linked to a newly defined circulatory route will also be required. Circulation and the town offer would also be strengthened by a visitor trail linking the shopping area with heritage attractions and open spaces.

1.5.29 Site review to initiate progressive development – While the demand for land use change may not be imminent, the plan includes proposals to initiate forward planning for a number of key sites within the town. Under this remit, it is proposed to consider improvements to the bus station/car park area plus other land at the Monmouth Road entry to the town.

1.5.30 Sustainable Settlement – Area Transport Strategy – This project aims to deliver an area approach to transport planning to better address local needs and support opportunities for funding in a regional context. A review of existing policies and priorities based on data evidence and public engagement, likely to focus on actions that:

- Encourage more use of sustainable alternatives to the car – walking, cycling and public transport
- Ease problems of through traffic
- Deal with road safety and traffic management issues
- Improve rural accessibility
- Assist the less able
- Enhance the quality of the environment – e.g. town centre
- Are realistically deliverable

Air Quality Action Areas

1.5.31 Air quality in Monmouthshire generally meets current standards, although there

are two Air Quality Management Areas (AQMA) within the County, where objective levels of nitrogen dioxide may be exceeded. These are at Bridge Street in Usk and Hardwick Hill/Mount Pleasant in Chepstow.

1.5.32 The Air Quality Action Plans for both areas contain many transport-related measures, and these have been taken account of in the development of this LTP. For more information on the AQMAs can be found in the 2014 Air Quality Progress Report for the county.

1.6 Policy Context – Other Emerging Issues & links to wider service areas

1.6.1 There are some trends which are outside the control of local government, or even all government, that may have a substantial impact on the future of mobility, accessibility and connectivity in the region:

- Increasing use of IT technology: Increased use of social media for work and social purposes and downloading of entertainment media is likely to lead to reduction in certain types of trips (e.g. to/from meetings, shopping, to entertainment venues) but, if past trends are any guide, will lead to an equivalent increase of other trips (e.g. delivery, recreational). Improved IT technology is also likely for further flexible working arrangements such as home or remote working, which may help to reduce peak hour demands for road space and parking places

- Shopping habits: The rise of internet shopping, convenience stores and low-cost discounters may lead to the selling of land reserves by supermarket companies and potential closure of hypermarkets.

- Fuel costs: Over the last few decades petrol prices have shown short term instability and longer term increases in real terms. Any substantial increases fuel costs are likely to provoke a significant modal shift towards public transport, walking and cycling or car sharing. On the other hand, electric or hydrogen power is likely to increase in importance, and any step change in such technologies and their economics may lead to major changes in future demand of car traffic and its implications.

- Increases in walking & cycling: Changing attitudes towards active living and active travel may lead to strengthen existing trends towards more walking and cycling for short and medium journeys (and improvements to facilities and promotion of sustainable travel expected as part of the Active Travel Act should support and encourage further increases).

- Climate change: More unpredictable weather and more extreme events (e.g. heavy rainfall) are likely to lead to increased travel disruption and more demands prioritise resilience and maintenance.

- Central government action: There are numerous decisions by central government that have indirect but substantial effects on the travel and transportation. Reorganisation of health care services is leading to the concentration of many services in fewer locations, and longer and more complicated trips for many vulnerable people. Similarly, the closure of smaller

schools means pupils having to travel further and may impact on the proportion of pupils walking/cycling to school, the provision of free school transport and escort trips.

SECTION TWO – ISSUES, OPPORTUNITIES AND INTERVENTIONS

Section two sets out the long term strategy for the LTP and includes the LTP objectives and policies and a matrix of connectivity issues, desired outcomes, interventions and generic scheme proposals

2.1. Long term strategy

2.1.1 Using various data sources and through stakeholder engagement, the Regional Transport Plan built a strategic framework aiming to bring about "a modern, accessible, integrated and sustainable transport system for South East Wales, which increases opportunity, promotes prosperity for all and protects the environment; where walking, cycling, public transport, and sustainable freight provide real travel alternatives" (RTP vision). The strategic framework has been reviewed. It supports the outcomes set out in the Wales Transport Strategies and the priorities determined in the LTP guidance (see Appendix B). It therefore remains valid and will be carried forward for assessment of the proposed schemes.

2.1.2 The objectives are[7]:

Safety and security

- To reduce the number and severity of road traffic casualties.
- To improve actual and perceived levels of personal security when travelling.

Connectivity and accessibility

- To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities
- To improve connectivity by sustainable transport between South-East Wales and the rest of Wales, the UK and Europe.

Quality and efficiency

- To improve interchange within and between modes of transport.
- To improve the quality, efficiency and reliability of the transport system.
- To improve awareness of public transport and active travel opportunities
- To reduce traffic growth, traffic congestion and to make better use of the existing road system.

Environment

- To achieve a modal shift towards more sustainable forms of transport for moving both people and freight.
- To reduce significantly the emission of greenhouse gases from transport.
- To reduce the impact of the transport system on the local street scene and the natural, built and historic environment.
- To promote sustainable integrated travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.

Land use and regeneration

- To ensure developments in South East Wales are accessible by sustainable transport
- To make sustainable transport and travel planning an integral component of regeneration schemes.

[7] No priority order implied

2.2. Matrix Issues, Opportunities and Interventions

2.1 Table 2.1 sets out the key transport barriers, what evidence there is for the issue; what the preferred outcome is; how this could be achieved and what actions (schemes) are needed. The outcomes and schemes are in line with existing Welsh Government and regional transport policies and objectives, as shown in appendix B.

2.2 The table takes account of the common themes identified by Welsh Government in the guidance, and the reference numbers refer to these themes. See appendix E for further details.

Table 2.1 Matrix of Issues, Opportunities and Interventions

Ref	Problem/Issue?	Evidence	Desired outcomes	High Level Intervention	Action required (schemes)
1, 3, 4, 6, 10, 11	Poor PT services to key employment, health, education, leisure and shopping sites (service may be lacking, require multiple operators' services, for new sites: may not be ready at beginning)	PT timetables and maps; Passenger feedback; Health and education sector feedback; Low PT modal share to some sites	Good accessibility to key sites by PT; Increased PT modal share for commuting, business, education, shopping, personal business and leisure trips; Increased PT usage	Improve PT services to key sites; Integrated ticketing; Travel planning. For new sites: Integrated land use & transport policy; Work with developers; Monitor / enforce planning obligations/travel plans; timetable integration	Support WG integrated ticketing initiative and GoCymru card; Support WG Travel Planners; Develop plans for better bus services; Require new developments to have travel plans; Travel Planning
5, 9	Dispersed settlement patterns; Declining populations in some areas; Limited PT services to new housing sites.	Population data; mode share data	Concentrate new development at existing settlements; Good PT coverage; promote char sharing	Flexible transport initiatives; For new sites: Integrated land use & transport policy; Work with developers; Monitor / enforce planning obligations/travel plans	Provide funding for CT operations through BSSG; Expand GrassRoutes services; Require new developments to have travel plans; Publicise car share
2, 4	Lack of PT services (esp. in rural areas, and evenings and weekends) , lack of access to existing PT network	PT timetables and maps; Passenger feedback; Lobbying	Good accessibility to key sites by people living in rural areas / in evenings / at weekends; Increased PT usage in rural areas / in evenings / at weekends	Additional bus services; Flexible transport initiatives; Additional rail stations	Provide contracted bus services; Incentivise weekend and evening services through BSSG; Provide funding for CT operations through BSSG; Expand GrassRoutes services; Support WG and Network Rail[8] in delivering additional stations as part of Metro programme
10	Peak-hour capacity issues on key PT corridors	Overcrowding, passenger feedback, passengers left behind	Increased PT patronage, modal shift from car to PT; PT journey time reductions; PT journey time variability reductions	Regional rail system improvements; bus priority along key corridors	Support WG and Network Rail in delivering electrification and other rail capacity enhancements; Develop measures to reduce bus journey times and their variability on key corridors
	Poor of awareness of PT timetables, services and fares	Low number of regular PT users; Difference in PT perceptions between	Improved knowledge of PT services; increased PT patronage		Work with Traveline Cymru and operators to improve PT information, Travel Planning

[8] Responsibility for rail infrastructure is non-devolved. Network Rail is the asset owner and rail network operator, and the UK government is responsible for the enhancements that will be delivered and setting out the funding available. It is in the interest of the Welsh Government to influence such investment decisions and in certain circumstances to invest directly (draft NTP, section 3.8)

Ref	Problem/Issue?	Evidence	Desired outcomes	High Level Intervention	Action required (schemes)
		users and non-users			
	Quality of PT system	Passenger feedback, perceptions of users and non-users	Improved perceptions of PT services; increased PT patronage	Improve PT service quality	Incentivise quality through BSSG; Upgrade bus stops and stations; Support WG and Network Rail in upgrading rail stations
7	Lack of affordable transport	PT fares information; Deprivation indices	Reduction in transportation costs for low-income households; Good accessibility to key sites from deprived communities;	Concessionary fares; integrated ticketing; Flexible transport initiatives; Lower fares	Support WG concessionary fares scheme; Lobby for extensions for teenagers / adults in full time education / unemployed / newly employed ; Support WG integrated ticketing initiative and GoCymru card; Provide funding for CT operations through BSSG; Expand GrassRoutes services
12	Peak hour capacity issues on sections of inter-regional, regional and local strategic highway routes	Peak hour congestion on key highway routes; Traffic counts; Complaints	Modal shift from car to PT; Reduced congestion on key highway routes; Reduced journey time variability; Better air quality	Regional rail system improvements; bus priority along key corridors; Integrated ticketing; Improve PT service quality Better PT information Proactive maintenance; Targeted highway improvements	Support WG and Network Rail in delivering electrification and other rail capacity enhancements, additional stations as part of Metro programme, upgraded rail stations and integrated ticketing initiative; Develop measures to reduce bus journey times and their variability on key corridors; Incentivise bus quality through BSSG; Upgrade bus stops and stations; Develop making-better-use highway improvements on strategic routes; Develop junction improvements
	Negative effects of traffic using unsuitable roads in build-up areas, negative effects of traffic growth	Air and noise pollution, accident data, complaints	Improved air quality; Reduced noise pollution; Reduced accident number	Traffic Calming; Targeted highway improvements	Develop making-better-use highway improvements on strategic routes; Develop local highway improvements; Develop traffic calming measures
	Lack of park and ride facilities	Peak hour congestion on key highway routes; Complaints; Parking surveys	Modal shift from car to PT; Reduced congestion on key highway routes; Reduced journey time variability; Better air quality	Park & ride	Identify and implement park and ride sites
	Road safety and personal security concerns as a barrier to use of active travel modes and PT.	Feedback from RTP consultation; Accident data; Lack of pedestrian/ cycling facilities at signal controlled junctions;	Reduced accident numbers; People feel safe using active travel or PT; Increase number of children walking / cycling	Road safety improvements; road safety education; Speed limits; Improve PT security; Ensure that all routes to school are safe.	Upgrade existing signal controlled junctions; Develop road safety programme (potentially including lower speed limits, cycle training, road safety education); Improve key active travel routes; Incentivise bus security

Ref	Problem/Issue?	Evidence	Desired outcomes	High Level Intervention	Action required (schemes)
		Parents demand for free school transport	to school		through BSSG; Review all routes to school to confirm suitability / identify required improvements
8, 10	Lack of cycle facilities, unsuitable facilities caused by small problems in the connection to other routes	Cycle user groups; Cycling prohibited along many urban public rights of way; Conflicts between cyclists and pedestrians; Complaints	Increased active travel trips; increased active travel modal share	Improve active travel network	Further develop active travel network using best practise; Identify routes where cycling is prohibited and shared routes with conflicts and undertake PROW reviews; Set up system so that small problems can be dealt with in timely way.
	Lack of awareness of active travel routes	Enquiries	Increased active travel trips	Promote active travel	Develop Monmouthshire Active Travel Map; Set up interactive web pages (as per ATA guidance)
13	Provision for freight vehicles	Freight user groups	Improve freight access	Improve freight access	Lobby WG to plan and develop freight improvements to trunk road network; Develop appropriate measures to support freight as part of any major highways works

SECTIONS THREE AND FOUR – LTP PROGRAMME 2015-2020

Section three sets out the program of projects for delivery in the 2015 – 2020 period

3.1 The programme of schemes for the next five years is set out in the tables in the following pages. The majority of these schemes originate in the South East Wales RTP, the further work undertaken by Sewta in pursuit of the RTP actions and in the Monmouthshire LDP. The schemes and actions have been appraised, and often peer reviewed and further developed. Where appropriate this is referenced. The schemes have been further evaluated against the LTP's long-term strategy, and thus against the WTS outcomes and government priorities.

3.2 Whilst most schemes are targeted for delivery in the next five years, some projects may need to be deferred and some of the schemes identified for delivery in the 2020 – 2030 period (see section 4) may be progressed sufficiently to be delivered within the next five years.

3.3 Further details on all schemes will be included in bids for Local Transport Funding to be submitted on an annual basis. Any new schemes that arise during this period will be similarly assessed and prioritised. Monmouthshire CC envisages that it will prepare annual delivery plans, and that these will provide updates on the status of the schemes and set up the programme management framework to manage project delivery.

Table 3.1 – Monmouthshire LTP Programme 2015-2020 – prioritised programme – Metro-related projects

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
Severn Tunnel Junction access & interchange improvements	The council believes rail journey times and frequency enhancements, as set out in the South East Wales Integrated Transport Task Force report and in line with draft NTP (3.23.8 and interventions IT6, RS2, CCRM10 and CCRM13) is required to achieved the wider economic, social and environmental priorities of the LTP and LTP guidance. The proposals includes improved bus, cycle and pedestrian access to station, information provision and signage, cycle storage, expansion of park & ride site, construction of new link from B4245 to expanded park & ride site. Full benefit will be achieved if constructed in conjunction with M48/B4245 link road (see below). See also related Sewta study.	NTP / Metro programme, LDP, RTP	1	Regional	Tbc	Metro programme
Abergavenny rail station access & interchange improvements	Improved bus, cycle and pedestrian access to rail station, information provision and signage, cycle storage, new park & ride site to east of station (to develop as parkway station) and pedestrian access, cycle access improvements See also related Sewta study.	NTP / Metro programme (as above), LDP, RTP	2	Regional	Tbc	Metro programme
Chepstow rail station access & interchange improvements	Junction improvements to entrance to improve bus and pedestrian access to station and car access to park & ride site, information provision and signage, cycle storage, park & ride extension, cycle access improvements, access from Fairfield Mabey development. See also priority 12 and long-term aspirations. See also related Sewta study.	NTP / Metro programme (as above), LDP, RTP, AQMA report	3	Regional	Tbc	Metro programme / Developer contributions
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 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	NTP / Metro programme (as above and RI10), RTP, MCC, local community	4	Regional/Local	GRIP Study £40K, station est. £2m-5m	MAGOR crowdfunding/MCC for study; Metro programme/Developer contributions/ New Stations Fund

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
	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.					
Abergavenny bus station improvement	Improve bus and pedestrian access, facilities infrastructure and information (including signage and visitor information)	NTP / Metro programme (IT6), LDP, RTP	5	Regional	Tbc	Metro programme, MCC, Developer contribution
Monmouth bus station improvement	Improve facilities infrastructure & information	NTP / Metro programme (IT6), LDP, RTP	6	Regional	Tbc	Metro programme
Chepstow/Caldicot – Newport bus corridor improvement	Infrastructure improvements including bus stop enhancements and bus priority along this key corridor following service changes supported by MCC	Metro programme, MCC (BCT14), AQMA report	7	Regional	Tbc	Metro programme (for infrastructure), BSSG and MCC (for improved services)
Bus stop upgrade	Scheduled upgrade of bus shelters at major stops and key routes across county, including real time information at key locations	NTP / Metro programme (CCRM6), RTP, MCC members and officers; stakeholders; local communities	8	Local	Tbc	Metro programme, MCC; Developer contributions
Rail-bus link services	Following the introduction of a rail-bus link service at Severn Tunnel Junction using Grass Routes, MCC plans to look at opportunities for improving rail-bus links at other station	NTP / Metro programme (CCRM11, IT2), AQMA report	9	Local	Tbc	Metro programme, BSSG and MCC

Table 3.2 – Monmouthshire LTP Programme 2015-2020 – prioritised programme – Non-Metro-related projects

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
Active Travel Act mapping	To provide Active Travel maps as required by the Active Travel Act. Engagement with Sustrans is underway.	ATA	10	Local	Tbc	Active Travel / LTF; MCC

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
Monmouth Wyebridge traffic and pedestrian Improvements	To deliver a multi-function highway improvement/road safety/active travel scheme to improve connectivity and sustainable travel between the two parts of the town on either bank of the River Wye in conjunction with capacity improvements at a critical junction on a strategic cross border trunk road. For more details see feasibility and environmental study report.	MCC, local community, Previous LTF bid	11[9]	Regional/ local	£1.3m	LTF
Chepstow traffic relief, environmental and road safety improvements (phase 1 A48/A466 High Beech)	To deliver a multi-function highway improvement/road safety/environmental improvement scheme to minimise traffic delays, improve sustainable transport and improve air quality in the vicinity of a key junction on the route connecting the M48 with Chepstow and Gloucestershire	LDP, AQMA report	12	Regional/ local	Tbc	LTF / Developer contribution
Abergavenny and Llanfoist Active Travel Network	Development and implementation of active travel plan for Abergavenny to provide links between residential areas and the town centre, the railway station, the Nevill Hall Hospital, schools and leisure facilities and surrounding areas/outlying villages. Include new river Usk walking & cycling bridge linking Abergavenny with Llanfoist and further elements as identified through the active travel mapping exercise and consultation. These may include new/improved cycle lanes/paths/contraflows, footpaths, junction/crossing facilities, cycle parking/storage, route signage, dropped kerbs/continuity across side roads. The plan development may also identify road safety, safe routes and public transport elements which will be taken forward through Road Safety capital schemes, Safe routes in Community Schemes or as PT schemes.	LDP, Active Travel mapping, local community, Llanfoist bridge study	13	Local/National (NCN routes)	Bridge: est. £750k, package tbc	Active Travel / LTF
Magor & Undy Active Travel Network	Development and implementation of active travel plan for Magor & Undy to provide travel links between residential areas and the town centre, schools and leisure facilities and surrounding areas/outlying villages. Includes Rogiet to Magor footway/cycleway and Llanwern Link Road missing link (Extension of existing facilities to provide a continuous sustainable route between Caldicot and Newport along the B4245 and A4810 corridors) and further elements as identified through the Active Travel Act mapping exercise and consultation. These may include new/improved cycle	Previous MCC LTF bid, Active Travel mapping, local community,	14	Local/National (NCN routes)	Rogiet to Magor £480k, Package tbc	Active Travel / LTF, Sewta / MCC, Network Rail

[9] Priorities 11 to 15 are likely to feature as Monmouthshire CC's Local Transport Fund 2015/16 bids, should there be a similar programme to 2014/15.

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
	lanes/paths/contraflows, footpaths, junction/crossing facilities, cycle parking/storage, route signage, dropped kerbs/continuity across side roads. The plan development may also identify road safety, safe routes and public transport elements which will be taken forward through Road Safety capital schemes, Safe routes in Community Schemes or as PT schemes. See also Magor and Undy Station Improvement					
Chepstow park and share & coach stop facility	Park & share facility in Bulwark area, possible coach stop	LDP, RTP, Sewta Park & Share study, AQMA report	15	Regional/ local	Tbc	LTF
Road Safety capital schemes	Road safety capital schemes where appropriate and warranted engineering interventions would be of benefit in reducing the probability of casualties occurring	Collision data; Road Safety Framework for Wales; MCC members; local communities	16	Local	Tbc	Road Safety Grant; MCC
Road Safety Education, Training & Publicity	Road safety revenue schemes that deliver road safety education, training and publicity across Monmouthshire. Schemes to include Kerbcraft, National Standards Cycle Training, Megadrive, Pass Plus Cymru, Motorcyclist training, Older Drivers and other schemes that are developed and become eligible for funding	Casualty statistics; MCC members and officers; stakeholders, AQMA report	17	Local	Tbc	Road Safety Grant; MCC
Safe routes in Community Schemes	Schemes to improve accessibility within communities with a specific focus of providing safe, sustainable, routes to schools to encourage greater use of active modes of travel	Safe Routes to Schools mapping; School Travel Plans, Council members and officers, local communities, AQMA report	18	Local	Tbc	SRiC grant
Goetre/Llanellen A4042 traffic relief and pedestrian improvements	Local road safety / active travel improvements in conjunction with proposed flooding work on A4042	Draft NTP, MCC, local communities	19	Regional/ local	Tbc	LTF
Magor/Undy traffic relief	Construction of new link to relief traffic in Magor and Undy. Eastern section of route possibly provided in conjunction with strategic housing sites. Construction of new link from M48 to B4245 between Rogiet and Caldicot (Variation of link proposed in M4 Corridor Enhancement programme). See	LDP	20	Local/National (NCN routes)	M48 to B4245 new link est.	LTF, M4 programme, Developer contributions

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
	also related Severn Tunnel Junction park & ride extension scheme				£20m	
Caldicot Active Travel Network	Development and implementation of active travel plan for Caldicot to provide travel links between residential areas and the town centre, schools and leisure facilities and surrounding areas/outlying villages (incl. Rogiet and Severn Tunnel Junction). Includes Caldicot to Crick sustainable travel corridor and further elements as identified through the Active Travel Act mapping exercise and consultation. These may include new/improved cycle lanes/paths/contraflows, footpaths, junction/crossing facilities, cycle parking/storage, route signage, dropped kerbs/continuity across side roads. The plan development may also identify road safety, safe routes and public transport elements which will be taken forward through Road Safety capital schemes, Safe routes in Community Schemes or as PT schemes.	Active Travel mapping, local community	21	Local/National (NCN routes)	Tbc	Active Travel / LTF
Chepstow Active Travel Network	Development and implementation of active travel plan for Chepstow to provide travel links between residential areas and the town centre, the railway station, the hospital, schools and leisure facilities and surrounding areas/outlying villages, as identified through the Active Travel Act mapping exercise and consultation. These may include new/improved cycle lanes/paths/contraflows, footpaths, junction/crossing facilities, cycle parking/storage, route signage, dropped kerbs/continuity across side roads. The plan development may also identify road safety, safe routes and public transport elements which will be taken forward through Road Safety capital schemes, Safe routes in Community Schemes or as PT schemes.	Active Travel mapping, local community, AQMA report	22	Local/National (NCN routes)	Tbc	Active Travel / LTF
Monmouth coach stop	Provision of coach stop along A40 corridor to encourage existing coach services to call at Monmouth. Possible long-term aspiration.	LDP, local community	23	Regional	Tbc	Metro programme or LTF
Usk Active Travel Network	Development and implementation of active travel plan for Usk to provide travel links between residential areas and the town centre, the college / county hall site, schools and leisure facilities and surrounding areas, as identified through the Active Travel Act mapping exercise and consultation. These may include new/improved cycle lanes/paths/contraflows, footpaths, junction/crossing facilities, cycle parking/storage, route signage, dropped kerbs/continuity across side roads. The plan development may also identify road safety, safe routes and public transport elements which will be taken forward through Road Safety capital schemes, Safe routes in Community Schemes or as PT schemes.	Active Travel mapping, stakeholder, AQMA report	24	Local/National (NCN routes)	Tbc	Active Travel / LTF
Gilwern Active Travel Network	Development and implementation of active travel plan for Gilwern.	Active Travel mapping, local	25	Local/National (NCN routes)	Tbc	Active Travel / LTF

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
		community				
Monmouth Links Connect 2 further phases (Monmouth Active Travel Network)	This project has delivered active travel links between residential areas and the town centre, schools and leisure facilities as set out in paragraph 1.5.22. Further planned phases include Troy Gardens to A466 Chepstow Road link via Duke of Beaufort Bridge and further elements as identified through the Active Travel Act mapping exercise and consultation. These may include new/improved cycle lanes/paths/contraflows, footpaths, junction/crossing facilities, cycle parking/storage, route signage, dropped kerbs/continuity across side roads. The mapping exercise may also identify road safety, safe routes and public transport elements which will be taken forward through Road Safety capital schemes, Safe routes in Community Schemes or as PT schemes.	LDP, RTP, Active Travel, MCC, local community, previous proposals	26	Local/National (NCN routes)	Tbc	Active Travel / LTF, Connect 2 lottery funding
TrawsCymru	Extension to include Monmouth	Sewta submission to TrawsCymru steering board, MCC	27	Regional	Tbc	TrawsCymru programme / MCC
Speed limit strategy	Reduction of speed limits (e.g. 20 mph zones) in towns and villages across Monmouthshire where appropriate. Requires development	MCC members and officers, AQMA report	28	Local	Tbc	LTF / Road Safety Grant; MCC
Travel Planning	Develop and implement travel plans for key council facilities; work with Regional Travel Plan Coordinators to help key businesses and trip generators and new developments in the development of travel plans; encourage school travel plans	RTP, MCC, AQMA report	29	Local	Tbc	MCC, Regional Travel Plan Coordinators

Table 3.3 – Monmouthshire LTP Programme 2015-2020 – further on-going projects

Scheme Name	Description	Source	L/R/N Significance	Funding Source(s)
Safe routes to schools mapping	Review of safe routes to schools in line with the Learner Travel Wales Measure and associated Guidance	Learner Travel Wales measure, AQMA report	Local	MCC
Bus information	Provision of accessible electronic timetables, timetable booklets / travel information at various outlets including rail stations and readable at-stop timetable information (including ticketing information)	RTP, Bus & CT Network Strategy, MCC members and officers; stakeholders; local communities (supported by NTP/Metro Programme intervention CCRM14), AQMA report	Local	MCC

Scheme Name	Description	Source	L/R/N Significance	Funding Source(s)
Local bus service enhancement	Provision of bus services for connections not provided by bus operators at own risk, including cross-boundary services	RTP, Bus & CT Network Strategy, AQMA report	Local & Regional	BSSG; MCC; Operators
Flexible bus services	The Grass Routes transport scheme is a responsive flexible bus service that makes trips on request. It operates low floor, fully accessible vehicles with volunteer drivers. The scheme is operated on a membership basis and is open to all members of the community.	RTP, Bus & CT Network Strategy, AQMA report	Local	BSSG; MCC; Operators
Bus Service Quality	Improve quality of bus services through Bus Service Support Grant payments (including bus disruption information)	RTP, Bus & CT Network Strategy	Local & Regional	BSSG; Operators

SECTIONS FOUR – FURTHER DEVELOPMENT-RELATED SCHEMES AND MEDIUM AND LONGER TERM ASPIRATIONS TO 2030

Section four sets out anticipated schemes that a wholly dependent on development projects, and infrastructure projects aspirations that are unlikely to be delivered within the five year life of this plan.

Table 4.1 – Further development-generated schemes

Scheme Name[10]	Description	Source	L/R/N Significance	Cost	Funding Source(s)
Active Travel – Monmouth Wonastow Road Corridor Pedestrian Improvements	Improved pedestrian link between site and Monmouth town centre	LDP	Local	Tbc	Developer funded
B4245 Crick Road to Mitel Footway	New footway and controlled pedestrian crossing to establish sustainable link between development site and Caldicot town centre	LDP	Local	Tbc	Developer funded
B4245 Rockfield Farm roundabout	New roundabout to provide access to development site and eastern limit of planned Magor/Undy relief road	LDP	Local	£100k	Developer funded
Bus service enhancements	Provision of enhanced bus services to serve strategic development sites	LDP	Local	Tbc	Developer funded
Deri Farm Pedestrian/Cyclist Links	New sustainable transport links to connect development site to existing built infrastructure	LDP	Local	Tbc	Developer funded
Sustainable transport initiatives	Sustainable transport initiatives as appropriate in conjunction with other development sites, to include pedestrian and cyclist facilities and enhanced public transport provision.	LDP	Local	Tbc	Developer funded

Table 4.2 – Longer-term aspirations

Scheme Name[11]	Description	Source	L/R/N Significance	Funding Source(s)
Abergavenny traffic relief, environmental and road safety improvements	Environmental, road safety, active travel and PT improvements in conjunction with removing the A40 from Abergavenny town centre.	MCC	Local	WG trunk road programme / LTF
Chepstow Bus Station	Improvement works to Chepstow Bus Station and associated works	MCC, AQMA report	Regional/local	Metro programme / LTF
Chepstow traffic relief, environmental and road safety improvements	Environmental and road safety improvements encouraging sustainable travel on the existing A48 corridor in conjunction with the construction of a new Hardwick Hill and Chepstow Bypass.	LDP, AQMA report	Local	WG trunk road programme / LTF

[10] in alphabetical order
[11] in alphabetical order

Scheme Name[11]	Description	Source	L/R/N Significance	Funding Source(s)
Goetre/Llanellen A4042 traffic relief and pedestrian improvements – further works	Local road safety / active travel improvements in conjunction with proposed review of A4042 between Pontypool and Abergavenny	Draft NTP	Regional/ local	WG trunk road programme / LTF
Usk traffic relief, environmental and road safety improvements	Environmental and road safety improvements encouraging sustainable travel on the existing A472 corridor in conjunction with the construction of a new Usk bypass on alignment of old railway line.	LDP, AQMA report	Regional	LTF

SECTION FIVE – STATUTORY CHECKS

Section five provides details of the Statutory Screening check in which the Local Transport Plan has been assessed in terms of environmental, equality, sustainability and health impact.

5.1 Welsh Government guidance on the preparation of Local Transport Plans confirms that it "streamlines the process local transport authorities need to follow in developing their LTPs. It allows local transport authorities to update schemes or priorities identified in their adopted Regional Transport Plans (RTPs) to accommodate changes since their publication and to address the findings and contents of studies and plans developed since this period."

5.2 The LTP at the strategic level is directly related to the South East Wales RTP (2010 – 2015), and follows the same vision, objectives and long term strategic priorities. Similarly all major schemes are based on RTP actions or generic schemes and have therefore been assessed as part of the RTP

5.3 A number of the proposals also stem directly or indirectly from Monmouthshire's Local Development Plan, which has also gone through a full statutory screening.

Strategic Environmental Assessment

5.4 Strategic Environmental Assessments (SEA) are required by European legislation to ensure environmental considerations are integrated into the preparation and adoption of plans and programmes. These requirements have been considered in the context as follows:

5.5 The LTP includes a five year programme of transport investment comprising a combination of public transport, active travel and highway improvements. The LTP five year programme represents a continuation of the five year programme of schemes that has been delivered by the council as part of the Sewta RTP. The schemes within the programme are consistent with the RTP objectives and actions which have already been the subject to SEA through the SEA for the Regional Transport Plan.

5.6 The other key source for the schemes contained in this LTP refresh is the Monmouthshire LDP. The LDP's policies and development proposals were subject to Sustainability Appraisal (SA) incorporating Strategic Environmental Assessment (SEA) as required by the Planning and Compulsory Purchase Act 2004 and SEA Regulations. These are tools to ensure that policies in the LDP reflect sustainable development principles and take into account the significant effects of the plan on the environment. The council adopted an integrated approach to appraisal and assessment in which economic and social issues were considered alongside environmental issues. This process provided a means of identifying the sustainability issues, challenges and opportunities facing Monmouthshire and informed the preparation of the LDP. This was an iterative process throughout the preparation of the plan and is reflected in the plan's proposals and policies.

5.7 The schemes set out in the LTP five year programme will support the delivery of the Welsh Transport Strategy (see appendix B) and support the strategy for future growth in Monmouthshire as set out in the Monmouthshire Local Development Plan. The WTS and the LDP has been the subject to SEA and a sustainability appraisal.

5.8 In view of the consistency of the LTP with the RTP and LDP and the fact that these plans have both been the subject to SEA a new SEA for the LTP is not considered necessary.

Habitat Regulation Assessment

5.9 The European Habitats Directive (HRA) requires a Habitats Regulation Assessment (HRA) to be undertaken where plans are screened in order to determine the likely significant effects of a plan, either individually or in combination with the effects of other plans and projects, on European sites of nature conservation importance, and if applicable, scopes what needs 'appropriate assessment' (AA) and how it will be undertaken.

5.10 A separate assessment has not been carried out for the LTP as the schemes featured in the LTP five year programme are being developed to support the delivery of the Welsh Transport Strategy and National Transport Plan. A Habitats Regulations Assessment (HRA) of the LDP was also undertaken. As with the SA/SEA, the HRA was carried out in an iterative and on-going way throughout the LDP preparation process. The AA of the Deposit Plan concluded that the LDP will not have adverse effects on the integrity of European sites as the recommended mitigation measures have been incorporated into the LDP. This conclusion reflects amendments made to LDP policies as a result of recommendations arising from the assessment process. Therefore a HRA for the LTP is not considered necessary.

Equalities & Sustainability

5.11 One of the overall goals of this LTP, continuing from the previous RTP, is to promote social inclusion and equality, by providing a transport system that is safe, accessible and affordable *to all sections of the community*. Different sections of the community will have different transport and accessibility needs. It is important that such needs are understood and taken into account in the overall direction of the LTP and in the design of individual transport schemes that are delivered through this LTP. There will be the opportunity to consider the needs of all users, including more vulnerable groups, on a scheme by scheme basis as funding becomes available for scheme delivery.

5.12 The RTP has been subjected to an Equality Impact Assessment, and as the LTP at the strategic level is directly related to the RTP, it was not considered appropriate or necessary to carry out a full EQIA. The LDP's policies and development proposals were also subjected to an Equality Challenge process and due consideration was given to the issues raised.

5.13 An Equality Challenge, Equality Impact Assessment and Sustainability Challenge

have been completed for the LTP (see Appendix F). This includes consideration of Welsh language issues.

Health Impact Assessment

5.14 Health Impact Assessments (HIA) are not a statutory check but are recommended by the Welsh Government. A full HIA was carried out on the strategy, objectives, policies and intended outcomes of the LDP. As the LTP programme is consistent with the LDP and will support its delivery it is not considered necessary to carry out a separate assessment for the LTP. See also within sustainability challenge in appendix F.

SECTION SIX – CONSULTATION

Section six explains how the council has engaged stakeholders in the development of the LTP, including work undertaken in the development of the RTP and LDP, work undertaken by the Strategic Transport Group and the formal consultation of the draft LTP.

RTP and LDP consultation

6.1 To achieve the objectives of the Regional Transport Plan, extensive participation and consultation processes were undertaken to ensure the support and cooperation of all parties involved in the development and implementation of the strategies held therein. These included the general public, stakeholders, partners, pressure groups and voluntary, community and commercial organisations. The results were documented in the RTP Public Participation Statement which can be found at www.sewta.gov.uk/regional-transport-plan.

6.2 Similarly there was far-reaching consultation and interaction with partners and stakeholders in the development of key plans that form the basis of the many of the projects and programme in this LTP refresh, including the rail, bus & CT network and bus infrastructure strategies.

6.3 The Monmouthshire LDP was also subject to extensive consultation during its preparation which included a number of formal and informal stages as follows:

Table 6.1 – LDP consultation

Consultation Stage	Date of Consultation
Pre-deposit participation on the LDP issues, vision and objectives and growth/ spatial options	Extensive stakeholder and public participation 2008 - early 2009
Preferred Strategy (set out the vision, objectives, strategic options, the preferred strategy and strategic policies)	Issued for formal consultation June – July 2009
Preferred Strategy Report of Consultation	Issued for informal public comment February – March 2010
LDP Proposed Rural Housing Allocations Consultation Draft	Issued for informal public consultation July 2010
Proposed Rural Housing Allocations – Alternative Village Sites and Strategic Sites Studies	Issued for informal public consultation January 2011
Deposit LDP (set out the proposed strategy, strategic and development management policies and site allocations)	Issued for formal consultation October – November 2011

Alternative Sites (this enabled the general public and interested parties to comment on those site representations which sought to add, alter or delete a site during the Deposit LDP consultation)	Issued for formal consultation December 2011-February 2012

Strategic Transport Group

6.4 Monmouthshire's Strategic Transport Group was set up in summer 2014 with the remit of considering and recommending on all strategic aspects relating to transport and to promote Monmouthshire's best interests . This will be in relation to all matters relating to public transport (local, regional and national) and strategic matters relating to the development of transport infrastructure (rail and road). The group has been monitoring and steering the development of the local transport plan, and group members have provided comment and feedback on the process and the emerging plan.

6.5 The membership of the Strategic Transport Group includes the relevant Cabinet member, plus four members (one nominated from each area committee), further members by invitation of the chair and members of the public to be appointed as nominated by members. Current membership includes:

Table 6.2 – Strategic Transport Group Membership

Councillors	Cllr S.B. Jones (Cabinet Member)
	Cllr D.L.S. Dovey (Chair)
	Cllr A. Easson
	Cllr P. Farley
	Cllr L. Guppy
	Cllr F. Taylor
	Cllr D. Blakebrough
External representatives	Mr Phil Inskip
	Mr David Flint (Severn Tunnel Action Group - STAG)
	Mr Paul Smith (Better Trains for Chepstow – BT4C)
	Mr Ted Hand (Magor Action Group On Rail – MAGOR)
	Mr Ben Grey
	Mr Dick Cole (Bryn y Cwm Community Forum)
	Mr Paul Turner (Magor Action Group On Rail – MAGOR)
	Mr Vic Pritchard
	Mr C. James

Stakeholder Consultation

6.6 A stakeholder consultation has been carried out. The following stakeholder were identified to be consulted on the plan:

- Cardiff Capital Region Board

- All county councillors
- Newport City Council
- Torfaen County Borough Council
- Blaenau Gwent County Borough Council
- Powys County Council
- Hereford Council
- Gloucestershire County Council
- Forest of Dean District Council
- South Gloucestershire Council
- Bristol City Council
- West of England LEP
- Brecon Beacons National Park Authority
- All community councils
- Network Rail
- First Great Western
- Arriva Trains Wales
- Cross-Country Trains
- Newport Transport
- Stagecoach in South Wales
- National Express
- Confederation of Passenger Transport
- Passenger Focus
- Bus User Cymru
- Community Transport Association
- Sustrans
- Gwent Police
- CADW
- Aneurin Bevan Health Board
- Gwent Association of Voluntary Organisations
- Natural Resources Wales
- Gwent Wildlife Trust
- Chamber of Commerce
- Monmouthshire Access Forum
- Freight Transport Association
- Transition Chepstow
- Magor Action Group on Rail
- Severn Tunnel Junction Action Group
- Better Trains for Chepstow
- Abergavenny Cycle Group

6.7 Consultation responses were received from:

- Abergavenny Cycle Group
- Abergavenny Town Council
- Anthea Dewhurst, Monmouth Town Council
- Brecon Beacons National Park Authority

- Bryn y Cym Community Forum
- Chris Munslow, Monmouth Town Council
- Community Transport Association Wales
- First Great Western
- Frances Taylor, Monmouthshire County Council
- Gwent Wildlife Trust
- Ian Jennings [query]
- Jeremy Callard [query]
- Linda Guppy, Monmouthshire County Council [query]
- Llanelly Community Council
- Llantilio Pertholey Community Council
- Magor Action Group On Rail (MAGOR)
- Monmouth & District Chamber of Commerce & Trade
- Newport City Council (verbal)
- Passenger Focus
- Phillip Inskip
- South East Wales Regional Equality Council (SEWREC)
- St. Arvans Community Council
- Severn Tunnel Action Group (STAG)
- Stagecoach South Wales
- Sustrans
- Usk Trail Access Group (UTAG)

6.8 The consultation responses have been considered and appropriate changes made to the draft LTP. Responses will be published separately as part of a consultation statement at a later date.

SECTION SEVEN – MONITORING AND EVALUATION

7.1 The LTP guidance requires local authorities to prepare a monitoring and evaluation plan, which describes how interventions identified will be monitored. For each scheme (project) the monitoring should include reference to the objective of the intervention, inputs, outputs, outcomes and impact.

7.2 As part of the preparation of the RTP, Sewta developed a three part monitoring plan:

1. Strategic Regional Indicators (SRI) – headline indicators against which the progress towards achieving the RTP vision and objectives should be assessed
2. Output and Outcome monitoring – Assessing the physical outputs (such length of bus or cycle lane) and behavioural outcomes (such as number of users or satisfaction) of individual interventions / schemes
3. Activity Monitoring – monitoring progress of activities to implement the RTP

7.3 The list of Strategic Regional Indicators (and the results of the activity monitoring) can be found in Sewta's Annual Progress Reports. In terms of output and outcome monitoring, Sewta developed Best Practice Plan guidance which provides a framework within which a monitoring plan for each scheme can be produced to ensure that interventions are monitored in a consistent and robust manner in order to evaluate their effectiveness and contribution to the overall plan.

7.4 The Output and Outcome Monitoring Best Practice Plan identifies which attributes should be monitored for each type of intervention; defines data collection timescales; highlights key considerations when undertaking data collection; provides checklists of key requirements; provides standard pro-forma and identifies suggested budget guidelines. It provides the basis and justification of the monitoring work the council will be undertaking (see appendix F).

7.5 In line with the LTP guidance, and on the basis of the examples given in the guidance and the RTP monitoring plan, Table 7.1 contains a list of the interventions identified, the indicators that will be used to monitor outcomes and the data sources.

7.6 Different monitoring activity may be required depending on the scheme in question. The scale of the monitoring activity will also need to be proportionate to the size of the scheme that is to be delivered.

7.7 It is expected that the monitoring activity will be undertaken and reported on an annual basis, together with annual delivery plans, and managed through the programme management framework.

Table 7.1 – LTP Monitoring and Evaluation Plan

Interventions	Indicators	Sources
Additional bus services	1) Bus mileage 2) Bus patronage	1) BSSG data 2) BSSG data / survey
Additional rail stations	Count	MCC monitoring
Better PT information	1) Number of timetables provided 2) Number of pieces of information provided 3) User satisfaction with PT information	1) MCC monitoring 2) MCC website monitoring / Traveline Cymru / National Rail Enquiries data / operators 3) WG Bus Passenger Survey / PF data / survey
Bus priority along key corridors	1) Journey time / reliability changes 2) Bus patronage 3) Passenger satisfaction	1) Sewta Bus Journey Time Survey / survey 2) BSSG data / survey 3) WG Bus Passenger Survey / operators / survey
Concessionary fares	1) Number of concessionary trips 2) Passenger satisfaction	1) Operators 2) WG Bus Passenger Survey
Ensure that all routes to schools are safe	1) Number of school travel plans 2) Number of safe routes 2) Accidents	1) MCC / schools 2) MCC 3) Welsh Government / MCC / police
Flexible transport initiatives	1) FT mileage 2) FT patronage 2) Passenger satisfaction	1) MCC GrassRoutes 2) MCC GrassRoutes / BSSG data 2) Survey
Improve active travel network	1) Size of Active Travel Network 2) Number of trips along new/improved routes 3) User satisfaction with Active Travel Network 4) Amount of Walking and cycling journey to work	1) Active Travel Act mapping 2) Cycle counters / survey 3) Survey 4) Census data
Improve freight access	tbc	tbc
Improve PT security	1) Bus security measures implemented 2) Passenger satisfaction	1) BSSG data / MCC count 2) WG Bus Passenger Survey / PF data / survey
Improve PT service quality	1) Bus quality measures implemented 2) Passenger satisfaction	1) BSSG data / MCC count 2) WG Bus Passenger Survey / PF data / survey
Improve PT services to key sites	1) Changes in accessibility 2) PT service to key sites 3) Use of PT to access key sites 4) Satisfaction of PT services to key sites	1) Welsh Government 2) Timetables 3) Travel Planning surveys 4) Travel Planning surveys
Improve PT timetable integration	1) Number of buses meeting trains 2) Passenger satisfaction with timetable integration	1) Timetables 2) WG Bus Passenger Survey / PF data / survey
Integrated land use & transport policy	Amount of funding secured for development-related transport interventions	MCC Planning approvals

Interventions	Indicators	Sources
Integrated ticketing	1) Schemes provided 2) Number of trips with integrated tickets 3) Passenger satisfaction with integrated ticketing	1) MCC count 2) BSSG data / operators 3) WG Bus Passenger Survey / PF data
Lower fares	Passenger satisfaction with fares	WG Bus Passenger Survey / PF data
Park & ride	1) Number of park & ride space 2) Number of park & ride users 3) Passenger satisfaction with park & ride	1) Operators / MCC count 2) Operators / survey 3) Operators / survey
Proactive maintenance	tbc	tbc
Promote active travel	1) Knowledge about Active Travel Network 2) User satisfaction with Active Travel Network	1) Active Travel Act mapping 2) Survey
Regional rail system improvements	1) Number of cycle spaces at rail station 2) Number of bike & ride users 3) User satisfaction with station access and interchange Council elements (i.e. access and interchange) only. See also timetable integration, information and ticketing	1) Operators / MCC count 2) Operators / survey 3) Operators / survey
Road safety education	1) Number of people trained	1) MCC monitoring
Road safety improvements	1) Number of improved roads 2) Accidents	1) MCC count 2) Welsh Government / MCC / police
Speed limits	1) Number of speed limits 2) Number of speeding offences 3) Residents' satisfaction	1) MCC 2) Police 3) Survey
Targeted highway improvements	1) Highway Journey Plan Data 2) Traffic Counts	1) Welsh Government / survey 2) Welsh Government / MCC / survey
Traffic Calming	1) Number of traffic calming schemes 2) Residents' satisfaction	1) MCC count 2) Surveys
Travel planning	1) Number of travel plans 2) Car share trips 3) Increase in sustainable transport through travel planning	1) MCC planning / Regional Travel Planning Coordinators 2) Liftshare / Regional Travel Planning Coordinators 3) Regional Travel Planning Coordinators
Work with developers	See integrated land use & transport policy	