

# Public Document Pack



Neuadd y Sir  
Y Rhadyr  
Brynbuga  
NP15 1GA

County Hall  
Rhadyr  
Usk  
NP15 1GA

Tuesday, 7 May 2024

Dear Councillor

## CABINET

You are requested to attend a **Cabinet** meeting to be held at **Steve Greenslade Room, County Hall, Usk** on **Wednesday, 15th May, 2024, at 5.00 pm.**

## AGENDA

1. Apologies for Absence
2. Declarations of Interest
3. Verbal Update - The Gathering's business case Verbal Report  
1 - 310
4. Proposed adoption of the Local Transport Strategy 1 - 310

Division/Wards Affected: All

Purpose: To seek Cabinet approval of the adoption of the Local Transport Strategy and associated actions, which will be used to inform the Replacement Local Development Plan and the South East Wales Local Transport Plan.

Author: Debra Hill-Howells, Head of Decarbonisation & Transport  
[debrahill-howells@monmouthshire.gov.uk](mailto:debrahill-howells@monmouthshire.gov.uk)
5. Uploading S106 Capital Sums into 2024/25 Capital Budget 311 - 328

Division/Wards Affected: Caldicot, Magor with Undy, Abergavenny, Mardy

Purpose: To authorise the uploading of capital sums from Section 106 Agreements received from the developments specified into the 2024/25 Capital Budget

Author: Mike Moran, Community Infrastructure Coordinator  
[mikemoran@monmouthshire.gov.uk](mailto:mikemoran@monmouthshire.gov.uk)
6. Climate and Nature Emergency Strategy 2024 329 - 406

Division/Wards Affected: All

Purpose: To seek adoption of the Climate and Nature Emergency Strategy (Appendix 1) and 4 Action Plans which set out how the Strategy is to be

delivered (Appendix 2).

Author: Hazel Clatworthy, Sustainability Policy Officer  
[hazelclatworthy@monmouthshire.gov.uk](mailto:hazelclatworthy@monmouthshire.gov.uk)

7. Climate and Nature Emergency Strategy 2024 - Nature Recovery Reports 2024 407 - 698

Division/Wards Affected: All

Purpose: To seek Cabinet approval of the **Biodiversity and Ecosystem Resilience (Section 6) Forward Plan and Action Plan 2024-28** and approval for public consultation of the:

- Monmouthshire Nature Recovery Action Plan (NRAP) Part 1: Strategy
- Monmouthshire's Green Infrastructure Strategy Vol 1&2 and Executive Summary

Which sets out the Council's statutory duties and responsibilities and associated actions for delivery.

Author: Colette Bosley, Green Infrastructure Manager  
[colettebosley@monmouthshire.gov.uk](mailto:colettebosley@monmouthshire.gov.uk)

8. Greenfingers Service 699 - 716

Division/Wards Affected: All

Purpose: This report is brought forward to seek the release of the Greenfingers site in the grounds of Melville Centre for the Arts in Abergavenny with the view to it being made available for a community organisation(s) to develop an inclusive horticultural or gardening project.

Author: Jane Rodgers – Chief Officer, Social Care, Safeguarding and Health  
[JaneRodgers@monmouthshire.gov.uk](mailto:JaneRodgers@monmouthshire.gov.uk)

Yours sincerely,

**Paul Matthews**  
Chief Executive



### CABINET PORTFOLIOS

County Councillor	Area of Responsibility	Ward
Mary Ann Brocklesby	<p><b>Leader</b> Lead Officer – Paul Matthews, Matthew Gatehouse</p> <p>Whole Authority Strategy and Direction Whole authority performance review and evaluation Promoting localism within regional and national frameworks Relationships with Welsh Government, UK Government and local government associations Regional Relationships with City Regions and Public Service Board Strategic Procurement Local Food production and consumption, including agroforestry and local horticulture</p>	Llanelly
Paul Griffiths	<p><b>Cabinet Member for Planning and Economic Development Deputy Leader</b> Lead Officer – Frances O’Brien</p> <p>Economic Strategy Local development plan and strategic development plan including strategic housing sites Homelessness, affordable housing delivery and private sector housing (empty homes, leasing scheme, home improvement loans, disabled facilities grants and adaptive tech) Supporting Town Centres including car parking and enforcement Development Management and Building Control Skills and Employment Broadband connectivity Car parks and civil enforcement trading standards, environmental health, public protection, and licencing</p>	Chepstow Castle & Larkfield
Ben Callard	<p><b>Cabinet Member for Resources</b> Lead Officers – Peter Davies, Frances O’Brien, Jane Rodgers</p> <p>Finance including MTFP and annual budget cycle Benefits Digital and information technology Human resources, payroll, health and safety</p>	Llanfoist & Govilon

	<p>Land and buildings Property maintenance and management Emergency planning</p>	
Martyn Groucutt	<p><b>Cabinet Member for Education</b> Lead Officers – Will McLean, Ian Saunders</p> <p>Early Years Education All age statutory education Additional learning needs/inclusion Post 16 and adult education School standards and improvement Community learning Sustainable communities for learning Programme Youth service School transport</p>	Lansdown
Ian Chandler	<p><b>Cabinet Member for Social Care, Safeguarding and Accessible Health Services</b> Lead Officer – Jane Rodgers</p> <p>Children’s services Fostering &amp; adoption Youth Offending service Adult services Whole authority safeguarding (children and adults) Disabilities Mental health and wellbeing Relationships with health providers and access to health provision</p>	Llantilio Crossenny
Catrin Maby	<p><b>Cabinet Member for Climate Change and the Environment</b> Lead Officer – Frances O’Brien, Ian Saunders</p> <p>Decarbonisation Transport planning, public transport, highways and MCC fleet Active travel Waste management, street care, litter, public spaces, and parks Pavements and back lanes Flood alleviation, management and recovery Countryside, biodiversity, and river health</p>	Drybridge
Angela Sandles	<p><b>Cabinet Member for Equalities and Engagement</b> Lead Officers – Frances O’Brien,, Matthew Gatehouse, Jane Rodgers</p> <p>Community inequality and poverty (health, income, nutrition, disadvantage, discrimination, isolation and cost of living crisis) Citizen engagement and democracy promotion including working with voluntary organisations Citizen experience - community hubs, contact centre,</p>	Magor East with Undy

	<p>and customer service and registrars Leisure centres, play and sport Tourism Development and Cultural strategy Public conveniences Electoral Services and constitution review Communications, public relations and marketing Ethics and standards Welsh Language Rights of way</p>	
--	--	--

# Aims and Values of Monmouthshire County Council

## Our purpose

To become a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life.

## **Objectives we are working towards**

- Fair place to live where the effects of inequality and poverty have been reduced;
- Green place to live and work with reduced carbon emissions and making a positive contribution to addressing the climate and nature emergency;
- Thriving and ambitious place, where there are vibrant town centres and where businesses can grow and develop
- Safe place to live where people have a home where they feel secure in;
- Connected place where people feel part of a community and are valued;
- Learning place where everybody has the opportunity to reach their potential

## Our Values

**Openness.** We are open and honest. People have the chance to get involved in decisions that affect them, tell us what matters and do things for themselves/their communities. If we cannot do something to help, we'll say so; if it will take a while to get the answer we'll explain why; if we can't answer immediately we'll try to connect you to the people who can help – building trust and engagement is a key foundation.

**Fairness.** We provide fair chances, to help people and communities thrive. If something does not seem fair, we will listen and help explain why. We will always try to treat everyone fairly and consistently. We cannot always make everyone happy, but will commit to listening and explaining why we did what we did.

**Flexibility.** We will continue to change and be flexible to enable delivery of the most effective and efficient services. This means a genuine commitment to working with everyone to embrace new ways of working.

**Teamwork.** We will work with you and our partners to support and inspire everyone to get involved so we can achieve great things together. We don't see ourselves as the 'fixers' or problem-solvers, but we will make the best of the ideas, assets and resources available to make sure we do the things that most positively impact our people and places.

**Kindness:** We will show kindness to all those we work with putting the importance of relationships and the connections we have with one another at the heart of all interactions.



This page is intentionally left blank

**SUBJECT: Proposed adoption of the Local Transport Strategy**

**MEETING: Cabinet**

**DATE: 15<sup>th</sup> May 2024**

**DIVISION/WARDS AFFECTED: All**

**1. PURPOSE:**

- 1.1 To seek Cabinet approval of the adoption of the Local Transport Strategy and associated actions, which will be used to inform the Replacement Local Development Plan and the South East Wales Local Transport Plan.

**2. RECOMMENDATIONS:**

That Cabinet,

- a. Approves the Local Transport Strategy and associated actions which provides the vision and transport priorities for the time period 2024 – 2029.
- b. Agrees that the Local Transport Strategy will provide Monmouthshire’s transport priorities for consideration by the Cardiff City Region whilst developing the South East Wales Transport Plan.

**3. KEY ISSUES:**

*Setting the Scene*

- a. The Local Government and Elections (Wales) Act 2021 creates a statutory requirement for Corporate Joint Committees to develop a Regional Transport Plan by 2025. Whilst this legislation removes the requirement for Local Authorities to develop their own Transport Plan, Monmouthshire is keen to ensure that our transport needs feature prominently in the Regional Plan and that we adopt an integrated approach to transport and land use planning in the Replacement Local Development Plan (RLDP). To this end, the Local Transport Strategy has been developed to provide a clear vision, priorities and actions to support the development of the aforementioned policy documents.
- b. The Local Transport Strategy was developed with the support of Ove Arup and has been developed following a review of national and local policies, the 2015 Local Transport Plan a series of workshops with key stakeholders and public consultation. The strategy is intended to align with national, regional, and local policy priorities and sets out a clear ambition for transport infrastructure in Monmouthshire over the next five years. The vision is predicated on six key principles:

- Decarbonising transport
  - Building better places
  - Interconnected public transport.
  - Embracing technology and innovation
  - Customer centric design
  - Public Value
- c. Currently transport options in Monmouthshire can be fragmented with a heavy reliance on private transport due to cost, convenience, or a lack of public transport alternatives. Private motor vehicles however are net contributors to carbon emissions, air pollution and transport inequality. The Local Transport Strategy seeks to develop sustainable transport solutions, recognising that for some journeys the private motor car will continue to be the only viable mode of transport.

### *Aims and Objectives*

- d. The overarching vision of the strategy is the ambition to  
*Develop a future facing integrated transport network that meets the transport needs of our communities in a sustainable way. Our network must address the climate emergency, be attractive to residents and visitors, and responsive to changing technology.*

The strategy recognises the rurality of Monmouthshire and how the spatial distribution of its communities impacts on access to services. In addition, the centralisation of health care facilities and the current cost of living crisis can increase isolation and negatively impact on the health of our communities. The strategy seeks to address these issues by adopting four objectives:

1. To reduce inequalities and support safe, healthy, fair and accessible communities for both people and places through the provision of transport in Monmouthshire.
2. A transport system that delivers a significant reduction in greenhouse gas emissions and improves awareness of the consequences of travel choices on climate change, biodiversity, air quality and health.
3. A transport system that supports the Welsh language, enables people to use sustainable transport to access arts, sports, and cultural activities.
4. A transport system that contributes to Monmouthshire's economic ambitions, supports local communities, and improves sustainable transport options to key market towns and external destinations.

The four aims are designed to support the adoption of a cohesive transport and land use approach which supports the development of compact communities, enabling them to access services locally, and where possible to work locally, negating the need for long commutes. Where travel is necessary, the strategy promotes the use of an improved, accessible integrated active travel and public transport network that is affordable for all. This includes safe pedestrian footways, cycling routes, bus and demand responsive transport options and enhanced rail frequencies. For those journeys that must be undertaken by car,



the strategy promotes the use of ULEV vehicles through the installation of electric vehicle charging infrastructure and car clubs together with lift sharing opportunities.

Table 1 below, outlines the LTS objectives and policy alignment framework

MCC LTS Vision	An integrated transport and land use system that prioritise sustainable travel, enables transition to zero carbon county and supports well-being, health, and dignity for everyone at every stage of life.			
WTS Well-being Ambitions	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
MCC LTS Objectives	To reduce inequalities and support safe, healthy, fair and accessible communities for both people and places through the provision of transport in Monmouthshire	A transport system that delivers a significant reduction in greenhouse gas emissions and improves awareness of the consequences of travel choices on climate change, biodiversity, air quality and health	A transport system that supports the Welsh language, enables people to use sustainable transport to access arts, sports, and cultural activities	A transport system that contributes to Monmouthshire's economic ambitions, supports local communities, and improves sustainable transport options to key market towns and external destinations.
WTS Priorities	Bring services to people in order to reduce the need to travel	Allow people and goods to move easily from door to door by accessible, sustainable, and efficient transport services and infrastructure	Encourage people to make the change to more sustainable transport	
MCC LTS Focus Areas	Land Use Planning	Active Travel	Behaviour Change	
	Digital Connectivity	Bus	electric vehicle charging infrastructure	
	Freight and Logistics	Rail	Roads, Street & Parking	
	Mobility Hubs & Interchanges	On demand community services	Home to School Transport	
WTS Monitoring Framework	Distance travelled per person	% active travel & public transport	Vehicle kilometres travelled	
	% workforce working remotely	Greenhouse gas emissions	% zero emission vehicles	

Source: Pg 16 of the Local Transport Strategy

### Scheme Appraisals

- 3.8 The strategy proposes a list of interventions which are designed to support the delivery of the stated aims and focus areas. To arrive at these proposals a long list of potential interventions was developed which were sourced from both national and local policy documents, the development workshops and the 2015 LTP. An appraisal process was undertaken by Arups who assessed the interventions against the Wales Transport Strategy, the Well-being of Future Generations Act and the draft LTS objectives to develop a short list of prioritised schemes.
- 3.9 The prioritised schemes are a combination of projects some of which can be delivered by MCC, others whilst of strategic importance to Monmouthshire, may be outside MCC's remit to deliver. For such schemes, we will need to work with key stakeholders to facilitate their delivery. Others may not be deliverable within the five-year timeframe of the proposed strategy. The interventions are therefore categorised into five different categories as illustrated in Table 2 below.






LTS Classification	Description
 Deliver	Specific interventions that align with WTS and LTS objectives, that have undergone an integrated well-being appraisal. These are the key focus of the LTS period and MCC will be responsible for delivery (in full for smaller schemes, or initial stages for larger programmes such as ATNM development) within the five-year LTS plan period.
 Plan	Longer term interventions that align with the LTS objectives and WTS priorities, that could be developed further but are unlikely to be deliverable within the plan period. These schemes have not been fully appraised (Step 3) due to a lack of detail at this stage.
 Continue	Interventions that are already funded, have gone through <u>WelTAG</u> appraisal elsewhere or that are Welsh Government requirements or ongoing commitments undertaken by MCC.
 Support	Interventions that MCC will not ultimately be responsible for delivering, but have an interest in promoting, supporting and/or collaborating on with other entities (e.g., Welsh Government, TfW, neighbouring Local Authorities etc. These schemes have not been fully appraised (Step 3) as they will be taken forward/led by others.
 Review	These schemes do not meet one or more of the appraisal criteria, however, they may hold significance for the transport network and the people in Monmouthshire. Hence, these interventions will be reviewed or adjusted to align with wider objectives and funding requirements. Further detail provided overleaf.

Table 2: LTS Scheme Classifications (source pg.21 of the LTS)

- 3.10 A number of the proposed interventions run contrary to prevailing Welsh Government policy and it is proposed that these schemes are subject to further review to ascertain if potential adjustments could improve alignment with policy objectives. It is worth highlighting the inclusion of the B4245/ M48 link which continues to be a key priority for the Council to reduce traffic congestion on the B4245 and support active travel improvements.

*Focus Areas and Shortlisted interventions.*

*Land Use Planning*

- 3.11 Improved integration of land use planning and transport will be essential to deliver the Council's core purpose of becoming a zero-carbon county. The strategy proposes that planning applications will continue to be assessed in line with best practice principles for sustainable transport. In addition, the strategy proposes commitments to reduce parking standards for new developments; promote cycle storage solutions; encourage shared mobility solutions such as car sharing bays and shared e-bikes; encourage density in urban areas and around transport hubs and use S106 and developer's contributions to ensure public transport connections.

*Digital connectivity*

- 3.12 The strategy proposes the promotion of agile working hubs and to continue to work with partners to support the improvement of broadband connectivity and speeds to enable more people to work from home and access virtual health care services.

*Freight & Logistics*

- 3.13 Whilst Monmouthshire will be unable to address the wider impact of the emissions arising from the freight industry, it can support change at a local level by focusing on the final stage of parcel delivery. It is proposed that we will deliver interventions that promote e-cargo bikes for small businesses to undertake local deliveries, support the provision of parcel lockers in towns and villages and develop a strategy for distribution centres to reduce vehicle movements.

### *Mobility hubs and Interchanges*

- 3.14 Nine interventions have been proposed that support improved connectivity and interchange experience between bus and rail services and active travel. Key proposals include improvements at Severn Tunnel Junction rail station, Chepstow Transport hub and Abergavenny rail station. The proposals consider the wider travel experience including improvements such as toilets, CCTV, and lighting. To support sustainable travel to and from the interchanges the strategy proposes community-based services, demand responsive and public bus services.

### *Active Travel*

- 3.15 The strategy uses the term active travel to define those journeys that are undertaken by walking, cycling, and wheeling for short journeys. The strategy proposes to build on the work already undertaken to expand the network and in particular focus on journeys under 3 miles to make active travel the easiest option. There are 29 proposed interventions which further develop the existing strategic active travel projects, which can be viewed on pg. 26 of the draft LTP.

### *Bus*

- 3.16 Whilst it is recognised that the bus industry is currently in a period of transition due to grant funding changes and the proposed Bus Reform Bill, these provide an opportunity to consider the preferred network within Monmouthshire. The strategy proposes, subject to funding constraints, a core bus network operating at least hourly between 8am and 6pm Monday to Saturday and two hourly during evenings and Sunday. On demand services could be utilised to support delivery outside of the core network. Of the 17 proposed interventions, 10 of them are within MCC's remit and include propositions such as improved bus links to the Grange hospital. The full list of proposed interventions is contained on page 29 of the LTS.

### *Rail*

- 3.17 The strategy recognises that whilst improved rail services and frequencies are a key driver in increasing modal shift and decarbonising transport, the power to make these changes is outside the scope of Local Authorities and Welsh Government. The proposed interventions are therefore recommendations to support and lobby key stakeholders to implement changes such as the provision of a new walkway station at Magor, fairer fares and increase service frequencies on the South Wales mainline.

### *On-demand and Community Services*

- 3.18 Given the rural nature of the county on-demand services such as Grass routes and Flexi will be essential to provide access to more flexible transport services. Supporting communities to develop their own car club and lift sharing schemes will also help off-set any gaps in conventional public transport provision.

### *Behaviour Change and Information*

- 3.19 To fully support modal shift the strategy identifies communication as a key driver to support behaviour change. The requirement to ensure that visitors and residents alike can easily access information about sustainable transport options to enable them plan, pay for and undertake journeys. This will require collaboration with TfW in the roll out of their

mobility as a service app, as well as exploring initiatives such as workplace parking levies and variable parking charges.

#### *EV Charging Infrastructure*

- 3.20 The strategy recognises that not all journeys will be achievable by public transport due to the rural nature of the county and the vital role of the road network. Where car journeys remain the only viable choice, communities must be supported to transition to electric vehicles through the roll out of electric vehicle charging infrastructure (EVCI). The Council is in the process of developing and adopting an EVCI strategy which will prioritise destination charging, public car parks and priority residential areas. We will ensure that EVCI does not interfere with active travel routes or disabled access on pavements.

#### *Roads, Streets and Pavements*

- 3.21 The strategy promotes the creation of a transportation network that ensures the safe and efficient movement of road users but also promotes public transport and active travel. The proposed interventions include the agreement and implementation of a parking strategy at Magor walkway and the implementation of Welsh Government's pavement parking recommendations.

#### *Home to School Transport*

- 3.22 Stakeholder feedback highlighted journeys to and from school as a key focus for the strategy to improve awareness and daily habits around healthy and sustainable travel to school. Encouraging active travel and reducing vehicular movements will create a safer environment around our schools and help improve air quality. The promotion of public bus services for secondary school learners by amending service timetables will reduce the number of dedicated home to school transport vehicles and improve access for those learners not entitled to free home to school transport.

#### *Delivery*

- 3.24 Funding continues to be a key barrier to implementation as demand for scarce resources is under increasing pressure from competing factors. The proposal to align transport with land use development can lever additional funding opportunities and provides additional potential demand to improve the viability of public transport.
- 3.25 It is proposed that monitoring and evaluation of interventions is undertaken within existing reporting structures, e.g., Corporate & Community Plan and, service business plans to avoid duplicating existing governance and reporting structures.

#### *Consultation*

- 3.26 A public consultation process commenced on the 17<sup>th</sup> November concluding on the 5<sup>th</sup> January 2024 and a total of 335 responses were received. All of the responses were considered, and responses have been prepared and included within Appendix \*\*. The majority of responses of the responses can be broken down into the following themes:
- *Severn Bridge Tolls* – the media had incorrectly reported that the Council was proposing to re-introduce the tolls. Sixty-eight responses were submitted which only considered this issue. The strategy does not propose or recommend the re-introduction of the tolls.

- *Workplace parking levy* – the draft LTS have proposed the introduction of a workplace levy for each car parking space which would be used to support sustainable transport. The feedback was largely opposed to this proposal, and this has now been removed from the LTS.
- *Congestion strategy and emission zones*– the draft LTS proposed that we develop a strategy for managing congestion and promoting cleaner air. Feedback has evidenced concern over the potential to introduce emission charging zones. The Council is not proposing to introduce any emission charging zones but will continue to look for opportunities to improve air quality.
- *Behaviour change proposals* – There was opposition to the proposal to introduce variable parking charges based on vehicle size and emissions. This intervention has been removed from the final strategy.
- *The draft LTS was anti-car* – We received feedback that the tone and content of the strategy was too focused on sustainable transport and failed to take account of the continued requirement to undertake car journeys due to the rural nature of the county and the lack of affordable or accessible transport options. The strategy has been amended to acknowledge that for some journeys the car will be the most viable or practical solution, however, to achieve the vision and priorities of the LTS and the Corporate & Community Plan we will continue to promote and support the development of a resilient sustainable transport network to reduce emissions and the reliance of private cars.

3.27 The strategy has been amended following the consultation to reflect the feedback and improve its accessibility.

**e. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):**

The LTS identifies a series of interventions designed to transition the existing model of transport, which is largely dependent of car journeys to a more sustainable integrated public transport approach. The success of the proposals will largely be dependent on behavioural change and financial investment to upgrade the existing public transport networks and infrastructure. It is recognized that the bus industry is undergoing a series of changes including proposed new franchising legislation to give Welsh Government more control over the operation of subsidized bus networks. The strategy cannot be delivered in isolation by Monmouthshire and will be dependent on collaborative working with key partners such as Network Rail and Transport for Wales. The proposed strategy aligns with prevailing local and national policies and actively promotes the development of integrated land use and transport decision making to negate the need for journeys wherever possible and underpinning sustainable transport in all planning decisions.

There are no corporate parenting or safeguarding implications.

**4. OPTIONS APPRAISAL**

5.1 The Do-Nothing option was considered as the Local Government and Elections (Wales) Act 2021 removes the obligation on Local Authorities to develop local transport plans. This

duty has been transferred to Corporate Joint Committees to prepare a regional transport plan on behalf of their constituent members.

- 5.2 This option was discounted as there is an increasing necessity for land use planning and transport to be aligned. The development of the LTS will enable the RLDP to consider the alignment of the four transport objectives and the integration of sustainable transport as a key guiding principle. In addition, the Monmouthshire LTS can be used to support and inform the Monmouthshire context within the South East Wales Regional Transport Plan which is due to be completed in 2025.

## **5. REASONS:**

- 6.1 The adoption of a Local Transport Strategy will provide a robust evidence base to assist the Council in securing improvements to public and active travel infrastructure through grant funding opportunities, lobbying of delivery agents and the development of the South East Wales Regional Transport Plan.
- 6.2 The Wales Transport Strategy sets out an ambitious policy direction which is predicated on reducing the need to undertake journeys and driving modal shift away from private vehicles into public transport and active travel. This policy ambition is replicated in the Corporate and Community Plan and the LTS sets out how these policy ambitions can be delivered through local interventions within Monmouthshire.
- 6.3 The rural nature of Monmouthshire creates additional barriers for modal shift as it will not be possible to replicate the public transport infrastructure and network enjoyed by urban counterparts. The proposed LTS however does identify opportunities to mitigate public transport gaps through the provision of demand responsive services and community schemes such as car clubs and lift sharing. The implementation of EVCI will support communities without off street parking to transition to electric vehicles and provide more sustainable options for visitors.
- 6.4 It is recognized that implementing the proposed interventions will be dependent on identifying available funding streams. The work undertaken in the commission of the draft LTS provides a strong foundation for the development of grant bids and collaborative working with key delivery agents such as Transport for Wales and the Cardiff Capital Region.

## **6. RESOURCE IMPLICATIONS:**

- 7.1 The Local Transport Strategy sets out the policy context for future transport and land use decisions. The financial implications will be determined on a case-by-case basis if the LTS is adopted, and interventions are brought forward into deliverable schemes.

## **7. CONSULTEES:**

- 8.1 A series of workshops have been held in the development of the LTS and a wide variety of stakeholders were invited to take part which included Welsh Government, Transport for Wales, Sustrans, Network Rail, Monmouthshire Transport Forum, Cardiff Capital Region, bus operators and Members and officers from Monmouthshire County Council.
- 8.2 A public consultation was undertaken which generated 335 responses. The responses and feedback can be viewed in the Local Transport Strategy appendices. The feedback has been evaluated and the strategy amended to reflect the consultation responses.
- 8.3 The Councils Public Services Scrutiny Committee considered the draft document on the 11<sup>th</sup> December and their feedback has been considered when finalising the strategy.

**8. BACKGROUND PAPERS:**

[Public Services Scrutiny Committee](#)

**9. AUTHOR:**

Debra Hill-Howells Head of Decarbonisation & Transport

**10. CONTACT DETAILS:**

**Tel:** 01633 644281

**E-mail:** [debrahill-howells@monmouthshire.gov.uk](mailto:debrahill-howells@monmouthshire.gov.uk)

## Appendix 1 – Integrated Impact Assessment



monmouthshire  
sir fynwy

# Integrated Impact Assessment document

(incorporating Equalities, Future Generations, Welsh Language and Socio-Economic Duty)

Page 10

<b>Name of the Officer</b> completing the evaluation Debra Hill-Howells <b>Phone no:</b> 01633 644281 <b>E-mail:</b> debrahill-howells@monmouthshire.gov.uk	<b>Please give a brief description of the aims of the proposal</b> The proposed adoption of a Local Transport Strategy which promotes integrated land use and transport decision making and the promotion of sustainable transport solutions
<b>Name of Service area</b> Transport & Decarbonisation	<b>Date</b> V1 28 <sup>th</sup> November 2023 V2 30 <sup>th</sup> April 2024

- 1. Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.



Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The proposed Local Transport Strategy has an overarching aim to deliver an integrated transport and land use system that prioritises sustainable travel, enables transition to a zero-carbon county and supports well-being, healthy and dignity for everyone at every stage of life. The strategy does consider home to school transport recommending the prioritization of active travel and public buses to reduce vehicle movements and improve air quality.		The strategy has been amended to reflect the feedback from public consultation.
Disability	To improve the attractiveness of sustainable public transport solutions, there are proposed interventions designed to increase accessibility, improve safety and security, and enable people to access services within their own communities. The strategy also considers interventions to improve broadband connections to allow residents to access virtual healthcare settings and work from home. Public bus routes should be improved to increase travel opportunities and in access to healthcare settings	The strategy promotes the adoption of modal shift and where practicable a move away from private cars. This may be detrimental to those with disabilities who rely on their vehicles for access to services. The strategy acknowledges that some car journeys will continue to be a necessity due to the rural nature of the county and recommends that we support the transition to electric vehicles through the installation of public electric vehicle charging points	As above
Gender reassignment	n/a	n/a	n/a
Marriage or civil partnership	n/a	n/a	n/a
Pregnancy or maternity	n/a	n/a	n/a

<b>Protected Characteristics</b>	<b>Describe any positive impacts your proposal has on the protected characteristic</b>	<b>Describe any negative impacts your proposal has on the protected characteristic</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b>
Race	.n/a	n/a	n/a
Religion or Belief	.n/a	n/a	n/a
Sex	n/a	n/a	n/a
Sexual Orientation	.n/a	n/a	n/a

## **2. The Socio-economic Duty and Social Justice**

The Socio-economic Duty requires public bodies to [have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions](#) This duty aligns with our commitment as an authority to [Social Justice](#).

	<b>Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage</b>	<b>Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?</b>

<p><b>Socio-economic Duty and Social Justice</b></p>	<p>The strategy proposes the adoption of four key objectives to support the stated aim. One of these aims is “to reduce inequalities and support safe, healthy, fair and accessible communities for both people and places through the provision of transport in Monmouthshire”. The prioritization of public transport and active travel will enable the targeting of resources to improve transport opportunities for all members of the community. The strategy also identifies the impact of the costs of transport and promotes the implementation of a fairer fares structure on the rail network.</p>	<p>Socially disadvantaged communities are unlikely to be able to transition private vehicles to electric equivalents or have access to off street parking to be able to access lower charging tariffs.</p> <p>The cost of rail travel in Monmouthshire is higher than that of neighbouring counties disincentivizing the use of public transport for longer journeys.</p>	<p>The Council is developing an electric vehicle charging infrastructure strategy that promotes the installation of charging points in residential areas and public car parks. The strategy also promotes the use of community car clubs, demand responsive services and lift sharing to improve access to vehicles where public transport is not available. The adoption of the ethos transport as a service supports behavioural change away from private vehicle ownership and instead encourages the use of sustainable transport alternatives.</p> <p>The Council continues to lobby for the construction of the Magor walkway station and the de-classification of the M48 and construction of a link road from the M48 to the B4245 to improve the attractiveness of the active travel route and Severn Tunnel Junction train station and reduce vehicular movements on the B4245.</p>
--	--	---	---

### 3. Policy making and the Welsh language.

How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
<p><b>Policy Making</b></p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language no less favourably</p>	<p>The LTS objective three promotes “ a transport system that supports the Welsh language, and enables more people to use sustainable transport to get to arts, sports and cultural activities ”</p>	<p>None</p>	
<p><b>Operational</b></p> <p>Recruitment &amp; Training of workforce</p>			<p>This proposal is for the adoption of a Local Transport Strategy for Monmouthshire and does not involve the recruitment or training of a local workforce. It will however support the development of sustainable transport connections between communities and external destinations including home to school transport.</p>
<p><b>Service delivery.</b></p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>Welsh language materials were available to support the public consultation. The LTS will be available in Welsh and Council services can be accessed through the citizens preferred language</p>		




**4. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!



Well, Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>Promoting the use of sustainable public transport and active transport services will reduce car journeys and the demand for petrol and diesel. Where car journeys continue to be necessary, communities will be supported to transition to electric vehicles through the installation of publicly accessible electric vehicle charging infrastructure which will have a common payment method such as tap and go.</p>	<p>The continued lobbying of key stakeholders such as Network Rail and Welsh Government to push forward with the bus reform bill, improve funding to public transport and the adoption of a fairer fare system. We will also support the adoption of TfW's proposed mobility as a service app to improve information available to residents and visitors to enable them to plan journeys. The continued promotion of the Magor Walkway station as the first station to be developed as part of the Burns proposals.</p>
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and land, river and coastal ecosystems that support resilience and can adapt to change (e.g., climate change)</p>	<p>The reduction in car journeys and increased use of active travel and public transport will result in decreased vehicle movements and improved air quality.</p>	<p>Improve the public transport network and support local community interventions such as car clubs and lift sharing to fill the gaps in core public transport provision and make this alternative more attractive.</p>
<p><b>A healthier Wales</b> People's physical and mental wellbeing is maximized, and health impacts are understood</p>	<p>The strategy proposes to focus active travel interventions on journeys that are 3 miles or less to support travel to school, work or local services. Active travel can improve the physical health of the participant and contribute to well-being.</p>	

Well, Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A Wales of cohesive communities</b> Communities are attractive, viable, safe, and well connected</p>	<p>Integrating land use planning and transport decisions enables the development of compact communities which are able to access services locally or on-line. The proposed strategy supports the development of a core public bus network that connects towns. Improvements in the security of transport hubs through the provision of lighting and CCTV will also improve the safety of users</p>	<p>The Council will continue to work with third party providers to improve broadband availability within Monmouthshire.</p>
<p><b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic, and environmental wellbeing</p>	<p>The strategy considers the carbon emissions of transport within Monmouthshire and recommends a series of interventions designed to reduce carbon emissions and improve air quality.</p>	
<p><b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage, and Welsh language are promoted and protected. People are encouraged to do sport, art, and recreation</p>	<p>Developing an integrated reliable sustainable public transport network will improve access to cultural and heritage locations for the wider community.</p>	
<p><b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances</p>	<p>Redefining transport as a service broadens the opportunities for sustainable and affordable transport for all. Reducing the dependency on private cars will reduce congestion, improve the reliability of public bus networks, and improve the air quality. Providing an enhanced and integrated active transport network will support residents to travel to and from transport hubs by walking, cycling, and wheeling improving the health and well-being of participants. Ensuring the maintenance of the road</p>	<p>Develop a core bus network that is financially and environmentally sustainable and work with operators to ensure that timetables promote public transport as a viable transport option to travel to school or work.</p>

<b>Well, Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
	networks for those journeys that will continue to be undertaken by cars.	Continue to develop an active transport network that promotes integration with transport hubs local services.

**5. How has your proposal embedded and prioritised the sustainable governance principles in its development?**

<b>Sustainable Development Principle</b>	<b>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</b>	<b>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
 <p><b>Long Term</b></p> <p>Balancing short term need with long term and planning</p>	The Local Transport Strategy considers a 5-year intervention period, however the positive benefits arising from the development of a sustainable public transport system will extend beyond 5 years. The integration of transport and land use planning for new developments will enable the creation of compact communities which will have a long-lasting legacy..	
 <p><b>Collaboration</b></p> <p>Working together with other partners to deliver objectives</p>	The LTS cannot be delivered in isolation by MCC and will be dependent on collaborative working with key stakeholders such as Welsh Government, Tŷŷ, Network Rail and the Cardiff Capital Region. Key stakeholders have been invited to contribute to the development of the strategy and its identified interventions.	MCC will continue to work collaboratively with the region in the development of the South East Wales Regional Transport Plan
 <p><b>Involvement</b></p> <p>Involving those with an interest and seeking their views</p>	The LTS has been subject to public consultation and the feedback has been used in the development of the final version.	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>If the business-as-usual position continues, carbon emissions will not reduce and could worsen as congestion and vehicle journeys increase. The LTS proposes that resources are invested in improving public transport to create an attractive, safe, and reliable alternative to car journeys. Behavioural change and modal shift will be a key factor in transitioning to transport as a service.</p>	<p>The Council will work in partnership with WG, TfW and the Region to identify opportunities for cross boundary public transport solutions.</p>
 <p><b>Integration</b></p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The proposed interventions have been assessed against the well-being goals and actively promote sustainable principles and partnership working.</p>	



**6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?**

	<b>Describe any positive impacts your proposal has</b>	<b>Describe any negative impacts your proposal has</b>	<b>What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?</b>
Safeguarding	n/a	.	
Corporate Parenting	n/a		

**7. What evidence and data has informed the development of your proposal?**

Page 19

The strategy has considered national and local policies including the Welsh Transport Strategy, Corporate & Community Plan, the Replacement Local Development Plan, and the Well-being of Future Generations Act.  
 Data has been collated from a variety of sources including published National Statistics data, 2021 Census data, South East Wales Transport Modelling data, Mobile network data and DfT's transport analysis guidance.  
 Stakeholder engagement in three workshops  
 Public consultation feedback  
 Review of the LTP 2015

**8. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?**

*.This section should summarise the key issues arising from the evaluation. This summary must be included in the Committee report template*

The Local Transport Strategy promotes the development of sustainable integrated public transport network, whilst recognising that for some journeys the car will be the only practical alternative. The success of the strategy will be dependent on behavioural change and financial investment to upgrade the existing public transport networks and infrastructure. It is recognized that the bus industry is undergoing a series of changes including proposed new franchising legislation to give Welsh Government more control over the operation of subsidized bus networks. The strategy cannot be delivered in isolation by Monmouthshire and will be dependent on collaborative working with key

partners such as Network Rail and Transport for Wales. The proposed strategy aligns with prevailing local and national policies and actively promotes the development of integrated land use and transport decision making to negate the need for journeys wherever possible and underpinning sustainable transport in all planning decisions.

**9. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.**

<b>What are you going to do</b>	<b>When are you going to do it?</b>	<b>Who is responsible</b>
Conclude the public consultation and consider the feedback when developing the final version of the proposed LTP	January 2024	MCC Officers and Arup
Present the draft LTP to Scrutiny Committee for their feedback and recommendations to Cabinet	December 2023	Head of Decarbonisation & Support Services
Finalise the LTP and seek Cabinet approval for its adoption	May 2024	Head of Decarbonisation & Support Services

Page 20

**10. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision-making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.**

<b>Version No.</b>	<b>Decision making stage</b>	<b>Date considered</b>	<b>Brief description of any amendments made following consideration</b>
1	Development of initial draft document for public consultation	November 2023	Feedback from the consultation process used to develop the final document
2	Final document to be considered by Cabinet	May 2024	



This page is intentionally left blank

**Monmouthshire County Council**

# Local Transport Plan

Policy and Legislation Context

Reference:

| February 2024

© Enter image copyright here

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number

**Ove Arup & Partners International Limited**  
63 St Thomas Street  
Bristol  
BS1 6JZ  
United Kingdom  
[arup.com](http://arup.com)

# Document Verification

Project title  
Document title  
Job number  
Document ref  
File reference

Revision	Date	Filename									
		Description									
		<table border="1"><thead><tr><th>Prepared by</th><th>Checked by</th><th>Approved by</th></tr></thead><tbody><tr><td>Name</td><td></td><td></td></tr><tr><td>Signature</td><td></td><td></td></tr></tbody></table>	Prepared by	Checked by	Approved by	Name			Signature		
Prepared by	Checked by	Approved by									
Name											
Signature											
		Filename									
		Description									
		<table border="1"><thead><tr><th>Prepared by</th><th>Checked by</th><th>Approved by</th></tr></thead><tbody><tr><td>Name</td><td></td><td></td></tr><tr><td>Signature</td><td></td><td></td></tr></tbody></table>	Prepared by	Checked by	Approved by	Name			Signature		
Prepared by	Checked by	Approved by									
Name											
Signature											
		Filename									
		Description									
		<table border="1"><thead><tr><th>Prepared by</th><th>Checked by</th><th>Approved by</th></tr></thead><tbody><tr><td>Name</td><td></td><td></td></tr><tr><td>Signature</td><td></td><td></td></tr></tbody></table>	Prepared by	Checked by	Approved by	Name			Signature		
Prepared by	Checked by	Approved by									
Name											
Signature											

Issue Document Verification with Document

## Contents

---

1.	Introduction	1
2.	National Legislative, Policy and Strategy Context	2
2.1	National Level Legislation and Policy – Wales	2
2.2	National Level Objectives and Strategies – UK-wide and England	7
2.3	Regional Policy Context	10
2.4	Local Policy Context	15

# 1. Introduction

This report sets out the relevant legislation, policy and guidance, for the emerging Local Transport Strategy for Monmouthshire.

The study area lies in south east Wales directly adjacent to the border with England, and therefore both English and Welsh legislation and policy is relevant.

Monmouthshire County Council shares a boundary with Newport City Council, Torfaen County Borough Council, Blaenau Gwent County Borough Council and Powys County Council in Wales and the Forest of Dean District Council and Herefordshire Council in England. In addition to those local authority areas directly adjacent to Monmouthshire, the county also experiences high numbers of journeys made to and from South Gloucestershire and therefore the relevant plans of this local authority have also been presented in this summary of policy context.

Regional transport powers reside with the West of England Combined Authority, the Cardiff Capital Region Transport Authority and TraCC.

Monmouthshire is part of the Cardiff Capital Region and TraCC is the Joint Committee for the local authorities in Mid Wales within which Powys lies. Alongside Bristol and Bath and North East Somerset, South Gloucestershire forms part of the West of England Combined Authority.

The South East Wales Valleys Local Transport Plan sets the local context for transport services in Blaenau Gwent and Torfaen as well as in Caerphilly, Merthyr Tydfil and Rhondda Cynon Taf. Similarly, the Mid Wales Joint Local Transport Plan covers in Powys as well as in Ceredigion and Gwynedd. The policy context for transport planning in Newport is set out in the Newport City Council Local Transport Plan.

As a two-tier authority, Gloucestershire County Council provide the transport services for the Gloucestershire area, within which Forest of Dean District Council lies. Herefordshire Council Local Transport Plan 2016 – 2031 sets out the plan for the county’s transport network.



## 2. National Legislative, Policy and Strategy Context

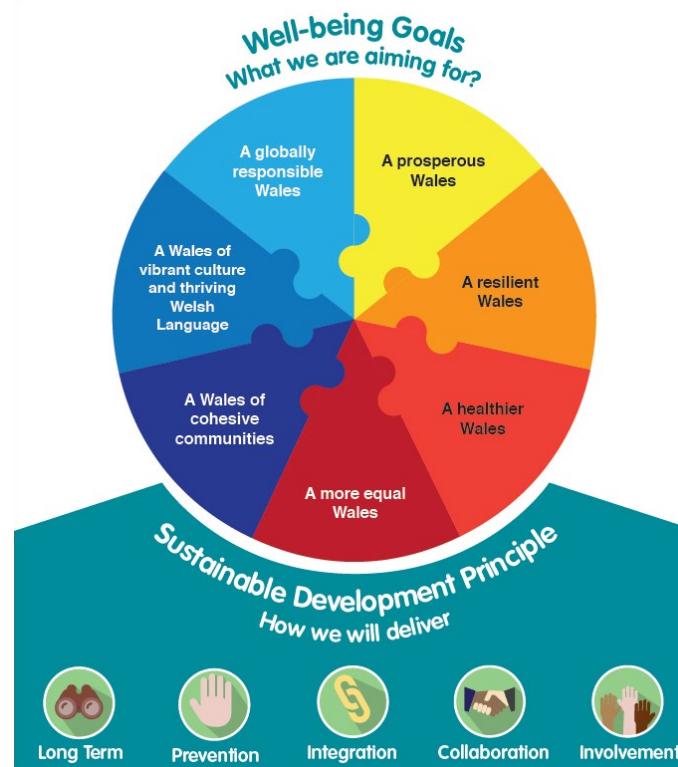
The following section sets out a review of the legislation, policy and strategy of relevance to the emerging Monmouthshire Local Transport Plan. The location of Monmouthshire's boundaries adjacent to administrations in both England and Wales means that the review covers relevant documents in both countries.

### 2.1 National Level Legislation and Policy – Wales

#### Well-being of Future Generations (Wales) Act, 2015

This 2015 Act<sup>1</sup> is about improving the social, economic, environmental and cultural well-being of Wales with an overarching aim of creating a Wales we all want to live in, now and in the future. The Act puts in place seven well-being goals and advocates five ways of working as shown in **Figure 1**.

**Figure 1 Well-being Goals**



The 2015 Act places a duty on public bodies in Wales and those listed in the Act to work to improve the economic, social, environmental and cultural well-being of Wales. To help do this they must set and publish well-being objectives and think more about the long term, work better with people and communities and each other, look to prevent problems and take a more joined-up approach<sup>2</sup>.

The WelTAG guidance requires the consideration of the well-being goals and ways of working throughout appraisal.

<sup>1</sup> <http://gov.wales/topics/people-and-communities/people/future-generations-act/?lang=en>

<sup>2</sup> <http://gov.wales/topics/people-and-communities/people/future-generations-act/?lang=en>

## **Environment (Wales) Act, 2016**

Enacted in 2016 by the National Assembly for Wales, the Environment (Wales) Act 2016 provides an iterative framework that ensures managing natural resources sustainably will be a core consideration in decision-making. Natural Resources Wales are the principal organisational body to help deliver the aims of the Act and are required to prepare a number of documents, which include:

- State of Natural Resources Report;
- National Natural Resources Policy; and
- Area Statements.

The Act also includes provisions to tackle climate change, through statutory emission reduction targets and carbon budgeting to support their delivery.

## **Active Travel (Wales) Act, 2013**

Enacted in 2013 by the National Assembly for Wales, the Active Travel (Wales) Act 2013 makes it a legal requirement for local authorities in Wales to map and plan for suitable routes for active travel, and to build and improve their infrastructure for walking and cycling every year.

It creates new duties for highways authorities to consider the needs of walkers and cyclists and make better provision for them. It also requires both the Welsh Government and local authorities to promote walking and cycling as a mode of transport so that local communities rely less on cars when making short journeys.

## **Future Wales – The National Plan 2040 (Welsh Government, 2021)**

Future Wales: The National Plan sets out the planning framework for Wales over the next 20 years. The plan places a focus on the promotion of sustainable development in response to the predicted changes in population, the way we work and the way we travel.

Future Wales is a spatial plan and therefore outlines the direction for investment in infrastructure and development which is for the benefit of Wales and its population. It is stated new development and infrastructure should be complementary to ensure maximum benefits are achieved. The plan is the highest tier of development plan within Wales and therefore focuses on solutions to issues and challenges at a national scale with strategic and local development plans being required to conform with the plan.

The plan is informed by and is set out to reflect the aims of the Well-being of Future Generations Act. The plan promotes development that contributes to achieving the seven wellbeing goals and improving the economic, social, environmental and cultural well-being of Wales. It is stated that planning authorities should support improvements to connectivity within and between rural settlements and should identify stronger strategic transport links between rural areas and larger towns and cities for mutual economic benefit.

Policies 11 and 12 of the plan sets out the strategic approach to national and regional connectivity and outline the Welsh Government's commitment to delivering more active travel and sustainable infrastructure. It is stated that the Welsh Government will work with Transport for Wales, local authorities, operators and partners to deliver the following measures to improve regional connectivity:

- **Active Travel** – Prioritising walking and cycling for all local travel, including supporting the implementation of the Active Travel Act to create comprehensive networks of local walking and cycling routes that connect places that people need to get to for everyday purposes.
- **Bus** – Improve the legislative framework for how local bus services are planned and delivered, invest in the development of integrated regional and local bus networks to increase modal share of bus travel and improve access by bus to a wider range of trip destinations.
- **Metros** – Develop the South East Metro, South West Metro and North Wales Metro to create new integrated transport systems that provide faster, more frequent and joined-up services using trains, buses and light rail.
- **Ultra-Low Emission Vehicles** – Supporting the roll-out of suitable fuelling infrastructure to facilitate the adoption of ultra-low emission vehicles, particularly in rural areas.

## **Planning Policy Wales (PPW) Edition 12 (Welsh Government, 2024)**

The twelfth edition of PPW sets out the land use planning policies of the Welsh Government. PPW edition 12 has an aim to ensure the planning system contributed to the delivery of sustainable development, and improves social, economic, environmental, and cultural wellbeing of Wales. Within PPW, sustainable development is defined as “the process of improving the economic, social, environmental and cultural well-being of Wales by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.”

PPW states the most effective way to secure sustainable development through the planning system is through a plan-led approach. Therefore, it is essential that plans are adopted and kept under review. Section 2 of PPW also states that sustainable places are the goal of the land-use planning system in Wales, with a focus on maximising well-being and creating such sustainable places through placemaking.

Placemaking is emphasised as a key component within planning and urges incorporation at the earliest possible stage. It is defined as “draw[ing] upon an area’s potential to create high quality development and public spaces that promote people’s prosperity, health, happiness and well-being in the widest sense”. The understanding is that placemaking involves consideration beyond the context of the development site and into the wider surroundings.

Section 4 of PPW states an element of placemaking is active and social places. “Active and Social Places are those which promote our social, economic, environmental and cultural well-being by providing well-connected cohesive communities”. To help create active and social places, it is stated that movement through walking, cycling, and public transport should be prioritised to provide a choice of transport modes and reduce the dependence on private vehicles. Active travel routes, public transport stations and stops promote more movement when positively integrated. In addition, Section 4.1.6 states local authorities should set out in their development plan, an integrated planning and transport strategy to demonstrate how the authority will reduce dependency on vehicles and facilitate the provision of transport infrastructure and necessary sustainable transport improvements and development.

PPW edition 12 Section 6 states green infrastructure is fundamental in shaping places and the sense of wellbeing. In addition, green infrastructure is intrinsic to the quality of the spaces people live, work and play in. To ensure development contributes to the protection and provision of green infrastructure assets and networks, PPW edition 12 introduces the need for a Green Infrastructure Assessment. Green Infrastructure Assessments provide evidence to support the preparation of plans and should be undertaken as part of development plan preparation. Furthermore, Green Infrastructure Assessments should consider how benefits can be delivered through green infrastructure and must address the reduction of pollution as far as possible, the climate emergency by ensuring multi-function benefits are provided, and the health and wellbeing of communities.

## **Net Zero Wales**

A series of statutory 5-year carbon budgets have been established for Wales to define the pathway to meet the national net zero 2050 target. ‘Prosperity for All: A Low Carbon Wales’ (2019) was the Welsh Government’s first of its series of plans to address the carbon budget from 2016-2020.

Current policy relating to the achievement of net zero is set out in the ‘Net Zero Wales Carbon Budget 2 (2021-25)’ (2021). The document sets out 123 policies and proposals for meeting Carbon Budget 2 which requires a 37% average reduction with a 0% offset limit. Modelling projects that the targets of Carbon Budget 2 will be met for 2025 and an overall 44% reduction against the 1990 baseline is expected.

## **Net Zero Strategic Plan (Welsh Government, 2022)**

Net Zero Wales sets an ambition for the Welsh public sector to reach the net zero target by 2030. The strategic milestones for achieving this goal are provided in the Net Zero Carbon Status by 2030 Road Map (2021). The Public Sector Net Zero Reporting Guide (2023) sits alongside the Road Map to guide consistent measuring and understanding of the Welsh public sector’s carbon emissions. It also supports the preparation of decarbonisation action plans for the sector.

The Welsh Government’s strategic approach, to the declared climate emergency, as an important public sector employer, is detailed in the Net Zero Strategic Plan (2022). The aim of achieving net zero by 2030 is

central to the plan which includes 54 initiatives to provide the foundation for progress towards this aim. The plan also brings together evidence from across the Welsh Government to outline priority decarbonisation initiatives, which include those relating to building and infrastructure (incorporating transport infrastructure), the public sector's corporate fleet and business travel).

### **Llwybr Newydd: The Wales Transport Strategy (Welsh Government, 2021)**

Llwybr Newydd: The Wales Transport Strategy 2021 sets out the Welsh Government's vision priorities for Wales to create a more prosperous, green and equal society. The strategy sets out the short-term priorities and long-term ambitions including nine mini plans which explain how the Welsh Government will deliver the priorities for different transport modes and sectors.

Llwybr Newydd requires governments, local authorities, transport providers and other policy areas to work together to help ensure transport contributes to the current and future wellbeing of Wales.

Llwybr Newydd's vision is to create an accessible, sustainable and efficient transport system and the priorities for the next five years include;

- Priority 1: Bring services to people in order to reduce the need to travel;
- Priority 2: Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure; and
- Priority 3: Encourage people to make the change to more sustainable transport

The short-term priorities will contribute to the four long-term, well-being ambitions over the next twenty years. The ambitions are to be:

1. Good for people and communities
2. Good for the environment
3. Good for places and the economy; and
4. Good for culture and the Welsh Language

The ambitions show how Wales wants transport to contribute to the wider Welsh Government ambitions and to the goals in the Well-being of Future Generations Act.

To adapt to a changing climate, the strategy highlights existing transport infrastructure should be maintained and well managed, and if needed, upgraded to support modal shift. Where new transport infrastructure is necessary, the sustainable transport hierarchy should be used which is to prioritise the use of walking and cycling, followed by public transport, ultra-low emissions vehicles and other private motor vehicles.

### **National Transport Delivery Plan 2022 to 2027 (Welsh Government, 2023)**

The Delivery Plan sets out the programmes, projects and policies identified by the Welsh Government to deliver the Wales Transport Strategy up to 2027. A number of high-level, overarching measures are included to support the implementation of the Strategy over the five-year plan period. These relate to the management of the National Transport Delivery Plan, integrating journey planning and ticketing, behavioural changes, active travel, bus and rail. Programmes and individual projects identified within the Delivery Plan of most relevance to the transport and accessibility in Monmouthshire and the emerging Local Transport Plan are as follows:

- SWML 1 - South Wales Mainline Strategic Development.
- SWML 2 - Additional Stations (5) between Cardiff and Severn Tunnel Junction.
- SWML 4 - Swansea - Severn Tunnel Junction capacity improvements.

- SWM8 - Metro Enhancement Framework Corridor Studies (including Newport – Chepstow & Eastern Valleys Corridor study; Newport – Chepstow & Eastern Valleys Corridor Development; Newport – Chepstow & Eastern Valleys Corridor outline design; and Newport – Chepstow & Eastern Valleys Corridor Phased Delivery).
- SRN 6g - M4 sustainable transport studies to support modal shift, aligned to tests set out in the Welsh Government’s response to the Roads Review.
- SRN 7g - M4 safety and resilience studies, aligned to tests set out in the Welsh Government's response to the Roads Review.

### **Programme for Government 2021-2026 - Update (Welsh Government, 2021)**

In December 2021 the Welsh Government published their updated Government programme to reflect the co-operation agreement reached with Plaid Cymru. The updated programme sets out ten objectives with an accompanied wellbeing statement which sets out how these objectives will be used to maximise the governments contribution to Wales’ seven well-being goals. Each objective is accompanied by the individual steps the Welsh Government proposes to take and have been set in accordance with the sustainable development principle and the five ways of working set out in the Well-being of Future Generations Act.

Objectives include building a stronger and greener economy and maximising the progress towards decarbonisation in addition to embedding our response to the climate and nature emergency in everything we do. Areas of action include working towards the new target of 45% of journeys by sustainable modes by 2040 and Commission independent advice that will examine potential pathways to net zero by 2035.

The updated programme outlines a number of minister commitments which deliver on a range of activities that sit in individual portfolios. Of most pertinence to the emerging transport plan is the portfolio of climate change where activities include:

- Give Transport for Wales new powers to better integrate rail, bus and active travel;
- Invest in travel options that encourage public transport and support walking and cycling;
- Work with Transport for Wales and local authorities to strengthen the promotion of walking and cycling;
- Support innovative new social enterprise schemes such as bike maintenance repair cafes and bike recycling schemes;
- Develop new Active Travel Integrated Network Maps; and
- Work with schools to promote Active Travel and Road Safety.

### **One Network, One Timetable, One Ticket: Planning Buses as a Public Service for Wales (Welsh Government, 2022)**

The ‘One Network, One Timetable, One Ticket’ white paper was published by Welsh Government in March 2022 for consultation until June 2022. The paper is focused around creating a bus system dedicated to providing the best possible service to the public. This can be expressed as a bus system which is governed and designed to serve the public interest, with the widest possible geographic coverage, fully integrated connections between different services, the highest possible service frequencies, and simple unified easy-to-use ticketing and information.

The white paper sets out the following over-arching aims:

- a bus system that is purposely designed to maximise the public good;
- a bus system that efficiently uses public investment to strategically address public priorities for bus improvements, thereby justifying greater public investment; and
- a bus system, which forms part of an integrated transport network that provides an excellent travel option, wherever people need it, whenever people need it, throughout Wales.

To provide an excellent travel option for people in the long term, the paper sets out the need for:

- a comprehensive network of bus routes to serve the widest feasible range of destinations, both at busy times and less busy times in the evenings and Sundays.
- coordinated timetables for bus-bus connections and bus connections with all other modes of public transport.
- simple area-wide fares, valid across all bus routes and on all modes of public transport.

### **Climate Emergency (Welsh Government, 2019)**

In April 2019, the Welsh Government declared a climate emergency in Wales to draw attention to the magnitude and significance of the latest evidence from the Intergovernmental Panel on Climate Change. Following this, the UK Parliament declared a climate emergency in May 2019.

Welsh Government has expressed their hope that the declaration could help to trigger a wave of action at all levels and stated that tackling climate change requires collective action and that the government has a central role to making collective action possible. The statement refers to the Welsh Government's previously set targets in 2017, reaffirming the commitment to achieving a carbon neutral public sector by 2030.

In May 2019, Monmouthshire declared a climate emergency which mandated that the council would reduce its net carbon emissions to zero by 2030. The RLDP states that the reliance on the motor car and patterns of long travel to work distances are key issues that need to be considered as part of efforts to reduce carbon emissions within the Monmouthshire context.

As part of its commitment to becoming net zero by 2030, the council has prepared a Climate Emergency Strategy and Action Plan (2021). The objectives set out in the plan include those relating to emissions from transport. These are to:

- Reduce the impact of vehicles and encourage the use of electric and hydrogen vehicles.
- Encourage and make it easier for people to walk and cycle rather than drive.
- Encourage people to use public transport rather than cars.

## **2.2 National Level Objectives and Strategies – UK-wide and England**

### **National Infrastructure Strategy (HM Treasury, 2020)**

The National Infrastructure Strategy sets out plans to transform UK infrastructure. Within this Strategy, the UK Government sets out its intentions to level up communities and nations across the UK through investment in rural areas, towns and cities. The UK Government also sets out how bold action is needed in order for the UK to meet its net zero emissions target by 2050.

Funding commitments include an investment of £1.3 billion in charging infrastructure to accelerate the mass adoption of electric vehicles and putting £5 billion into buses and cycling.

The strategy also highlights the impact of the Covid-19 pandemic upon infrastructure and the UK Government states that it will work to understand the longer-term effects the pandemic may have on UK infrastructure, and the implications for policy. This includes predictions of more working from home in the future and an increase in cycling in the long-term.

### **Road Investment Strategy 2 (RIS 2) (2020 – 2025) (Department for Transport and Highways England, 2020)**

The RIS 2 establishes a long-term strategic vision for the Strategic Road Network. It sets out the performance standards that Highways England must meet, lists planned enhancement schemes and sets out the funding availability between 2020 and 2025. The vision is based on the Strategic Road Network forming the main framework for economic growth, and that this will form an integral part of a wider transport network where a variety of modes of transport are attractive for both for work and leisure travel.

RIS 2 recognises that the Strategic Road Network, and how this has grown in the past, has affected the environment, air quality and communities surrounding this. Central Government recognise that there is a need to fix those negative impacts through a series of strategies, including: ‘The Road to Zero’, ‘Clean Air, Clean Growth’ and the ‘Transport Decarbonisation Plan’.

Continued investment in the Strategic Road Network, alongside schemes within these strategies and decarbonising vehicles to achieve zero-emissions, it is considered necessary to ensure that the road network is ready to meet these needs. The Strategy sets out ring-fenced funds for investment in measures to improve environmental outcomes, such as through the Environment and Wellbeing Fund, User and Communities Fund and the Innovation and Modernisation Fund.

Two schemes are listed which are geographically adjacent to Monmouthshire, within Bristol and South Gloucestershire. These are:

- M49 Avonmouth Junction ‘Open for Traffic’ Scheme: This includes the creation of a new junction on the M49 to support development at Avonmouth and has now been completed.
- Severn Resilience package ‘RIS3 Pipeline’ Scheme: This is a scheme that Highways English will develop during RP2, which may be considered for RP3. This will likely to include gathering views from stakeholders and local people who might be affected by any potential future proposals and the extent to which proposal can support ambitious development.

### **Decarbonising transport: a better, greener Britain (Department for Transport, 2021)**

The plan sets out the Government’s approach to decarbonising the transport system in the UK. This includes commitments, actions and timings for the decarbonisation of all forms of transport. Measures set out include increasing walking and cycling; supporting the adoption of zero emission buses and coaches; decarbonising the railways; supporting the uptake of zero emissions cars, vans, motorcycles and scooters; and accelerating maritime and aviation decarbonisation.

### **Network Rail Railway Upgrade Plan (2019 – 2024) (Network Rail, 2022)**

Network Rail, as the arms-length body of the Department for Transport and regulated by the Office of Rail and Road, has produced the Network Rail Railway Upgrade Plan (2019 – 2024), which sets out schemes that aim to improve the reliability of the railway and make further intervention to remove bottlenecks. Mega projects of relevance to the Monmouthshire area include:

- Cardiff area signalling renewal scheme, which is to deliver significant performance improvements and unlock infrastructure capacity.
- Modernisation of the South Wales mainline to deliver new modern trains, provide more seats and better journeys for passengers travelling between South Wales, Thames Valley and London.
- Improvements to Bristol Parkway station, which as part of the 7.5 billion Great Western route modernisation project, includes £50m spent on station improvements including a new platform at Bristol Parkway.
- Bristol area re-signalling to double tracks from two to four into Bristol Temple Meads at Filton Bank to enable more frequent services from Bristol to London from 2019.

Within the Control Period 6 Delivery Plan Update (2020) for Wales and West<sup>3</sup>, schemes in and around the Monmouthshire area include:

- Supporting TfW's £5bn plan to transform rail services, with increased capacity, new rolling stock and improvements to stations across the network. This will include the transfer of the Core Valley Lines infrastructure to TfW.
- Improvements which focussed on delivery of punctuality, and improving resilience, reliability and reducing delays in South West Wales. This will include installing new pumps at Sudbrook pumping station which serves the Severn Tunnel.
- In the Western area, this has included continued works on the electrification from Cardiff to east of Chippenham; working with the West of England Combined Authority (and North Somerset) on the development of MetroWest phase one and two; alongside continued improvements to Bristol Temple Meads.

### Central Government Strategies

UK Government has set out a range of relevant national strategies seeking to deliver positive change across sectors including transport. These include:

- The Ten Point Plan for a Green Industrial Revolution (Department for Business, Energy & Industrial Strategy, 2020): The Plan demonstrates a significant commitment to tackling greenhouse gases by bringing together ambitious policies and significant new public investment, while seeking to mobilise private investment. The points include driving the growth of low carbon hydrogen, accelerating the shift to zero emission vehicles, green public transport, cycling and walking and investing in carbon capture, usage and storage.
- Clear Air Strategy (Department for Environment Food and Rural Affairs, 2019): This strategy sets out the aim to reduce particulate matter emissions by 30% by 2020, and by 46% by 2030. Whilst there is generally compliance with the concentration limit values set out in legislation, levels are above for NO<sub>x</sub>. An air quality plan for nitrogen dioxide is therefore in place.
- 25-year Environment Plan (HM Government, 2018): The Plan makes a shift towards helping restore the natural world and tackle the effects of climate change. The Plan seeks to embed an 'environmental net gain' principle for development, including housing and infrastructure, and valuing natural capital.
- Net Zero Strategy: Build Back Greener (BEIS, 2021): sets out policies and proposals for decarbonising all sectors of the UK economy to meet 2050 net zero targets.
- Road to Zero (Department for Transport, 2018): This sets out plans to enable an expansion of Green Infrastructure across the country, reduce zero emissions from vehicles already on the UK's roads and drive the uptake of zero emission cars, vans, and trucks. It is expected that by 2040, all new cars and vans will have zero carbon emissions and aim to achieve net zero transport emissions by 2050.
- Clean Growth Strategy (Department for BEIS, 2017): Developed as a strategy to inform the Industrial Strategy, key policies and proposals aim to accelerate clean growth and accelerate the shift to low carbon transport (currently 24% of UK Emissions).
- Cycling and Walking Investment Strategy (Department for Transport, 2022): The strategy aims to double the level of cycling by 2025 and reverse the decline in walking. The Strategy aims to make cycling and walking the natural choices for shorted journeys, or as part of a longer journey.

---

<sup>3</sup> <https://cdn.networkrail.co.uk/wp-content/uploads/2020/03/cp6-delivery-plan-update-wales-and-western.pdf>



## 2.3 Regional Policy Context

The following section of this review sets out relevant ambitions, objectives, problems, and schemes within the following pertinent areas:

- Cardiff Capital Region: As the transport authority for Monmouthshire with schemes emerging from the Cardiff Capital Region City Deal and the South Wales Metro.
- Gloucestershire County Council: As the transport authority for the Forest of Dean area, the adopted and emerging Local Transport Plan will be relevant to the study area.
- West of England Combined Authority: The West of England Combined Authority consists of Bristol, South Gloucestershire and Bath and North East Somerset. The Combined Authority was awarded power over transport spending for South Gloucestershire in May 2017.
- Pan-Severn Initiatives: Given the strategically important location of Monmouthshire, it is also relevant to consider Pan-Severn / Severnside initiatives which could inform the identification of Scheme objectives or long-list schemes.

### 2.3.1 Regional Level: Cardiff Capital Region

#### Cardiff Capital Region City Deal (Cardiff Capital Region, 2016)

The Cardiff Capital Region (CCR) City Deal represents an agreement between the UK Government, Welsh Government and the ten local authorities across the South East Wales region. To enable the creation of 25,000 new jobs, the City Deal includes a £1.2 billion investment in Cardiff Capital Region's infrastructure through a 20-year Investment Fund. It also legislated for the creation of a non-statutory Regional Transport Authority to co-ordinate transport planning and investment – the Cardiff Capital Region Transport Authority.

The Transport Authority is responsible for: regional planning for the local transport network, overseeing the development of a South East Wales Metro, working with both Transport for Wales and Welsh Government to ensure objectives for transport investment are aligned.

Alongside the delivery of the South East Wales Metro scheme and the Valley Lines Electrification programme, the City Deal also seeks to boost the digital infrastructure within the Region area. The City Deal requests that the Cardiff Capital Region prioritise exploring the case for direct international connectivity and mobile infrastructure across 4G and 5G technologies.

#### South Wales Metro (Transport for Wales)

The South Wales Metro is an integrated public transport network that will make it easier for people to travel across the Cardiff Capital Region by transforming rail and bus services, as well as improving cycling and walking. As a key member of the Cardiff Capital Region, Monmouthshire will benefit from improvements which include electrifying around 170km of track, upgrading of stations including Abergavenny from April 2023 and Chepstow from April 2025<sup>4</sup> and building at least five new stations in the Core Valleys.

In addition, improvements will include a new hourly service between Cardiff and Cheltenham via Chepstow from December 2022. Other schemes across the Cardiff Capital Region area include the removal of the pacer trains by December 2020, improving journey times and frequency from the head of each valley using new trains, eliminating diesel use trains on the Central Metro lines by 2024 and providing more seamless ticking options.

As part of the South Wales Metro Programme for Capital Transport Grants (2019 – 2020), an additional 150-200 space Park & Ride facility on the south side of Severn Tunnel Junction<sup>5</sup> station has been considered. There is currently a substantial shortfall of spaces, which creates problems within the existing car park and nearby streets.

---

<sup>4</sup> <https://trc.cymru/whats-happening-south-east-wales>

<sup>5</sup> <https://www.cardiffcapitalregion.wales/wp-content/uploads/2019/02/appendix-7-ltf-19-20-certa-metro-programme-final-draft.pdf>

### 2.3.2 Regional Level: Draft Gwent Public Services Board Well-being Plan (Gwent Public Services Board, 2022)

The Gwent Public Services Board covers the local authorities of Blaenau Gwent, Caerphilly, Newport, Monmouthshire and Torfaen. The Public Services Board has undertaken a Well-being Assessment to investigate how to improve well-being for the area. This assessment found evidence of inequality and deprivation in the communities and identified the need to take action on the climate and nature emergencies given that they are impacting on well-being in the area.

The findings of the assessment have been used to prepare a draft Well-being Plan for Gwent. The plan sets out a number of objectives with steps described to support the achievement of each:

- To create a fair and equitable Gwent for all.
  - By reducing the gap in the number of years lived in good health between the most and least deprived communities in Gwent
  - By ensuring that communities feel empowered, healthy and safe.
  - By creating equitable opportunities in education and by reducing the gaps in achievement.
  - By reducing the impacts of child poverty.
  - By improving low and no carbon transport links that enable access to employment, education, culture and leisure.
  - By supporting the creation of meaningful employment and training opportunities that enable everyone to receive fair pay for the work they do.
  - By working with housing providers and other stakeholders to ensure good quality, energy efficient and appropriate housing for all.
- To create a Gwent that has friendly, safe and confident communities.
  - By creating a safer Gwent by reducing anti-social behaviour, preventing crime as much as possible, improving road safety and enhancing our green spaces.
  - By ensuring that Gwent is a welcoming, diverse and thriving place to live and visit by being inclusive and creating cultural opportunities for all.
  - By creating volunteering opportunities across the region which will empower residents to have control over their own communities.
  - By creating access to good quality, healthy and affordable food with secure supply chains and opportunities for local growth.
  - By reducing digital exclusion and embracing digital innovation.
  - By enabling access to valuable work for everyone by enhancing skills and education opportunities and taking advantage of emerging sectors.
- To create a Gwent where the natural environment is protected and enhanced.
  - By reducing the environmental impact of production and consumption.
  - By declaring a nature emergency in Gwent.
  - By responding to the climate emergency and protecting and preparing communities for the risk associated with climate change.
  - By exploring and promoting community energy projects.
  - By transforming food, transport and energy in Gwent.
  - By recognising biodiversity as an asset, addressing the root causes of biodiversity loss and better managing the pressures on natural environments.

### 2.3.3 Regional Level: South East Wales Valleys Local Transport Plan (South East Wales Valleys local authorities, 2015)

The South East Wales Valleys Local Transport Plan sets the context for transport services in Blaenau Gwent and Torfaen as well as in Caerphilly, Merthyr Tydfil and Rhondda Cynon Taf. The plan notes the position of the authorities covered within the wider Capital Region and the region's commitment to achieving a low carbon future. Connections to the wider region, particularly Cardiff, Newport and the M4 corridor, are identified as being crucial to the successful future of the South East Wales Valleys.

A number of core activities and interventions are set out to support the achievement of the plan:

- Developing innovative walking, cycling and Smarter Choices programmes.
- Continuing investment in the regional rail system.
- Improving the quality of bus services across the region.
- Developing better public transport integration.
- Making better use of the regional road system.

The plan lists the short, medium and longer term aspirational transport schemes of each local authority. Those in closest proximity to the boundaries of Monmouthshire and most likely to impact upon travel within and to and from the county include:

- Cross-boarder National Cycle Network (NCN) 492 link from Monmouthshire County to Afon Llwyd Greenway and NCN 492 (Edlogan Way link).
- Realignment and improvement of the B4248 Blaenavon to Brynmawr.
- Development of a Pontypridd – Blackwood – Pontypool Bus Rapid Transit System.
- Delivery of a new Pontypool Bus Station.
- Improvements to and expansion of capacity at Pontypool & New Inn Park and Ride.
- New active travel route from Pontypool (New Inn) to Mamhilad business parks via A4042.
- New active travel route – Forgeside, Big Pit, Industrial Estate loop allowing for connections from the outlying community to commercial and business estates as well as to the Blaenavon - Brynmawr Active Travel route.
- New Inn – Llandegfedd reservoir: Cycle link from Pontypool/New Inn to the Monmouthshire County Council rural NCN 423 route.

### 2.3.4 Regional Level: Mid Wales Joint Local Transport Plan (Mid Wales Transportation (TraCC), 2015)

The Mid Wales Joint Local Transport Plan has been jointly prepared by the Mid Wales Local Authorities of Powys, Ceredigion and Gwynedd and overseen by TraCC as a Joint Committee of the local authorities for transport. The plan aims to address the key issues and opportunities for Mid-Wales:

- Difficulties in gaining access to employment and services, particularly for those without a car and because of the need to travel long distances;
- Poor opportunities for passing, pinch point and constraints on the strategic road network leading to increased journey times.
- Increased risks to the resilience of the network through impacts of climate change, including flood risk.
- Opportunities to increase mode share by active travel modes and to improve the health and well-being and road safety.

The plan identifies a high volume of journeys being made along the A40 from Crickhowell towards Abergavenny in Monmouthshire. The schemes considered necessary to address these issues over the plan period are also set out in the plan. Those in closest proximity to Monmouthshire with greatest potential to influence travel within and to and from the county include:

- Scheme to provide park and ride hubs at unspecified strategic locations across the local authority areas covered by the plan.
- Improved local bus service infrastructure along key strategic routes across the local authority areas covered by the plan by providing high quality, consistent waiting facilities in line with Statutory Quality Bus Partnership Standards.
- Scheme package to provide a capital funding stream across the local authority areas covered by the plan for public transport, county council and partner fleet and community transport to purchase new or replacement vehicles and to support central journey management and scheduling systems.

### 2.3.5 Regional Level: Gloucestershire Local Transport Plan (2020 – 2041) (Gloucestershire County Council, 2020)

The Gloucestershire LTP recognises the role of Gloucestershire’s rural areas as being key to the attractiveness of Gloucestershire as a whole. The LTP seeks to promote technological advances and societal changes, including better integration of all modes; SMART places and innovation; and new vehicle technologies and shared mobility. The aim- of the plan is to achieve a significant mode shift from private car to active and public travel options, and to enable Gloucestershire to achieve CO2 reduction targets whilst conserving the environment.

While many transport challenges are the same in rural areas (congestion pinch points, air quality and transport reliability), these areas face specific challenges in providing an inclusive transport system that supports connectivity to the all residents. Strategic transport priorities within the rural areas include: delivering demand responsive transport services to ensure these provide public transport accessibility; increasing the frequency of bus services; and ensuring convenient connections through improved connectivity at interchange hubs.

The plan identifies that growth areas, such as in Lydney in the Forest of Dean, are likely to require strengthened accessibility towards the settlements of Gloucester and Cheltenham in the north-east, and south towards south Wales and Bristol. Schemes described within the LTP include:

- Enhancements and frequency increases at Lydney railway station which is viewed to be developed as a multi-modal interchange hub.
- Investigation of the possibility of a direct rail connection from Lydney / Chepstow through the Severn Tunnel to Bristol.
- The potential need for a new bypass in Chepstow to ensure traffic can flow freely. This would enable additional growth and allow traffic through Chepstow town centre to be dominated by more active and sustainable modes of transport.
- Consideration for a longer-term new Severn Crossing is already set out through Glos2050. Whilst this has been described as a Lydney-Sharpness bridge, other locations have been suggested through consultation. Significant growth allocations would have to be made in both areas to justify the infrastructure costs of a third river crossing. As a rail bridge, this could offer better connectivity with shorter journey times.
- Accessible walking and cycling routes located on key desire lines to local services and to interchange hubs, will form a strategic priority to encourage an uptake of sustainable travel modes for short journeys.

### 2.3.6 Regional Level: West of England

#### **West of England Joint Local Transport Plan 4 2020-2036 (West of England Combined Authority, 2020)**

The West of England Combined Authority consists of Bristol, South Gloucestershire and Bath and North East Somerset. Work on the Joint Local Transport Plan was led by the West of England Combined Authority and prepared in collaboration with Bristol, South Gloucestershire, Bath and North East Somerset and North Somerset councils.

The overarching aim of the Joint Local Transport Plan is to ensure that transport is carbon neutral by 2030, by encouraging a substantial shift towards cleaner and greener, more inclusive and more sustainable forms of transport. This will involve a shift away from car uses through mass-transit schemes and initiatives to dissuade use (such as work-place parking levies).

Alongside three Metrobus routes, recent achievements have included programmes to facilitate travel behaviour change including increased cycling and bus use. The impact of the removal of the Severn Tolls which has resulted in an increased level of traffic across the crossing, is covered within the JLTP4's assessment of 'beyond the West of England connectivity challenges'.

The challenges identified include: increased delays on already congested sections and junctions on the M4 Junction 19 and 20, and M5 Junction 16, 17 and 19; increased congestion at these locations resulting in a diversion of trips onto other routes across the West of England; and increased delays to buses as they get stuck in additional traffic. To reduce the impact of congestion on the road network, the following improvements have been identified as being necessary:

- Divert traffic to the Bristol urban area from the M4/Almondsbury towards the M49.
- Capture vehicle trips bound for North Somerset, the Bristol urban area and Bath through a new Park & Ride, metrobus and other bus links, as well as MetroWest.
- Consider demand management measures, such as charging measures and controls, on both sides of the Severn, to raise revenue for sustainable transport alternatives.
- Improve the offer (including frequency) of cross-Severn public transport linking the West of England with Chepstow, Newport and Cardiff.

Within the West of England, technical work undertaken through the Joint Transport Study to support the Joint Local Transport Plan and identify where infrastructure investment is needed has identified the need for a mass transit public transport mode across the four core corridors with higher potential trip demand (mass transit from Bristol to Bristol Airport, to the North Fringe, to the East Fringe and to Bath).

Future challenges are recognised as the need to manage the integration of mass transit network within existing networks; these proposed networks face north and east, rather than towards Monmouthshire in the west.

The rail priority for the West of England remains MetroWest. Building on this priority, there is also a demand for new 'turn up and go' style services, such as strategic rail-based Park and Ride and parkway stations, and enhanced services from Cardiff to Portsmouth. It is recognised that at present, some Park and Ride activity takes place on the A466 outside Chepstow.

#### **West of England Transport Delivery Plan (West of England Combined Authority, 2021)**

The West of England Transport Delivery Plan sets out the currently funded transport projects that are progressing to delivery between 2021 and 2025 across the region. The Plan states that the long-term aspiration for transport in the West of England is to connect people and places for a vibrant, inclusive and carbon neutral West of England. To achieve this, five key objectives are set out:

- Take action against climate change and address poor air quality;
- Support sustainable and inclusive economic growth;
- Enable equality and improve accessibility;

- Contribute to better health, wellbeing, safety and security; and
- Create better places.

### **West of England Joint Transport Study (JTS) (2018 - 2036) (West of England Combined Authority, 2017)**

The West of England JTS was prepared by Bristol, South Gloucestershire, Bath and North East Somerset and North Somerset councils with the aim of providing a clear direction for the long-term development of the transport system to 2036 and beyond.

The JTS notes that the M4 and M48 Severn Crossings play a critical role in connecting South Wales to the rest of the UK and Ireland with continental Europe. There are also significant commuting flows from South Wales (particularly Monmouthshire) to the West of England. Written in advance of the Severn Toll removal and the decision not to progress with the M4 to Newport, there is considered to be a strong case for intervention in the West of England to tackle the effects of this increased congestion and securing the full benefits of the removal of the tolls for both sides of the Severn.

Measures to mitigate these impacts should primarily focus on mode shift for movements across the Severn. The JTS recommends that mitigation measures should also include improved service frequencies and capacity of trains between Cardiff, Bristol and Newport, and consideration of opportunities for strategic Park and Ride on the M48 in the Chepstow Area.

## **2.4 Local Policy Context**

The following section sets out relevant local policies for the assessment of transport schemes in Monmouthshire and the surrounding local authorities.

### **2.4.1 Monmouthshire County Council Policy Context**

#### **Monmouthshire Local Development Plan (LDP) (2011- 2021) (Monmouthshire County Council, 2014)**

The adopted Local Development Plan for Monmouthshire consists of Monmouthshire County Council LDP 2011-2021, which was adopted in 2014.

The Key Diagram of the LDP sets out how Monmouthshire benefits from strategic links to Bristol and South West England as well as towards the Forest of Dean and Gloucester at Chepstow, whereas the Severnside settlements provide connections further west to Cardiff and Newport. To the north east of the county, at Monmouth there are existing links to Hereford as well as Gloucester and the Midlands, while to the north west Abergavenny and Llanfoist allow for access to Brecon and the Heads of the Valley (A465). There are also links towards the settlements of Pontypool and Cwmbran to the west of Usk and south of Penperlleni.

The strategic approach to development in Monmouthshire is set out through the following policies:

- Policy S1 - The Spatial Distribution of New Housing Provision identifies that the main focus for new housing development is to be within the Main Towns of Abergavenny, Chepstow and Monmouth. The Severnside sub-region (including Caerwent, Caldicot, Magor, Portskewett, Rogiet, Sudbrook and Undy) is the focus for a smaller amount of new housing development. A small amount of new housing development is also to be directed to the Rural Secondary Settlements of Usk, Raglan and Penperlleni.
- Policy S2 - Housing Provision: Provision will be made in the plan area to meet a requirement for 4,500 residential units in the Plan Period 2011 -2021. This will be met through the following spatial distribution: 566 units at Abergavenny, 675 at Chepstow and 825 at Monmouth. A total of 1,614 homes will be delivered within the Severnside Settlements and 495 at the Rural Secondary Settlements.
- Policy S3 - Strategic Housing Sites: Strategic Housing Sites are set out in the plan at Abergavenny, Caldicot/Portskewett, Chepstow, Monmouth, Magor/Undy and Sudbrook.
- Policy S9 - Employment Sites Provision: Provision is made in the plan for a suitable range and choice of site for industrial and business development, including 37ha at Magor, and 5-6ha at the Main Towns of Abergavenny, Chepstow and Monmouth.



Policies in the adopted LDP which set out the policy approach to transport schemes within Monmouthshire include:

- Policy S16 - Transport requires all development to promote sustainable, safe forms of transport which reduce the need to travel by car, promote public transport, walking and cycling and improve road safety. The policy also requires that the adverse effects of parking should be minimised, road safety should be improved and public transport between the main towns is enhanced. The policy endorses the development of the key role of the main towns around which high capacity sustainable transport links can be developed. Policy S16 sets out support for the following strategic transportation schemes, which were also identified in the now replaced Regional Transport Plan:
  - Severn Tunnel Junction Interchange;
  - M48 Interchange – Rogiet;
  - Monmouth Links Connect 2 (walking and cycling routes);
  - Abergavenny and Chepstow Rail Stations Park and Ride and bus access improvements;
  - Chepstow Park and Ride;
  - Monmouth Park and Ride.
- Policy MV1 - Proposed Developments and Highway Considerations, Policy MV2 Sustainable Transport Access, Policy MV3 Public Rights of Way; Policy MV4 Cycleways and Policy MV5 - Improvements to Public Transport Interchanges and Facilities set out development management considerations for various types of new transport infrastructure.
- Policy MV10 - Transport Routes and Schemes sets out those routes and schemes that will be safeguarded from development that would likely prejudice their implementation. Alongside the now cancelled M4 corridor enhancement, these included:

**Table 1 MV10 Transport Routes and Schemes**

Monmouthshire County Council Road	Public Transport Improvement Schemes	Walking and Cycling Schemes
B4245 Magor/Undy By-pass B4245/M48 Link Road*	Abergavenny rail station interchange *	Monmouth Links Connect 2*
B4245/Severn Tunnel Junction Link Road	Chepstow rail station and bus station interchange *	Abergavenny walking and cycling network
A48 Chepstow Outer By-pass	Severn Tunnel Junction interchange *	Llanfoist pedestrian and cycling river crossing
A472 Usk By-pass	Monmouth coach stop	Severn Tunnel Junction pedestrian and cycling access
	Monmouth park and ride *	
	Chepstow park and ride *	
	Monmouth bus station improvement	
	Abergavenny bus station improvement	

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

## **Monmouthshire Replacement Local Development Plan (RLDP) Preferred Strategy (Monmouthshire County Council, 2020)**

Monmouthshire County Council is currently preparing its RLDP, the most recent stage of consultation undertaken being for the Preferred Strategy from December 2022 to January 2023.

The RLDP identifies Abergavenny, Caldicot, Chepstow and Monmouth as the county's Primary Settlements with opportunities at these locations for employment, access to services and facilities and sustainable transport. Additional opportunities are found at the wider Severnside area and in the Secondary Settlements of Penperlleni, Raglan and Usk, and in a number of smaller rural settlements.

The Preferred Strategy makes provision for approximately 5,400 to 5,940 homes and 6,240 additional jobs over the Plan period 2018-2033 through Strategic Policy S1 – Preferred Growth Strategy. Development is to be focused on the county's most sustainable settlements of Abergavenny, Chepstow, and Caldicot as set out in Strategic Policy S2 – Spatial Distribution of Development – Settlement Hierarchy. Strategic site allocations are identified at these settlements at Abergavenny East; Bayfield, Chepstow; and Caldicot East. The key diagram carries forward the strategic links identified in the currently adopted LDP.

Key policies relating to transport and movement in the RLDP Preferred Strategy include:

- Strategic Policy S3 - Sustainable Placemaking & High Quality Design, supports the delivery of development that incorporates an appropriate mix of uses to minimise the need to travel and to maximise opportunities for active travel and public transport use.
- Strategic Policy S5 - Infrastructure Provision: Where existing infrastructure is inadequate to serve the development, new or improved infrastructure and facilities to remedy deficiencies must be provided in phase with proposed development. Planning obligations will be sought to secure improvements in infrastructure where necessary to make development acceptable and may include amongst others, those for active travel, sustainable transport measures, transport infrastructure or green infrastructure.
- Strategic Policy S10 - Sustainable Transport: Development must promote sustainable, low carbon, safe forms of transport which reduce the need to travel by car. They must also increase provision for walking and cycling and improve public transport. The role of Monmouthshire's Primary Settlements should be developed in accordance with the South East Wales Regional Plan and Monmouthshire's LTP for low carbon sustainable transport opportunities and links to the South East Wales Metro.

## **Monmouthshire Infrastructure Plan (Monmouthshire County Council, 2013)**

Prepared in support of the adopted LDP policies, the Infrastructure Plan sets out the items of infrastructure required to make the LDP deliverable based on known gaps in the network. In terms of transport, the Infrastructure Plan notes:

- Bus Services: Whilst a number of bus services run on a purely commercial basis, the majority of these are subsidised by the Council in order to provide a service across the whole of Monmouthshire. During the LDP period, the Council will be working with SEWTA on the development of a Regional Bus Strategy which is likely to look at infrastructure and service improvements.
- Rail: For Monmouthshire, plans identify station improvements (including parking and improved bus interchange facilities) at Severn Tunnel Junction, Abergavenny and Chepstow stations and service improvements on the Abergavenny and Chepstow lines.
- Cycling and Pedestrians: It is acknowledged that there is a shortage of off road countryside access provision, gaps in public rights of way infrastructure, poor accessibility for people with mobility or visual impairments and little information available for horse riders and cyclists.
- Highways: The Infrastructure Plan identifies that there are a number of major highways schemes required to deliver the LDP. These are set out within Policy S16 and Policy MV10.



## **Monmouthshire Well-being Assessment (Gwent Public Services Board, 2022)**

The Monmouthshire Well-being Assessment has been prepared as part of the wider Gwent Well-being Assessment to provide an evidence base that allows for an understanding of well-being in the county. The Well-being Assessment feeds into the preparation of the Gwent Public Services Board Well-being Plan.

The Well-being Assessment identifies a number of key emerging trends for the county for the coming years. The following key trends identified in the Well-being Assessment are of most relevance to the themes of transport and accessibility:

- Limited public transport affects social opportunities for some people who may become isolated in rural communities, exacerbating loneliness and mental health.
- Monmouthshire has a high carbon footprint per head of population.
- The rural nature of Monmouthshire means that transport is a significant contributor to the county's carbon emissions, with some areas also experiencing poor air quality. There is high car ownership and the rural nature of the county limits take-up of active travel while many people do not have a driveway which, along with affordability, will slow the adoption of electric vehicles. There needs to be a move away from private cars to more active travel, public transport and low emission vehicles in order to reduce carbon emissions and improve air quality.
- The effects of climate change are becoming apparent in Monmouthshire, particularly flooding, which has impacted many communities in recent years. This is likely to get worse as the build-up of greenhouses gases continue to affect global weather patterns.

## **Monmouthshire County Council Climate Emergency Strategy and Action Plan (Monmouthshire County Council, 2021)**

In May 2019, Monmouthshire County Council passed a motion to declare a climate emergency. With this declaration the council entered into a commitment to:

- Strive to reduce its own carbon emissions to net zero in line with the Welsh Government target of 2030.
- Encourage and support residents and businesses to take their own actions to reduce their carbon emissions.
- Work with partners across the county and other councils and organisations to help develop and implement best practice methods in limiting global warming to less than 1.5 °C.

The Climate Emergency Strategy and Action Plan was originally adopted by the council in October 2019. It covers ten broad objectives that are included to help deliver a net reduction in carbon emissions by 2030. Each of the objectives contains actions for the local authority which will help to reduce the council's own emissions, as well as actions that will help to reduce county-wide carbon emissions. The strategy acknowledges that actions relating to county-wide emissions will need to be taken forward in partnership with the community. The objectives are as follows:

- Energy and buildings - Reduce the amount of energy that is used for buildings and street lighting.
- Nature recovery and green spaces - To absorb carbon, to support biodiversity and ecosystem resilience, and the ability to adapt.
- Waste - Reduce waste by encouraging people to reduce, re-use and recycle more.
- Greener transport - Reduce the impact of vehicles and encourage the use of electric and hydrogen vehicles.
- Education and involvement - Help people understand climate change and what they can do to make a difference.
- Renewable energy – Speed up the move from fossil fuels to renewable energy.

- What we buy - Reduce carbon by thinking carefully about when and what we buy and the whole life costs.
- Active travel - Encourage and make it easier for people to walk and cycle rather than drive.
- Public transport - Encourage people to use public transport rather than cars.
- Climate adaptation - Preparing and adapting for the impact of climate change.

In November 2021 an updated and amended action plan was published by the council. Actions are included for each of the objectives of the strategy. Actions for reducing county-wide emissions which are of most relevance to transport and accessibility are as follows:

- Reducing the impact of vehicle use and encouraging use of electric and hydrogen vehicles.
  - Encourage the use of electric or hybrid taxis.
  - Develop proposals for increased public EV charging including on street and in car parks.
  - Develop proposals for EV charging in new housing development.
  - Provide free car parking whilst charging in council owned car parks for up to 3 hours for electric vehicles.
- Encouraging and making it easier for people to walk and cycle rather than drive.
  - Improve, expand and maintain safe and convenient cycle and footpath networks, to encourage active travel.
  - Develop e-bike and cycle hire schemes beginning in town centres.
  - Ensure the RLDP allocates sites that promote the Twenty Minute Town concept to reduce the number of car journeys people have to make.
  - Work with communities to trial 20 mph speed limits in some areas ahead of a national roll-out of this policy.
  - Develop and promote co-working spaces across the county and with partners to reduce the need for long commutes to offices.
- Encouraging people to use public transport rather than cars.
  - Encourage public transport use through the increased investment being made in the South Wales Metro.
  - Continue to make the case to national governments for improved public transport provision, including train frequencies and station provision.
  - Develop an app or website that gives people journey information for public transport, booking options for demand responsive transport and access to the volunteer operated community lift-share scheme.

## **Monmouthshire County Council Community and Corporate Plan 2022-2028 (Monmouthshire County Council, 2023)**

The Community and Corporate Plan sets out the overarching ambition for the council and county of Monmouthshire. The plan sets out the purpose of the county: “to become a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life”. The priorities of the of the plan are for Monmouthshire to be a:

- Fair place to live where the effects of inequality and poverty have been reduced;
- Green place to live and work with reduced carbon emissions, making a positive contribution to addressing the climate and nature emergency;
- Thriving and ambitious place, full of hope and enterprise;
- Safe place to live where people have a home where they feel secure in;
- Connected place where people feel part of a community, are valued and connected to others; and
- Learning place where everybody has the opportunity to reach their potential.

The plan includes a number of actions which are set out to help achieve the priorities listed. Actions of most relevance to transport and accessibility are as follows (each action is included below its associated overarching objective):

- A greener place to live.
  - Improve walking and cycle routes and integrate these with the public transport network.
  - Expand access to electric charging infrastructure, to support the switch to low emissions vehicles.
- A thriving and ambitious place.
  - Ensure town centres are accessible via active travel and public transport such as the proposed Magor Walkway station.
  - Support the development of a modern, accessible, integrated and sustainable transport system through the implementation of a local transport plan.
  - Develop active travel routes that encourage people to walk and cycle to towns, schools and local key destinations.
  - Invest in better bus infrastructure and work with partners to enhance the local railway system including the development of a new station at Magor and improvements at Severn Tunnel Junction to improve access and usage.
  - Work with partners to increase the frequency of train services, creating plans for a metro that links Monmouthshire to Bristol, Newport and Cardiff.
  - Develop a county wide digital solution that matches those who need to travel with those who have car spaces.
  - Maintain and improve key highways infrastructure including roads, pavements and bridges.
  - Work with Gloucestershire County Council and The Forest of Dean District Council to improve transport infrastructure which reduces congestion in and around Chepstow.
  - Make representations to Welsh Government for a speed limit reduction on the A40 at Raglan and other sites of community concern, and work with Welsh Government, Town and Community Councils and schools to address road safety issues, particularly around schools.

## **Monmouthshire Local Transport Plan (LTP) (Monmouthshire County Council, 2015)**

The current Monmouthshire LTP identifies the key transport issues relevant to the county, the high-level interventions needed to address these and the specific priorities for the local authority. The LTP does not contain specific rail service or trunk road proposals.

The objectives of the LTP are:

- **Safety and security:** to reduce the number and severity of road traffic casualties and improve levels of personal security when travelling.
- **Connectivity and accessibility:** To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities at a local level, whilst improving 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, improve the quality and efficiency and reliability of the transport system, to improve awareness of public transport and active travel opportunities and 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 and better integration, to reduce significantly the emission of greenhouse gases from transport, and to reduce the impact of the transport system on the local street scene and the natural, built and historic environment.
- **Land use and regeneration:** To ensure developments in South East Wales are accessible by sustainable transport, and to make sustainable transport and travel planning an integral component of regeneration schemes.

### **2.4.2 Blaenau Gwent Policy Context**

#### **Blaenau Gwent LDP (Blaenau Gwent County Borough Council, 2012)**

The LDP sets out the vision for the development of the county up to 2021. Through Policy SP4 - Delivering Quality Housing, provision is made for the development of 3,907 new dwellings in order to deliver the 3,500 new dwellings required to increase the population to 70,849 by 2021. In order to achieve this level of development, new housing is apportioned through Policy SP5: Spatial Distribution of Housing Site, as follows:

- Ebbw Vale - 1,719 dwellings
- Tredegar - 696 dwellings
- Upper Ebbw Fach - 438 dwellings
- Lower Ebbw Fach - 228 dwellings

Brynmawr is the closest settlement to the boundary with Monmouthshire and lies within the Upper Ebbw Fach Area. A number of housing site allocations are set out for Brynmawr through Policy H1 - Housing Allocations.

Policies T1, T2, T3, T4, T5 and T6 identify specific improvements to cycle routes and the rail network, the safeguarding of disused railway infrastructure, as well as improvements to bus services, new roads and highways improvements in the plan area.

Those of considered to be of most relevance to Monmouthshire are:

- Completion of HOV cycle route linking Nine Arches Tredegar to Brynmawr.
- Completion of cycle route from Brynmawr to Blaenavon.
- Safeguarding of disused railway infrastructure east of Brynmawr.

- Provision of Bus Priority Scheme along the Brynmawr to Newport bus corridor.
- Bus interchange improvement at Brynmawr.
- Online improvements between the Peripheral Distributor Road and the A465.
- Dualling of the Heads of the Valleys Road (Tredegar to Brynmawr).

### **Blaenau Gwent RLDP Preferred Strategy (Blaenau Gwent County Borough Council, 2020)**

Blaenau Gwent County Borough Council is currently preparing its RLDP, the most recent stage of consultation undertaken being for the Preferred Strategy from January 2020 February 2020.

The RLDP, through Strategic Policy 1 - Sustainable Economic Growth makes provision for the delivery of 2,115 homes to deliver a housing requirement of 1,755, as well as for the delivery of at least 1,500 jobs with an aspiration to deliver 3,375 jobs across 3-46 ha of allocated employment land. To achieve the required level of housing, 45% of the homes is to be directed to the Primary Settlement of Ebbw Vale, 50% to Main Settlements and 5% to Secondary Settlements, Villages and Hamlets. Brynmawr is the closest of the settlements in the plan area to the boundary with Monmouthshire and along with Nantyglo and Blaina will accommodate a total of 423 new homes.

Strategic Policy 11 - Sustainable Transport and Accessibility of the RLDP sets out the approach to supporting sustainable transport and accessibility across the plan area. Support is set out in the policy for:

- The delivery of the Metro Improvements including the proposed extension of the rail service to Abertillery, the increase in frequency of rail services on the Ebbw Valley Railway and integration of public transport services and active travel routes across the South East Wales Region.
- Key transport measures and schemes identified in the Local Transport Plan

Furthermore, the policy requires that developments be located and designed to minimise travel, reduce dependency on the private car and enable sustainable access to employment, local services and community facilities.

#### **2.4.3 Torfaen Policy Context**

### **Torfaen LDP (Torfaen County Borough Council, 2013)**

Torfaen LDP sets out the development strategy and detailed policies and proposals for the future development and use of land in the plan area up to 2021. The Key Diagram of the plan identifies strategic links between Blaenavon and Abergavenny in Monmouthshire via the B4246 and from Pontypool to the wider Monmouthshire county area via the A4042. Provision is made through Policy S5 - Housing for the development of 4,700 dwellings in Torfaen (by identifying sites for approximately 5,740 dwellings). The focus for housing delivery is as follows:

- North Torfaen - approximately 550 dwellings;
- Pontypool - approximately 1,875 dwellings; and
- Cwmbran (south & east and north & west combined) - approximately 2,275 dwellings.

Policy S6 – Employment and Economy states that employment and economic development needs will be met through the identification of 40.3ha of land for employment and business purposes and 35ha for strategic regional employment.

Transport related requirements are addressed through Policies T1, T2 and T3. Through these policies land is safeguarded for a number of major transport improvements and former transport routes so that they might be brought back into use improvements to the cycle network. Those of most relevance to Monmouthshire county include:

- Safeguarding land for North Torfaen Highway and Public Transport Improvements (mainly A4043 & B4246 corridors);

- Safeguarding land for Pontypool & New Inn Park and Ride / Share Facility;
- Safeguarding the ‘Low Level’ railway line between Blaenavon and Pontypool;
- Safeguarding the Monmouthshire and Brecon Canal is safeguarded;
- Safeguarding of land for improvements to the cycle route between Pontypool & New Inn Train Station and Pontypool Town Centre;
- Safeguarding of land for improvements to the cycle route between Pontypool & New Inn Train Station and Mamhilad; and
- Safeguarding of land for improvements to the cycle route between Usk (Monmouthshire) and Coed-y-Gric Road, Griffithstown.

Torfaen County Borough Council resolved to withdraw the Torfaen RLDP (2018-2033) in April 2023 and are currently working to commence the preparation of a new plan.

#### 2.4.4 Newport Policy Context

##### **Newport LDP 2011 – 2026 (Newport City Council, 2015)**

The adopted Newport LDP provides the basis for land use planning within the council’s administrative area up to 2026. The LDP provides the vision for Newport as a gateway to Wales and a centre of regeneration.

The LDP sets out a target to deliver approximately 10,350 homes and 7,400 new jobs over the plan period. This includes through continued development of the Eastern Expansion Area (Policy SP11) to the east of town centre which was designated in the Newport Unitary Development Plan 1996 – 2011. The following policies in the LDP address transport related development in Newport:

- Policy SP14 - Transport Proposals provides support for transport proposals in Newport that support traffic-free walking and cycling facilities and encourage the use of public transport. It also supports modes that reduce energy consumption and pollution; improve road safety; assist economic growth and urban regeneration; relieve traffic congestion in the long term; and support environmental improvements.
- Policy SP15 - Integrated Transport requires that an integrated approach to transport is pursued in line with national and regional transport strategies.
- Policy SP16 - Major Road Schemes safeguards land for the following strategic highway schemes:
  - M4 Motorway Junction 28 Tredegar Park Interchange Improvement.
  - Western Extension of the Southern Distributor Road as the Duffryn Link Road Between Maesglas and Coedkernew.
  - North South Link – Llanwern.

Policies T1 to T8 set out the overall transport strategy of the LDP including policies to address proposals to improve the railway system, improvements and management of the road network, car parking, walking and cycling, and Public Rights of Way. Specific schemes supported through these policies include:

- New railway stations at Llanwern, Caerleon and Coedkernew; and
- Continued protection and development of National Cycle Route Number 47, Cwmcarn to Newport, National Cycle Route 4 Caerphilly to Newport and Chepstow and National Coastal Route 88 Caerleon to Newport and Cardiff.

## **Newport RLDP Growth and Spatial Options (Newport City Council, 2023)**

Once adopted the RLDP will replace the current LDP and cover the period 2021 to 2036. To date the council has consulted on the Draft Vision, Issues and Objectives (2022) and Growth and Spatial Options (2023). The RLDP is still at a relatively early stage of preparation and to date only draft versions of the vision and objectives and six housing and job growth scenarios has been consulted upon through these documents.

The next stage of plan making will be to prepare the Preferred Strategy document to set out the overall objectives for the plan and the 'Preferred Strategy' for growth or change over the plan period. The Preferred Strategy is likely to include options for major development sites in the plan area.

## **Newport Local Transport Plan (LTP) (Newpoert Cirty Council, 2015)**

The LTP sets out the transport issues and opportunities for the city up to 2020 as well as into the longer term up to 2030, noting Newport's strategic location on national road, rail and sea routes in the south eastern section of the Cardiff Capital Region.

The plan is set out to align with the National Transport Plan priorities and to support:

- **Economic growth:** Support economic growth and safeguard jobs across Wales, but with a particular focus on the Cardiff Capital Region.
- **Access to employment:** Reduce economic inactivity by delivering safe and affordable access to employment sites.
- **Tackling poverty:** 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 in the region.
- **Sustainable travel and safety:** Encourage safer, healthier and sustainable travel.
- **Access to services:** Connect communities and enable access to key services.

It provides support for the three largest proposed contributors to improved connectivity in the Cardiff Capital Region namely: the now halted new M4 route, Great Western Mainline Electrification and Cardiff Capital Region Metro.

Transport schemes identified in the LTP which are most likely to be of relevance to transport and accessibility in Monmouthshire include:

- Newport to Bristol rapid bus/corridor improvement.
- Newport East Park & Ride (Llanwern Steelworks Regeneration site).
- Active Travel – Eastern Corridor Traffic-free and off road links between existing and new developments on the east of Newport. Routes include cross border links to Monmouthshire extensions of work already completed on Llanwern Eastern Distributor Road.
- Cardiff Capital Region Metro Programme.

### **Herefordshire Core Strategy 2011 - 2031 (Hereford Council, 2015)**

The Herefordshire Core Strategy presents the vision for the county to 2031. It includes policies to guide development and change in the county over the plan period. Through Policy SS2 - Delivering New Homes, a minimum of 16,500 homes is to be delivered in Herefordshire between 2011 and 2031. The focus of housing growth is at Hereford (6,500 new homes) and the other urban areas of Bromyard, Kington, Ledbury, Leominster and Ross-on-Wye (which together will accommodate 4,700 new homes). The rural settlements will accommodate 5,300 new homes over the plan period.

Policy SS5 – Employment Provision identifies the main areas for employment growth at Hereford (15ha); Leominster (up to 10ha), Ledbury (15ha), and Ross-on-Wye (10ha). Ross-on-Wye is the closest of these settlements to boundary with Monmouthshire, lying some 11.5km to the north east and within 13km of Monmouth.

Policy MT1 – Traffic management, highway safety and promoting active travel sets out a number of requirements for developments in relation to movement and transportation. These include:

- Demonstration that the strategic and local highway network can absorb the traffic impacts of the development.
- Promotion and incorporation of integrated transport connections and supporting infrastructure.
- Encouragement of active travel.
- Protection of existing local and long distance footways, cycleways and bridleways.
- Having regard for the Highways Development Design Guide and cycle and vehicle parking standards as prescribed in the Local Transport Plan.

### **Herefordshire new Local Plan 2021 – 2041 (Hereford Council)**

Herefordshire County Council are currently working to prepare a new Local Plan that will set out the planning framework up to 2041. Up to July 2022, the Council had undertaken three early stages of consultation in relation to the options it might take forward in the plan for the spatial distribution of development, policies for determining planning applications and potential strategic development areas for the county. The next stage will involve consultation on a draft version of the new Local Plan.

### **Herefordshire Council Local Transport Plan LTP 2016 – 2031 (Hereford Council, 2016)**

The Herefordshire LTP aims to make best use of the county's transport assets and where possible facilitate more efficient usage together with improvements in the quality of public places. While the more sizeable settlements in Herefordshire are located some distance from the boundary with Monmouthshire, The LTP notes links towards Abergavenny and Monmouth from the county via the A465 and A40, respectively.

The LTP sets out a number of policies to address transport related issues including the management of transport assets, road safety, passenger transport, freight, active travel and air quality.

Policy LTP PT7 – Rail improvements provides specific support for the Department for Transport, Welsh Government, Network Rail and train operating companies in improving the frequency, quality, reliability, comfort and affordability of rail services. This includes support for joint working to protect services between Hereford and London via Ledbury and Birmingham, and between Manchester and South Wales.



### Adopted Local Plan

The Local Plan for the Forest of Dean comprises the Core Strategy (2012), the Allocations Plan (2018) and Cinderford Northern Quarter (CNQAAP) (2012).

**Core Strategy (Forest of Dean District Council, 2012):** The Core Strategy notes the relative inaccessibility of the area compared to its near neighbours particularly in terms of access to the motorway network as well as public transport. Whilst it is considered that major improvements are both unrealistic and unlikely to be justifiable, the Core Strategy furthers that significant local changes to basic infrastructure must be promoted when identifying locations for new development. This will include improvements to transport systems at Cinderford and Lydney.

The Core Strategy sets out that between 2006 and 2026, 5,162 new homes are required (with the total requirement identified as 6,200 when taking into account those already built out). Policy CSP.5 - Housing sets out how approximately 75% of all new housing and 80% of new employment will be focussed in the four towns, divided according to their need and capacities. Approximately 1,900 new dwellings and 30ha of employment land will be developed at Lydney, about 1,050 dwellings and 26ha of employment land at Cinderford, approximately 650 dwellings and 6.8ha of employment land at Coleford and 350 dwellings and 5ha of employment land at Newent. Only 110 homes are planned in Tutshill and Sedbury, which are the closest settlements to Monmouthshire at Chepstow.

**Allocations Plan (Forest of Dean District Council, 2018):** The majority of the policies within the Allocations Plan are site-specific, with eight development management style policies that apply across the whole area. The three site allocations identified within the Sedbury and Tutshill area are situated to the east of the settlement. Coleford is within 5km of Monmouth town. Thirteen sites are allocated for housing, employment and mixed uses within Coleford. These sites are predominantly located away from the western edge of the settlement which is closest to the boundary with Monmouthshire.

**Cinderford Northern Quarter Area Action Plan (Forest of Dean District Council, 2012):** The Area Action Plan sets out the approach for the regeneration of the Northern Quarter. Cinderford is located some 10km from the boundary with Monmouthshire and given its specific focus at the neighbourhood level within the settlement, it is of little relevance to the emerging transport plan.

**Forest of Dean Infrastructure Delivery Plan (IDP) (Forest of Dean District Council, 2015):** The IDP notes the significant flows of traffic resulting from out-commuting and the impact on the Severn Crossing and A48. The IDP notes that further consultation will be necessary with Monmouthshire County Council to understand the exact nature of the problems that arise on the A48 around Chepstow, and the investments in infrastructure that could help alleviate problems at this location.

### Emerging Local Plan

A new Local Plan is being developed to set out how the Forest of Dean will develop over the 20 years to 2041. The council, consulted on a Second Preferred Option strategy, from August 2022 to October 2022. The Second Preferred Option strategy is still subject to evaluation including possible alternatives, potential sites and policies.

At this stage the Second Preferred Option strategy does not include specific sites for allocation, however general areas considered appropriate for development are referred to. This includes the promotion of Lydney as the largest of the forest towns to accommodate 1,326 new homes over the plan period. The underlying themes supporting this approach including improving access to the town and support for nearby settlements as well as support for the existing towns and villages of the forest, taking advantage of the existing networks and reinforcing or creating new sustainable transport and travel opportunities.

Sedbury and Tutshill are identified as major villages in the Second Preferred Option strategy document, some of which benefit from a good service base and are well connected. The major villages are to accommodate a total of 907 new homes over the plan period. Development at Coleford is to be limited to 107 new homes given its physical constraints. The next stage for the new Local Plan will be consultation on a draft version of the plan.

#### 2.4.7 South Gloucestershire Policy Context

##### Adopted Local Plan

The adopted Development Plan for South Gloucestershire comprises the Core Strategy (2006 – 2027) (2013), the Policies Sites and Places Plan (PSP) (2017) and the Joint Waste Core Strategy (2011).

**Core Strategy 2006-2027 (South Gloucestershire District Council, 2013):** The Core Strategy makes provision for 28,355 new homes from 2006 to 2027. Development in the North Fringe of Bristol is focussed at two key areas – Patchway / Cribbs Causeway (Policy CS26 -Cribb/Patchway New Neighbourhood) and East of Harry Stoke (Policy CS27 – East of Harry Stoke New Neighbourhood). The Patchway / Cribbs Causeway new neighbourhood will accommodate an additional 5,700 homes and 50ha of employment and the East of Harry Stoke new neighbourhood will accommodate 2,000 homes as part of a mixed use community. This is on top of provision for around 2,400 homes and 14ha of employment at the Charlton Hayes which is an existing allocation. The Core Strategy also includes a number of policies that directly address transport requirements over the plan period:

- Policy CS7 - Strategic Transport Infrastructure: Sets out the schemes that will be given priority over the plan period. These include the completion of the Greater Bristol Bus Network, construction of a Rapid Transit network to serve communities of North and East Bristol Fringes and improvements to the rail services.
- Policy CS8 – Improving Accessibility: Sets out the approach to support improved accessibility and providing users of new development with a range of travel options other than the private car. Developments that create significant demand for travel will be more favourably considered where they are closer to public transport and facilities and services. Furthermore, developments should contribute to appropriate transport improvements and incorporate a mix of uses and active transport infrastructure to reduce the need to travel by car. Where car parking is provided as part of development it should be integrated as to not compromise the street scene, infrastructure for sustainable transport or highway safety.

**Policies Site and Places (PSP) Plan (South Gloucestershire District Council, 2017):** The PSP plan covers policies for development management and allocations for new and existing sites within South Gloucestershire. Alongside the two new neighbourhoods at Patchway / Cribbs Causeway and East of Harry Stoke, Policy PSP47 – Site Allocations and Safeguarding sets out a total of 31 sites/routes for development/safeguarding for transportation, minerals, education/community, sports and leisure, open space, retail, and housing/mixed uses.

The plan also includes the following policies which are of most relevance to transport:

- Policy PSP10 – Active Travel Routes: Which safeguards existing and proposed Active Travel Routes (ATR). One of these strategic cycling routes connects across the M48 to Chepstow.
- Policy PSP11 – Transport Impact Management: Which sets out the criteria which new developments that generate a demand for travel should meet.
- Policy PSP12 - Motorway Service Areas and Roadside Facilities: Which sets out criteria against which proposals for new Motorway Service Areas on the Strategic Highway Network, or new roadside service facilities on other transport routes will be considered.

- Policy PSP13 - Safeguarding Strategic Transport Schemes and Infrastructure: Which identifies that beyond the schemes set out within Strategic Policy CS7, the Council will work with partners to deliver:
  - The Avonmouth Severnside Project which includes a package of sustainable transport measures to promote walking, cycling and public transport use in the area and a new intermediate junction on the M49 to unlock the Avonmouth / Severnside Enterprise Area.
  - The approved MetroBus network as defined on the policies map, with a long-term aspiration for bus segregation.
- PSP14 - Safeguarding Rail Schemes and Infrastructure: Sets out the requirement for development proposals to safeguard the role of the existing rail lines, rail freight facilities and railway stations within South Gloucestershire and the delivery of the Severn Beach station enhancement.
- Policy PSP15 - Park and Ride / Share: Provides the criteria against which proposals for park and ride, park and share, and kiss and ride facilities will be acceptable. It also allocates land for a Park and Ride facility at Nibley and Tormarton.

### **Emerging Local Plan**

South Gloucestershire Council are currently in the process of developing a new Local Plan which will include a new strategy and policies to guide and manage growth and change over the next 15 years.

Most recently the council consulted upon the Local Plan 2020 – Phase 2 Urban, Rural and Key Issues document between February 2022 and April 2022. The Phase 2 document set out the approaches that could be taken forward in urban areas and within the boundaries of the district’s market towns as well as growth in the rural villages and settlements. While the document identifies a number of potential site allocations in urban areas and within the existing boundaries of the market towns, it does not identify individual sites across all areas.

The Phase 2 Urban, Rural and Key Issues document sets out to safeguard a number of sizeable existing employment sites in the North Fringe including at Cribbs Causeway (34.3ha), Jupiter Road (7.8ha), Patchway Industrial Estate (22.3ha), Land at Filton Northfield (16.8ha) and three sites East of A38 (Rolls Royce Main (35.2ha), South of B4057 and Southern Site (16.7ha)). Two safeguarded employment sites (Land West of A38 (including Runway and Royal Mail) and Land West of A38 and South of Railway Line) have been reduced to 24ha and 49ha respectively with potential housing site allocations suggested on parts of the land within their boundaries.

This page is intentionally left blank

**Monmouthshire County Council**

# Appendix F Local Transport Strategy

## Participation Report

Reference:

| 15 February 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number

**Ove Arup & Partners Limited**

4 Pierhead Street

Capital Waterside

Cardiff

CF10 4QP

United Kingdom

[arup.com](http://arup.com)

## Document Verification

**Project title**      Local Transport Strategy  
**Document title**    Participation Report  
**Job number**  
**Document ref**  
**File reference**

Revision	Date	Filename	Description		
			<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
		<b>Name</b>	Anna Fahey/ Matthew Kimmins	Allan Pitt	Ben Pritchard
		<b>Signature</b>			
		<b>Filename</b>			
		<b>Description</b>			
			<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
		<b>Name</b>			
		<b>Signature</b>			
		<b>Filename</b>			
		<b>Description</b>			
			<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
		<b>Name</b>			
		<b>Signature</b>			

Issue Document Verification with Document

<b>1.</b>	<b>Introduction</b>	<b>2</b>
1.1	Purpose of this report	2
1.2	Approach	2
<b>2.</b>	<b>Stakeholder Activities</b>	<b>3</b>
2.1	Monmouthshire Transport Forum	3
2.2	Stakeholder workshops	3
2.3	Non-Statutory Public Consultation	4
<b>3.</b>	<b>Public Consultation Responses</b>	<b>7</b>
3.1	Aims and Objectives	7
3.2	Active Travel	10
3.3	Bus	15
3.4	Rail	19
3.5	Community and on-demand services	23
3.6	Mobility Hubs and Interchanges	28
3.7	Roads, Streets and Parking	31
3.8	EV Charging Infrastructure	35
3.9	Behaviour Change and Information	38
3.10	Home to School Transport	42
3.11	Land Use Planning	46
3.12	Digital Connectivity	48
3.13	Freight and Logistics	51
	<b>Annexes</b>	<b>54</b>

## Tables

Table 1: Summary of key themes in response to LTS Aims and Objectives.	8
Table 2: Summary of key themes in response to Active Travel proposals.	13
Table 3: Summary of key themes in response to Bus proposals.	18
Table 4: Summary of key themes in response to Rail proposals.	22
Table 5: Summary of key themes in response to Community and On-Demand Services proposals.	27
Table 6: Summary of key themes in response to Mobility Hubs and Interchanges proposals.	31
Table 7: Summary of key themes in response to Roads, Streets and Parking proposals.	33
Table 8: Summary of key themes in response to EV Charging Infrastructure proposals.	36
Table 9: Summary of key themes in response to Behaviour Change and Information proposals.	41
Table 10: Summary of key themes in response to Home to School Travel proposals.	45
Table 11: Summary of key themes in response to Land Use Planning proposals.	47
Table 12: Summary of key themes in response to Digital Connectivity proposals.	50
Table 13: Summary of key themes in response to Freight and Logistics proposals.	53
Figure 1: Responses to ‘To what extent do you agree with our overarching aim?’	7
Figure 2: Responses to ‘To what extent do you agree with our objectives?’	8
Figure 3: Responses to ‘To what extent do you agree with our Active Travel policy ambition?’	10
Figure 4: Responses to ‘To what extent do you agree with our Active Travel objectives?’	10
Figure 5: Responses to ‘Please select the specific active travel initiatives you most support’.	11

Figure 6: Responses to ‘Please select which factors would increase your likelihood of walking, cycling or wheeling for your daily trips.’	13
Figure 7: Response to ‘To what extent do you agree with our bus policy ambition?’	15
Figure 8: Responses to ‘Please select the bus initiatives you most support.’	16
Figure 9: Responses to ‘Please select which factors are most likely to encourage you to use the bus more frequently in Monmouthshire.’	17
Figure 10: Responses to ‘To what extent do you agree with our rail policy ambition?’	19
Figure 11: Responses to ‘Please select which factors are most likely to encourage you to use rail travel more frequently’.	21
Figure 12: Responses to ‘To what extent do you agree with our community and on-demand services policy ambition?’	23
Figure 13: Responses to ‘Would you be more likely to travel using on demand services if the interventions were implemented?’	24
Figure 14: Responses to ‘If yes, which on-demand services are you more likely to use?’	25
Figure 15: Responses to ‘To what extent do you agree with expanding flexible bus services geographically and temporally?’	25
Figure 16: Responses to ‘To what extent do you agree with the proposals to explore rural transport options to stations?’	26
Figure 17: Responses to ‘To what extent do you agree with our mobility hubs and interchange policy ambition?’	28
Figure 18: Responses to ‘Please select the mobility hubs and interchange initiatives you most support.’	29
Figure 19: Responses to ‘Please select which factors are most likely to help you use sustainable modes of transport.’	30
Figure 20: Responses to ‘To what extent do you agree with our roads, streets and parking policy ambition?’	32
Figure 21: Responses to ‘Please select which roads, streets, ad parking initiatives you most support.’	33
Figure 22: Responses to ‘To what extent do you agree with our EV charging infrastructure policy ambition?’	35
Figure 23: Responses to ‘Please select the following factors which may impact or alter your view on Electric Vehicle ownership.’	36
Figure 24: Responses to ‘To what extent do you agree with our Behaviour Change and Information policy ambition.’	39
Figure 25: Responses to ‘To what extent do you agree that our Behaviour Change and Information initiatives will encourage a shift to sustainable transport?’	39
Figure 26: Responses to ‘What factors do you consider most important when encouraging you or others to shift to more sustainable modes of transport.’	40
Figure 27: Responses to ‘To what extent do you agree with our Home to School policy ambition?’	43
Figure 28: Responses to ‘To what extent do you agree that our home to school transport initiatives will encourage sustainable travel to school?’	43
Figure 29: Responses to ‘What factors do you consider the most important to reducing vehicle traffic around schools and creating a safer environment?’	44
Figure 30: Responses to ‘To what extent do you agree with our Land Use Planning policy ambition?’	46
Figure 31: Responses to ‘To what extent do you agree that our interventions will improve the interaction between land use planning and transport?’	47
Figure 32: Responses to ‘To what extent do you agree with our digital connectivity policy ambition?’	49
Figure 33: Responses to ‘If broadband speeds and connectivity across the county would this impact the amount you travel, e.g. working from home or local working hubs, shopping online, access the healthcare?’	49



Figure 34: Responses to ‘To what extent do you agree with our freight and logistics policy ambition?’	51
Figure 35: Responses to ‘If located at transport interchanges, public transport hubs and at other suitable locations, how likely are you to use parcel lockers, which offer 24/7 access?’	52

### **Drawings**

**No table of figures entries found.**

### **Pictures**

**No table of figures entries found.**

### **Photographs**

**No table of figures entries found.**

### **Attachments**

**No table of figures entries found.**

### **Annexes**

A.1	Consultation Booklet English and Welsh	54
A.2	Consultation Questionnaire English and Welsh	87
A.3	Virtual Engage Environment	162
A.4	Social Media Posts	163
A.5	Website Updates	167
A.6	Consultation Launch Stakeholder Email	167
A.7	Press Release Evidence from MCC	171

# 1. Introduction

## 1.1 Purpose of this report

This report provides a summary of the stakeholder engagement and public consultation activity carried out as part of the preparation of the Local Transport Strategy (LTS). This report has been continually updated following each engagement activity and forms an appendix to the LTS.

## 1.2 Approach

Given the wide range of issues and interests pertinent to the LTS, it was considered stakeholder involvement and support would be critical to its successful delivery.

Appendix B to the LTS provides a Stakeholder Engagement and Collaboration Plan. That was prepared to map stakeholders and agree the approach to engagement and consultation.

Appendix C provides a Stakeholder Engagement Workshops Summary report. That summarises the external stakeholder engagement undertaken as part of the development of the LTS, which focused on a series of workshop events.

Public consultation (non-statutory) was undertaken to help seek feedback on a draft plan. The feedback received on the draft plan as part of the public consultation was analysed, reviewed and considered, to help ensure the LTS took comments into account. This Participation Report summarises the feedback and explains how it has been taken into account.

Other engagement activities have been led by Monmouthshire County Council (MCC) throughout the development of the LTS, for example involving their Local Transport Forum, and local members briefings / discussions. The focus of those activities has been to help steer the development of the LTS taking into account the interests of all those involved in decision making and/or representing the people of Monmouthshire.

## 2. Stakeholder Activities

### 2.1 Monmouthshire Transport Forum

Acting as a think tank for transport including issues relating to policy within the MCC region, The Monmouthshire Transport Forum is a committee made up of county councillors from all groups and representatives of several transport groups active across Monmouthshire. The project team were invited to attend the Monmouthshire Transport Forum Committee held on 24 July 2023 via Microsoft Teams.

The purpose of the meeting was to allow the project team to present to the committee the proposed methodology, programme and deliverables of the LTS. There was also the opportunity for Forum members to ask questions and provide feedback which was then considered as part of the LTS development.

### 2.2 Stakeholder workshops

Three pre-consultation stakeholder meetings were held by the project team via Microsoft Teams and followed a presentation and Question & Answer format. An overview of each workshop is provided below.

#### 2.2.1 Stakeholder Workshop One

The first online stakeholder workshop took place on 11 July 2023. The purpose of the workshop was to understand the existing problems and present an agree the vision and objectives of the LTS. Within the meeting, stakeholders were tasked with identifying the challenges, opportunities, and ideas pertinent to any existing or emerging strategy, programmes and projects. Stakeholders attended the meeting representing MCC, Transport for Wales, Bus Users UK, Network Rail and Newport Transport.

During the workshop, themes of equality, behaviour change, modal shift, sustainable transport hierarchy, and governance were key topics of discussion. Further detail of the key themes raised during Workshop One can be found in Appendix C1 of the LTS.

#### 2.2.2 Stakeholder Workshop Two

A second Stakeholder Workshop was held by the project team on 26 July 2023 via Microsoft Teams in a similar style to the first. The purpose of the second workshop was to present and seek feedback on the emerging draft plan, including a draft delivery programme. Attendees reviewed the baseline evidence, suggested and discussed potential interventions. Stakeholders attended the meeting representing Welsh Government, Transport for Wales, Bus Users UK, Newport Transport, Cardiff Capital Region, and Transition Chepstow.

During the workshop, key topics of discussion included the objectives for the strategy, funding, delivery, feasibility and priorities for investment in different proposals. Further detail of the key themes raised during Workshop Two can be found in Appendix C2 of the LTS.

#### 2.2.3 Stakeholder Workshop Three

The third and final pre-consultation Stakeholder Workshop took place on 8 August 2023 via Microsoft Teams in a similar style to the first and second. The workshop focused on the appraisal process, results and categorisation of the proposals. Stakeholders attended the meeting representing MCC, Welsh Government, Transport for Wales, Bus Users UK, Newport Transport and Transition Chepstow.

During the workshop, stakeholders raised concerns about options being “sifted out” on grounds of not meeting Welsh Government policy objectives and that they should be acknowledged to involve risks but should be subject to further consideration (including consultation feedback). The delivery plan was also considered in terms of the time period of the plan and what could be achieved. Further detail of the key themes raised during Workshop Three can be found in Appendix C3 of the LTS.

## 2.3 Non-Statutory Public Consultation

### 2.3.1 Online public exhibition

A dedicated Virtual Engage platform was set up for the consultation period:

<https://mcclocaltransportStrategy.virtual-engage.com>. The public consultation and virtual exhibition environment aimed to, as far as practicable, replicate the traditional in-person ‘town hall’ setting, and allowed interested parties to view proposals and provide their feedback at any time of day, at their leisure. This approach was successfully applied to previous MCC transport consultations, for example Chepstow Transport Study, encouraging all groups of people to access information and have their say in a variety of ways (as described below).

The room included copies of the consultation documents, which provided an explanation of the purpose and proposals associated with the draft plan. A list of the documents made available to all is provided below.

- Exhibition banners: A summary of the approach, focus areas including policy ambitions and proposed interventions. Contact details were provided with options as to how people could provide feedback.
- Feedback questionnaire: Designed for respondents to be able to submit their views on the draft plan, allowing both qualitative and quantitative responses, making it easier for people to have their say.
- Draft plan: A more detailed and technical document explaining the purpose, context, evidence base, policy ambitions, objectives and assessments undertaken to inform the proposed interventions within each focus area.
- Strategy vision map: Helping visualise some of the proposals.

Bilingual versions of the exhibition boards and feedback questionnaire were provided, copies of which can be found in Annex’s A.1 and A.2. Alternative formats, such as PDF, Word, hard copies and translations (e.g. Welsh language) were offered on request.

As a result of feedback taking into account the Christmas holidays, the public consultation period was extended for three weeks. The Virtual Engage environment opened from 9am on 17 November 2023 (the consultation launch date) and closed at 11:59pm on 5 January 2024.

Screenshots of the Virtual Engage environment can be found in Annex A.3.

In accordance with GDPR compliance and requirements<sup>1</sup>, the Virtual Engage platform is able to gather data on how many people viewed the virtual environment, what proposals were viewed the most and how people accessed the online exhibition. A summary of this is provided below.

- 2,434 different people visited the exhibition.
- 52.7% of viewers used a desktop computer / laptop to access the Virtual Engage environment, 41.6% used a mobile phone and 5.7% used a tablet.
- The most commonly answered questions were in relation to Behaviour Change, Active Travel, Roads Streets and Parking and the Aims and Objectives.
- Aims and Objectives was the exhibition board (in English) which was the most viewed document.

---

<sup>1</sup> <https://www.monmouthshire.gov.uk/your-privacy/>

### 2.3.2 Project email address

A dedicated project email address, hosted and monitored by Arup, was set up for the project. The email address allowed the public and other interested parties to ask specific questions about the proposals and submit their feedback during the consultation period. Requests could also be made for further information, any technical help needed, or ask for paper / alternative copies of consultation materials.

The email address was promoted via the consultation documents (see Annex ) and associated publicity (see Annex A.4 and A.5).

Emails received during the consultation period primarily involved requests for hard copies of consultation materials. Some emails related to any reinstatement of the Severn Bridge Tolls, which attracted political and media attention during the consultation - this is summarised and responded to in section 2.3.9 of this report.

Email responses also included formal responses to the consultation, these have been summarised and responded to in Section 0 of this report.

### 2.3.3 Project freephone telephone line

The project team acknowledges that some groups of people may have difficulty accessing the internet and online exhibition or may wish to speak with members of the project team to ask questions or discuss their concerns. As a result, a dedicated project freephone telephone line, hosted by Arup, was set up for the project. The telephone line was open between 9am-5.30am Monday through Friday, and a voicemail service was activated so that messages could be left outside of traditional working hours, allowing call backs.

The freephone telephone number was promoted across the consultation documents (see Annex A.1) and associated publicity (Annex A.4 and A.5).

Those who contacted the project team via telephone typically requested hard copies of the consultation materials or sought clarification on where more information about a particular intervention could be found. No formal responses were provided via the freephone telephone line.

### 2.3.4 Project freepost address

To accommodate paper responses to the consultation, a freepost address was established, hosted by Arup's Cardiff Office. This allowed interested parties to provide a response to the consultation at no postage cost to them (with the fee covered by the Council). The freepost address was promoted across the consultation documents (see Annex A.1) and associated publicity (Annexes A.4 and A.5) Stakeholder notifications

On 29 November 2023, an email of notification was sent to the stakeholders that were engaged with as part of the Stakeholder Workshops and Monmouthshire Transport Forum, encouraging their involvement in the public consultation. The email contained details of the consultation. On 7 December 2023 a further email was sent to these stakeholders notifying them that the consultation had been extended, with the new deadline for submitting their feedback being 5 January 2024. A copy of these emails can be found in Annex A.6.

### 2.3.5 Website updates

A total of four website updates were published on Monmouthshire County Council's web page. They were published to announce the launch of consultation, and to encourage responses throughout the consultation period. Updates also included notification of the change of the consultation deadline (as extended), provide a copy of the draft plan and associated questionnaire. Screenshots of the published website updates can be found in Annex A.5.

### 2.3.6 Social media

English and Welsh language social media posts were published throughout the consultation period via Monmouthshire County Council's Facebook and Twitter, to announce the launch of the consultation, and encourage participation. Screenshots of the published social media posts can be found in Annex A.4.

### 2.3.7 Press releases

Monmouthshire County Council liaised with local media publications and issued a press release to announce the launch of the public consultation. This was published in the Wales 247 online newspaper and the Monmouthshire Beacon online news article. Other media sources also covered the consultation. Screenshots can be found in Annex A.7.

### 2.3.8 Media regarding the Severn Bridge Tolls and Congestion Zones

The draft plan made references to the Severn Bridge Tolls and Congestion Zones, which led to comments by the local MP and a question in the Senedd during the consultation period. Press coverage on included via the Daily Mail, Wales Online and Nation Cymru. Screenshots can be found in Annex A.7 A Monmouthshire County Council statement in response to the political and media coverage was published on the Council website, and a screenshot can be found in Annex A.7.

### 3. Public Consultation Responses

Whilst individuals and organisations were encouraged to submit formal responses using the provided feedback questionnaire, some provided emailed or postal free form responses.

The formal questionnaire was divided into sections which mirrored the focus areas of the draft plan.

A total of 336 responses were received, which includes the acceptance of three late responses (received after the close of the consultation, accepted on a discretionary basis). Of those, 224 responses were received through the online exhibition platform (virtual engage); and there were 111 email responses and 1 postal response. 242 participants responded using the formal feedback questionnaire.

Appreciating that all responses to the questionnaire may not have interest and/or opinion on all the draft plan focus areas, none of the questions were mandatory to respond to. This means that whilst there was a total of 242 responses to the consultation received in the feedback questionnaire format, this may not be an accurate representation of how many responses were received against each of the questions. Therefore, included on the analysis of each question is also a numerical value of how many responses were received in relation to each question.

Some responses to the consultation suggested an alternative proposal, design or approach. Where appropriate and applicable, these have been summarised and responded to accordingly.

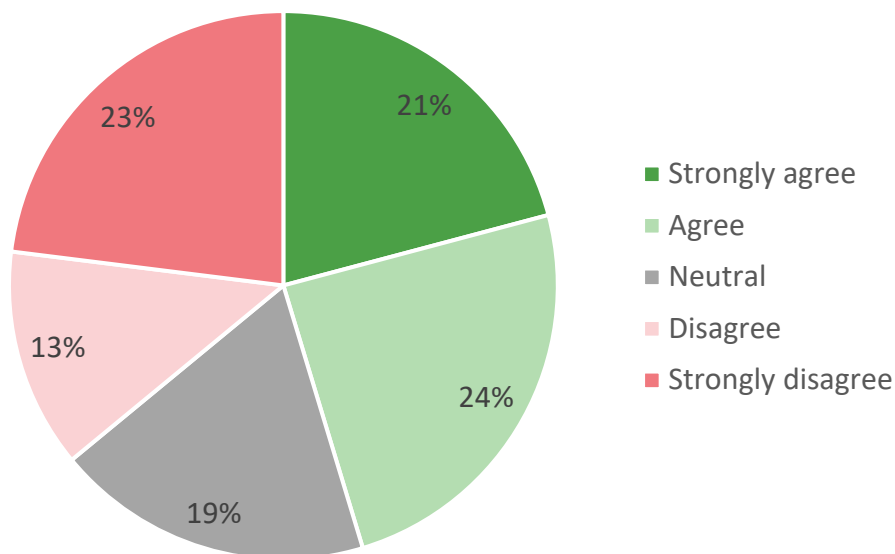
The following subsections of Chapter 3 of this report provide a summary of the responses against each question, where appropriate.

#### 3.1 Aims and Objectives

##### 3.1.1 To what extent do you agree with our overarching aim?

139 participants provided their views on this question. Figure 1 below provides a visual illustration of the quantitative results. It shows that 63/139 (45%) selected that they either agreed or strongly agreed, 26/139 (19%) said they were neutral, and 50 (36%) selected that they either disagreed or strongly disagreed.

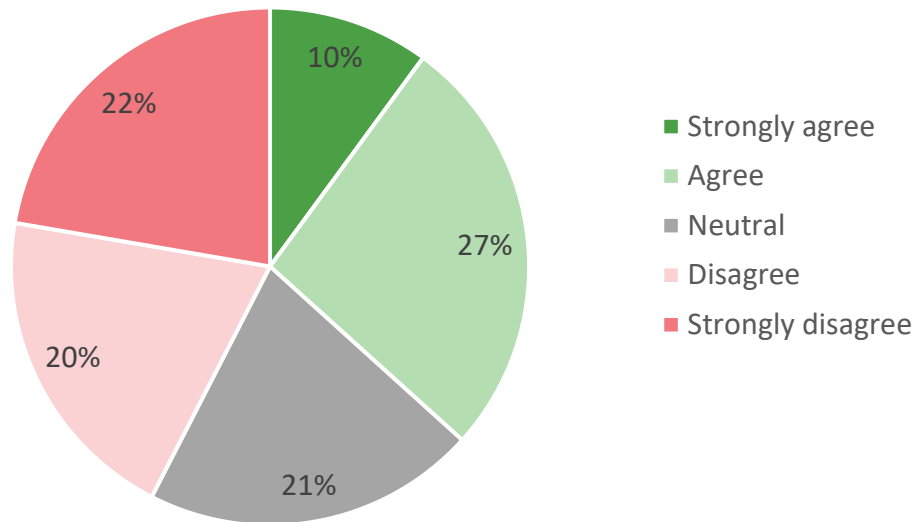
Figure 1: Responses to 'To what extent do you agree with our overarching aim?'



### 3.1.2 To what extent do you agree with our objectives?

139 participants provided their views on this question. Figure 2 below provides a visual illustration of the quantitative results. It shows that 46/139 (37%) selected that they either agreed or strongly agreed, 29/139 (21%) said they were neutral, and 59/139 (42%) selected they either disagreed or strongly disagreed.

**Figure 2: Responses to 'To what extent do you agree with our objectives?'**



### 3.1.3 Do you have any other comments on our aims or objectives?

Out of the 336 total responses received, 148 participants provided their views on or in relation to this question. Outlined below is a summary of the key themes raised within the qualitative comments received in response to the aims and objectives proposals. To view a detailed account of the qualitative feedback received on the Aims and Objectives focus area, and the project response, please refer to Annex B.2.

**Table 1: Summary of key themes in response to LTS Aims and Objectives.**

Consultation response	Project/Design response
Some participants were in support of the LTS and considers it to be ambitious and welcomes the interventions. Also agree with the visions and objectives of the Strategy and that the LTS outlines key issues in Monmouthshire, however, suggests more focus and consideration for the aging population.	The Strategy seeks to improve accessibility for all groups of people.
Respondents consider the priority of the objectives should be rearranged. Objective 4 should become objective 1. It is also considered that none of the aims, objectives or policies should disadvantage any groups of people.  In addition, respondents did not agree with the need for Objective 3 and the consideration of the Welsh language in the proposals. Respondents consider Objective 3 should be of lower priority.	The Objectives are aligned with the Welsh Transport Strategy and are all in equal weight and equally important.  The project team note the importance on not disadvantaging any groups of people, and therefore have updated Objective 1 to reflect the need for inclusivity.  Regarding Welsh Language, MCC is committed to protecting and enhancing the Welsh language as part of the strategy, considering its other objectives.



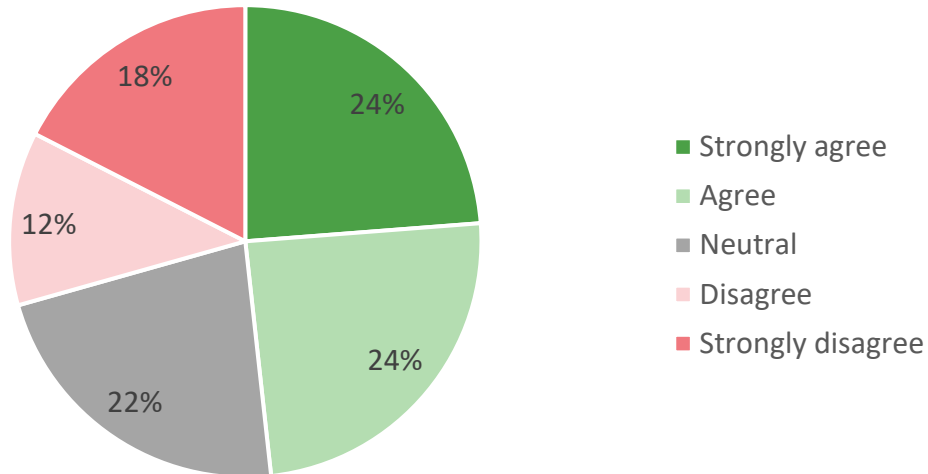
Consultation response	Project/Design response
<p>Participants consider the LTS to be anti-car and that policies focus too much on active travel and moving away from the private car. Initiatives are considered a waste of money, and more focus should be given to roads and congestion issues.</p>	<p>The Strategy seeks to improve accessibility for all groups of people, including those who rely on the private car. MCC is committed to decarbonising transport and encouraging modal shift where and as appropriate.</p>
<p>Participants suggest that MCC funds should be focusing on creating accessible communities which do not persecute those that drive as active travel is not accessible to all. As part of this, suggest that access to hospitals other than the Grange should be considered.</p>	<p>Section 6.6 addresses this "Develop schemes in partnership with local people and prioritise safe and accessible pathways that cater to individuals of all abilities and backgrounds." as well as AT13. Access to all healthcare facilities including by sustainable modes of travel is important. The revised strategy will clarify that position.</p>
<p>Participants express concern surrounding the ability to deliver the strategy, including funding, cost, and implementation of proposals. Consider for how much the proposals will cost little will be done to tackle climate change. Some participants consider the LTS to be idealistic and the policies need to be revisited as there is general lack of understanding of where the local community commute to.</p>	<p>The strategy aims to be ambitious but deliverable. MCC acknowledge that the Strategy s proposals are ambitious and will continue to work with partners to access funding to enable interventions to be implemented. The strategy is underpinned by a comprehensive evidence based including original-destination trip data, and further work will be undertaken as part of the SEWCJC to understand local and regional movements as part of the emerging RTP.</p>
<p>Participants do not consider the LTS to be practical, feasible and there will be resources to provide public transport infrastructure and the proposals for those that live in rural areas including elderly people living there. Considers the Strategy to be very town centric. MCC needs to ensure rural areas have equal accessibility as those in the major towns, such as an emphasis on increasing sustainable travel options to tourist areas outside of main towns such as Tintern.</p>	<p>The LTS aims to provide better services to rural areas - see BUS6 (Rural bus routes) and section 6.9. The strategy aims to be ambitious but deliverable. The Delivery Plan sets out how the measures could be progressed. The draft Strategy consultation has sought feedback on a wide range of options including those that aim to improve accessibility for those living in towns and rural areas, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Strategy. MCC is committed to this and please see measure ODS 1 - Wye Valley tourism Fflecsi and Sherpa services as well as BCI 1 - Wye valley tourism walking and bus route maps.</p>

### 3.2 Active Travel

#### 3.2.1 To what extent do you agree with our Active Travel policy ambition?

Out of 242 responses to the feedback questionnaire, a total of 143 participants provided their views on this question. Figure 3 below provides a visual illustration of the quantitative results. It shows that 69/143 participants (48%) selected that they either agreed or strongly agreed, 32/143 (22%) were neutral, and 42/143 (30%) selected that they either disagreed or strongly disagreed with the Active Travel policy ambition proposals.

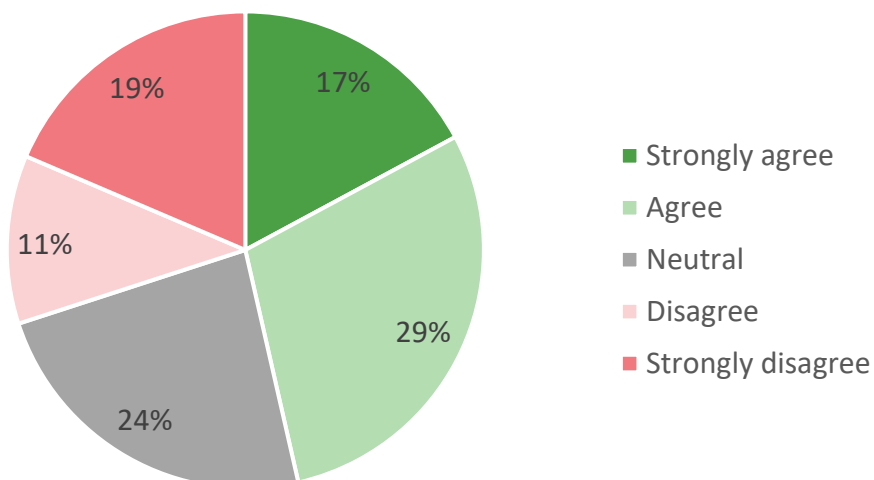
Figure 3: Responses to 'To what extent do you agree with our Active Travel policy ambition?'



#### 3.2.2 To what extent do you agree with our Active Travel objectives?

Out of 242 responses to the feedback questionnaire, a total of 140 participants provided their views on this question. Figure 4 below provides a visual illustration of the quantitative results. It shows that 65/140 participants (46%) selected that they either agreed or strongly agreed, 33/143 (24%) were neutral, and 42/143 (30%) selected that they either disagreed or strongly disagreed with the Active Travel policy objectives.

Figure 4: Responses to 'To what extent do you agree with our Active Travel objectives?'

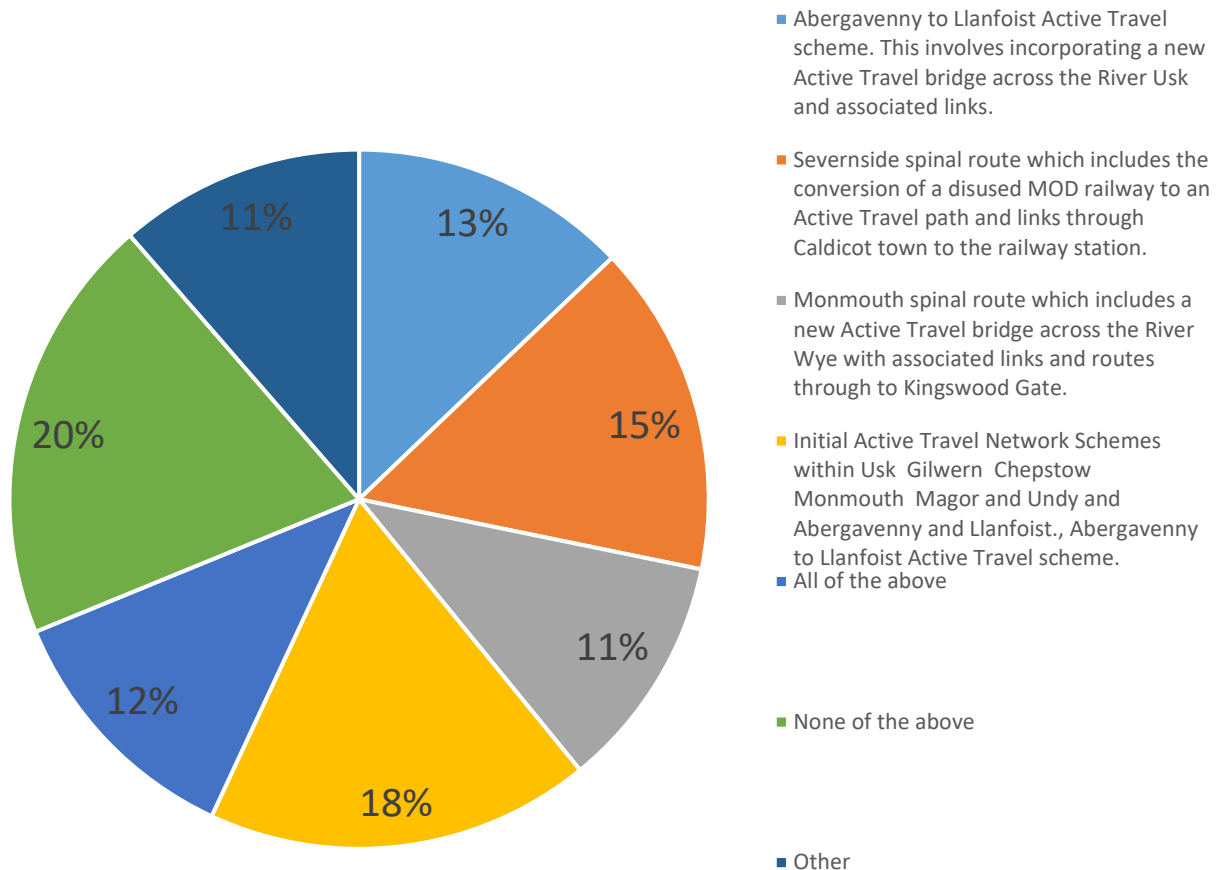


### 3.2.3 Please select the specific active travel initiatives you most support.

Of the 242 participants who responded using the formal feedback questionnaire, 137 participants provided a response to this question. This question allowed multiple choices to be made and attracted 202 selections. The bullet points below show how many times a participant selected an option. Figure 5 shows the proportion each option was selected.

- 40/137 (29%) of respondents selected none of the proposed options listed.
- 36/137 (26%) of respondents selected the proposed initial Active travel Network Schemes within Usk, Gilwern, Chepstow, Monmouth, Magor and Undy, and Abergavenny and Llanfoist. Abergavenny to Llanfoist Active Travel scheme.
- 31/137 (23%) of respondents selected the proposed Severnside spinal route which includes the conversion of the disuse MOD railway to an Active Travel path and links through Caldicot town to the railway station.
- 26/137 (19%) of respondents selected the proposed Abergavenny to Llanfoist Active Travel scheme. This involves incorporating a new Active Travel bridge across the River Usk and associated links.
- 24/137 (18%) of respondents selected the all the proposed options listed.
- 23/137 (17%) of respondents proposed 'other' options to those listed.
- 22/137 (16%) of respondents selected the proposed Monmouth spinal route which includes a new Active Travel bridge across the River Wye with associated links and routes through Kingswood Gate.

**Figure 5: Responses to 'Please select the specific active travel initiatives you most support'.**

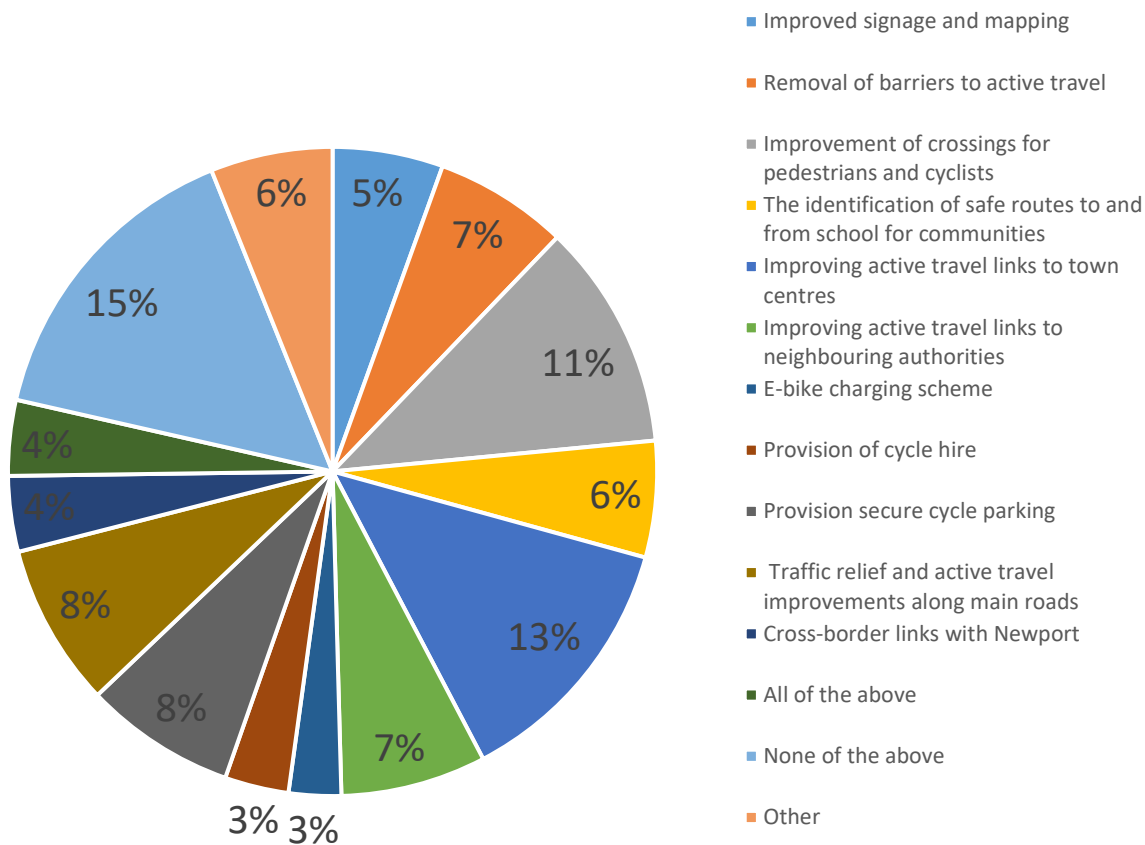


### 3.2.4 Please select which factors would increase your likelihood of walking, cycling, or wheeling for your daily trips.

Of the 242 participants who responded using the formal feedback questionnaire, 138 participants provided a response to this question. This question allowed multiple choices to be made and attracted 345 selections. The bullet points below show how many times a participant selected an option. Figure 6 shows the proportion each option was selected.

- 53/138 (38%) of respondents supported none of the proposed options listed.
- 45/138 (33%) of respondents supported the proposed improvement of active travel links to town centres.
- 39/138 (28%) of respondents supported the proposed improvement of crossings for pedestrians and cyclists.
- 28/138 (20%) of respondents supported the proposed traffic relief and active travel improvements along main roads.
- 26/138 (19%) of respondents supported the proposed provision of secure cycle parking.
- 25/138 (18%) of respondents supported the proposed improvement to active travel links to neighbouring authorities.
- 23/138 (17%) of respondents supported the proposed removal of barriers to active travel.
- 21/138 (15%) of respondents proposed 'other' options to those listed.
- 20/138 (14%) of respondents supported the proposed the identification of safe routes to and from school for communities.
- 19/138 (14%) of respondents supported the proposed improved signage and mapping.
- 13/138 (9%) of respondents supported all of the proposed options listed.
- 13/138 (9%) of respondents supported cross border links with Newport.
- 11/138 (8%) of respondents supported the proposed provision of cycle hire.
- 9/138 (7%) of respondents supported the proposed e-bike charging scheme.

**Figure 6: Responses to 'Please select which factors would increase your likelihood of walking, cycling or wheeling for your daily trips.'**



**3.2.5 Please explain your choices here or provide any other comments about our active travel policy and initiatives- Free text response.**

Outlined below is a summary of the key themes raised within the 'other' comments received in response to the Active Travel proposals. This summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received on the Active Travel focus area, and the project response, please refer to Annex B.3.

Out of the 336 total responses received, 125 participants provided their views on or in relation to this question.

**Table 2: Summary of key themes in response to Active Travel proposals.**

Consultation response	Project/Design response
Participants expressed general opposition to active travel proposals as they discriminate against and are not accessible for the aging population, disabled or those with health issues. Suggest Strategy s should consider OAPs and other demographics who have limited financial resources and cannot afford to buy and run EVs.	The strategy seeks to improve accessibility for all groups of people. The Strategy includes various improvements to the bus and rail network to enable all groups of people to travel sustainably if active travel is not an option; MCC supports e-bike rental and cycle hire schemes to lower barriers to accessing these (see AT17 and OD7).

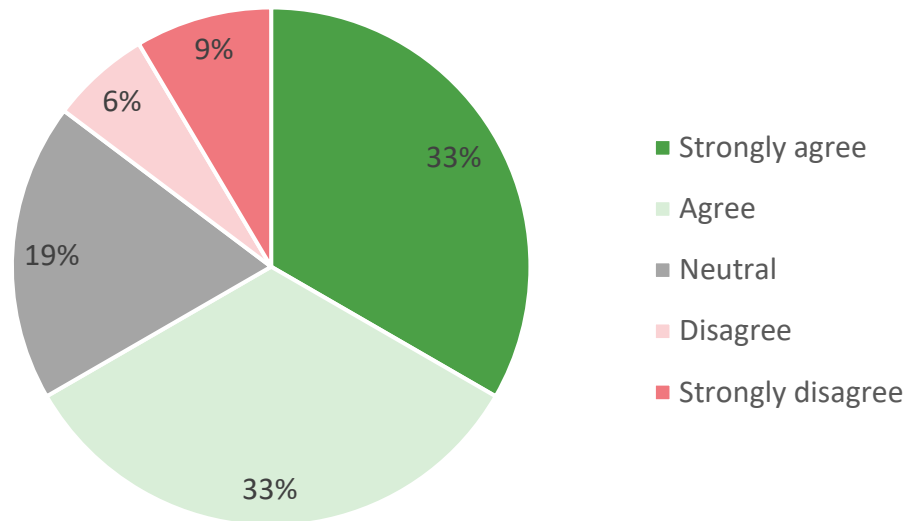
Consultation response	Project/Design response
<p>Participants expressed general opposition to AT interventions, consideration that none would be of use and should be rethought. Residents do not have an interest in cycling and priority should be on maintaining roads and public transport. Considers the AT proposals apply to those who only work and live in Monmouthshire. Concern that the AT proposals are expensive, threatening to those that use the car and that there are no revenue provisions for the schemes.</p>	<p>The strategies objectives and measures align with Welsh Government and local policies to improve active travel usage. The Strategy seeks to improve accessibility for all groups of people. The objectives of the AT interventions is "Focus on journeys shorter than 3 miles to education, employment, shopping, health destinations, bus and rail stations that can reduce everyday car journeys, and make walking, cycling and wheeling the easiest option.". The LTS equally includes road improvement (RSP 9) and improvements to the public transport network (section 6.7 &amp; 6.8).</p>
<p>Participants expressed general support for AT proposals, especially cycle parking and safe cycle routes. Suggest dedicated cycle/ walking lanes alongside major roads. Also suggest improved car parking at AT pinch points, where AT is located and where there are interchanges between modes.</p>	<p>MCC is committed to delivering on its responsibilities for active travel and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. The strategy seeks to improve accessibility for all groups of people. Measures MHI7 and MHI11 target improved cycle parking at bus stops and interchanges to help integrate sustainable modes of travel.</p>
<p>Participants consider proposals are impractical for Chepstow due to topography and congested through roads make all aspirations unachievable. Further concern that there are no new AT routes for Chepstow.</p>	<p>MCC are committed to improving active travel conditions and facilitating modal shift to reduce congestion and improve travel conditions for all groups of people. Measure AT3 includes ATNM proposals in Chepstow, and MCC is working with partners to secure funding for its active travel improvements in Chepstow.</p>
<p>Overall, a lot of comments that AT proposals will not work in rural areas, where buses are too infrequent to go both ways. Suggests implementing 20mph on rural roads currently too dangerous to allow safe use by cyclists/ peds etc.</p>	<p>The strategy acknowledges the rural communities and proposes improvements to rural bus services and on demand DRT services to link to the timetabled network. A speed limit strategy including for rural roads is proposed in RSP6.</p>
<p>Participants express general support with AT interventions and infrastructure investments; consider they reflect alternative transport options which the public will use, especially if these take the same amount of time as using the car.</p>	<p>Focus of AT improvement is journeys of less than 3 miles = 20-minute cycle</p>

### 3.3 Bus

#### 3.3.1 To what extent do you agree with our bus policy ambition?

Out of 242 responses to the feedback questionnaire, a total of 129 participants provided their views on this question. Figure 7 below provides a visual illustration of the quantitative results. It shows that 86/129 participants (66%) selected that they either agreed or strongly agreed, 24/129 (19%) were neutral, and 19/129 (15%) selected that they either disagreed or strongly disagreed with the bus policy ambition proposals.

Figure 7: Response to 'To what extent do you agree with our bus policy ambition?'



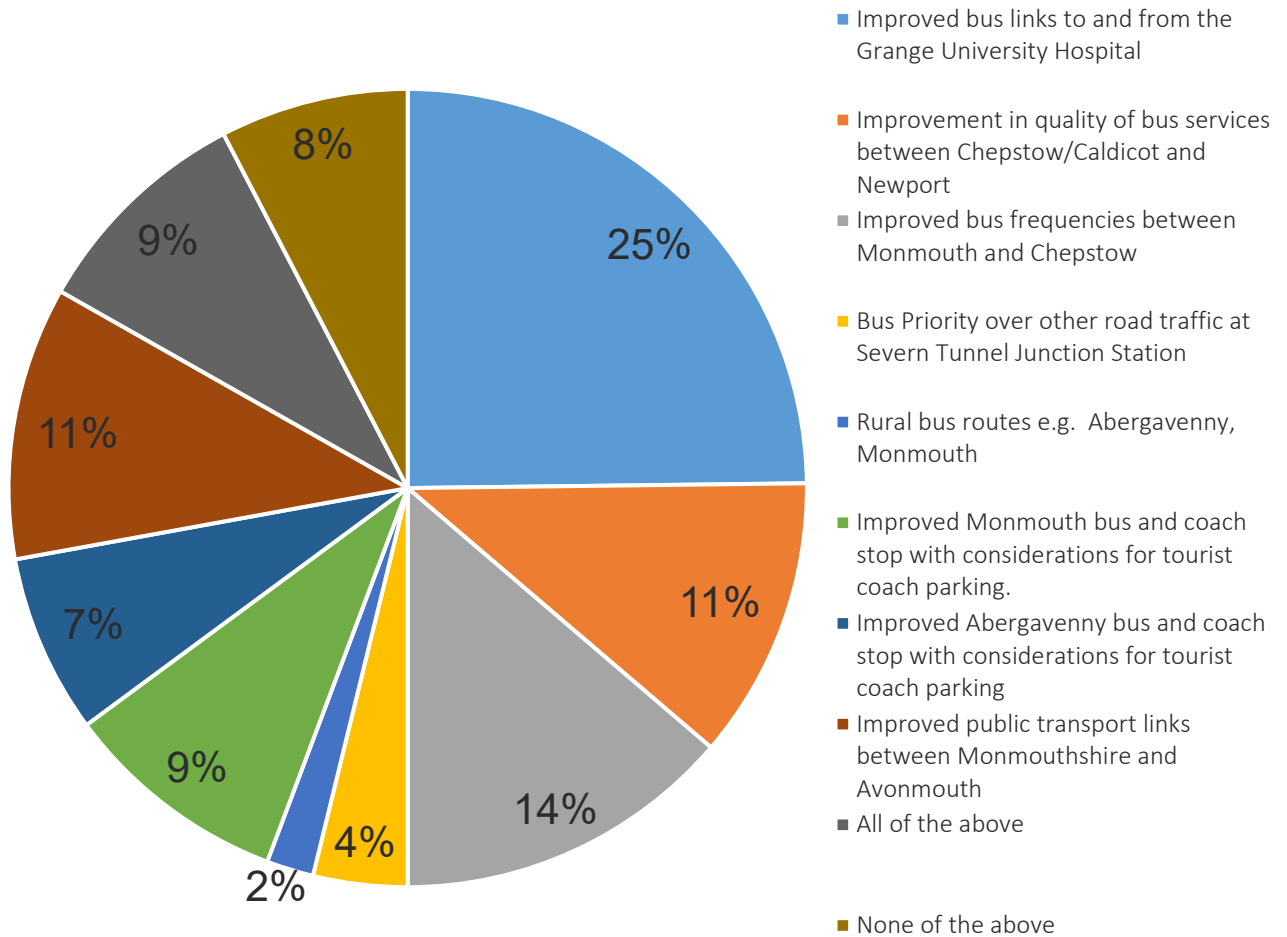
#### 3.3.2 Please select the bus initiatives you most support.

Of the 242 responses to the feedback questionnaire, a total of 127 participants provided their views on this question. This question allowed multiple choices to be made and attracted 263 selections. The bullet points below show how many times a participant selected an option. Figure 8 shows the proportion each option was selected.

- 65/127 (51%) of respondents supported the proposed improved bus links to and from the Grange University Hospital.
- 36/127 (28%) of respondents supported the proposed improved bus frequencies between Monmouth and Chepstow.
- 30/127 (24%) of respondents supported the proposed improvement in quality of bus services between Chepstow/ Caldicot and Newport.
- 29/127 (23%) of respondents supported the proposed improved public transport links between Monmouthshire and Avonmouth
- 24/127 (19%) of respondents supported all the proposed options listed.
- 24/127 (19%) of respondents supported the proposed improved Monmouth bus and coach stop with considerations for tourist coach parking.
- 20/127 (16%) of respondents supported the proposed improved Abergavenny bus and coach stop with considerations for tourist coach parking.
- 20/127 (16%) of respondents supported none of the proposed options listed.

- 10/127 (8%) of respondents supported the proposed bus priority over other road traffic at Severn Tunnel Junction Station.
- 5/127 (4%) of respondents supported the proposed rural bus routes e.g. Abergavenny, Monmouth.

**Figure 8: Responses to 'Please select the bus initiatives you most support.'**



**3.3.3 Please select the which factors are most likely to encourage you to use the bus more frequently in Monmouthshire.**

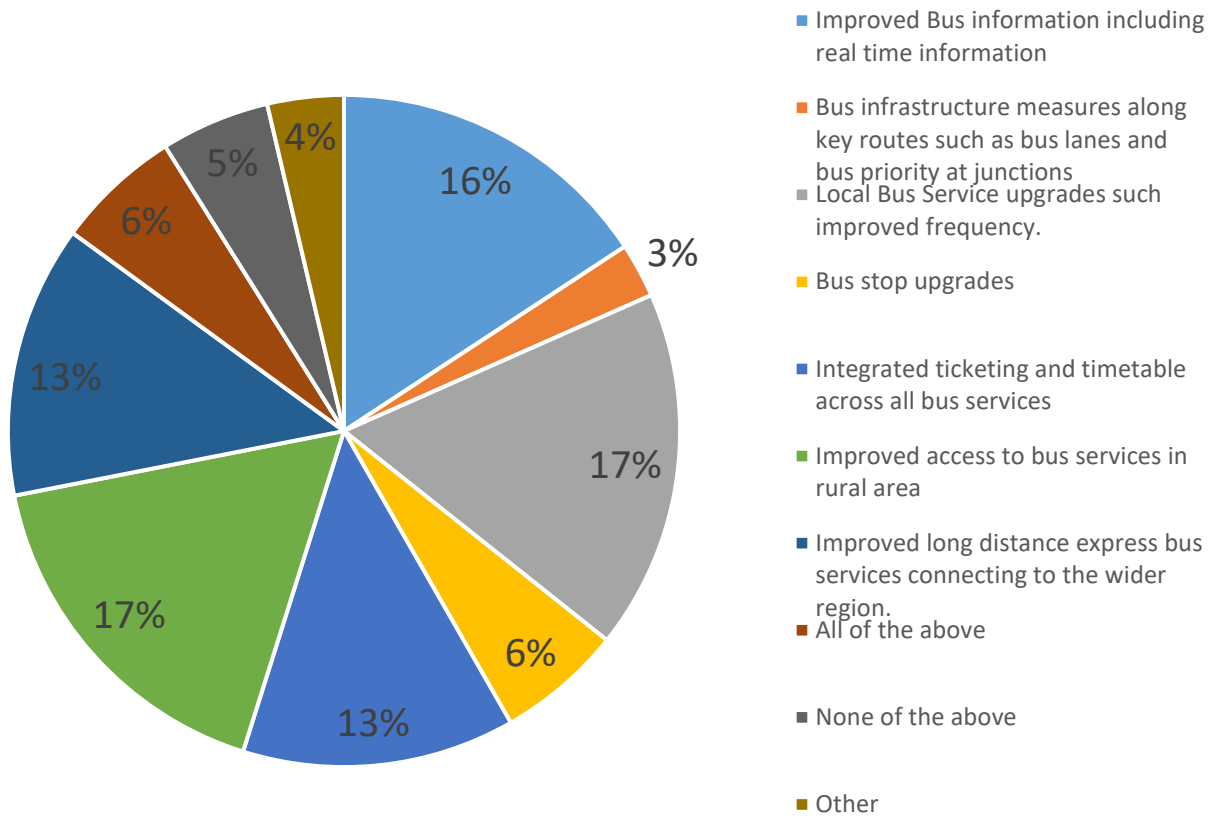
Of the 242 responses to the feedback questionnaire, a total of 132 participants provided their views on this question. This question allowed multiple choices to be made and attracted 381 selections. The bullet points below show how many times a participant selected an option. Figure 9 shows the proportion each option was selected.

- 66/132 (50%) of respondents supported the proposed local bus service upgrades such as improved frequency.
- 65/132 (49%) of respondents supported the proposed improved access to bus services in rural areas.
- 60/132 (45%) of respondents supported the proposed improved bus information including real time information.
- 50/132 (38%) of respondents supported the proposed integrated ticketing and timetable across all bus services.



- 50/132 (38%) of respondents supported the proposed improved long distance express bus services connecting to the wider region.
- 23/132 (17%) of respondents supported all the proposed options listed.
- 23/132 (17%) of respondents supported the proposed bus stop upgrades.
- 20/132 (15%) of respondents supported none of the proposed options listed.
- 14/132 (11%) of respondents proposed 'other' options to those listed.
- 10/132 (8%) of respondents supported the proposed bus infrastructure measures along key routes such as bus lanes and bus priority at junctions.

**Figure 9: Responses to 'Please select which factors are most likely to encourage you to use the bus more frequently in Monmouthshire.'**



3.3.4 Please explain your choices here, or provide any other comments about our bus policy and initiatives? Free text response.

Outlined below is a summary of the key themes raised within the ‘other’ comments received in response to the Bus proposals. This summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received on the Bus focus area, and the project response, please refer to Annex B.4.

Out of the 336 total responses received, 116 participants provided their views on or in relation to this question.

**Table 3: Summary of key themes in response to Bus proposals.**

Consultation response	Project/Design response
<p>Participants consider current bus services as insufficient. Suggests having bus stops and routes near houses. Suggests using school car parks in the summer to provide space for extra demand.</p>	<p>MCC supports bus stops and routes servicing residential areas. MCC are working with TFW on the roll out of real time digital displays. MCC continue to apply for funding for bus shelter infrastructure and will undertake improvements as funding becomes available.</p>
<p>Participants support the provision of increased buses and bus services.</p>	
<p>Suggests rural bus services need to be given priority. As Rural bus services are unreliable there needs to be cheaper and more frequent bus services in these areas. Would like the new strategy to include a rural bus service from Abergavenny to Monmouth which uses the B4233 which connects several settlements in North Monmouthshire. Supports the improved frequency and numbers of buses especially in rural areas. Suggests in the long term they would need to increase further than hourly between 8am and 6pm as in reality that is still a very short timetable for commuters/workers. Suggests less focus on bus stations and more focus on more bus routes through the rural communities as once or twice a day transport will not entice any workforce to use rurally. Further, a 20-minute walk to the bus stop followed by a 30-minute bus ride vs a 25 minute car journey will always be a no-brainer. Suggests that due to the rural nature of Monmouthshire, we need the ability to park near key bus stops, as we are not able to walk/cycle to them due to their location.</p>	<p>On-demand / flexible DRT services are proposed for rural areas. On demand services will link rural locations to the timetabled bus network (ODS3). MCC will consider the bus routes and hours of operation with service providers as part of the next steps for bus franchising in Wales. We will work with neighbouring authorities to improve cross border connectivity</p>
<p>Participants question the deliverability of proposals, disagree that bus services will become franchised, as the current operators seem to be reducing rather than increasing services it can be assumed they see no profit. How will these increased services be funded? Considers improving bus services for Monmouth to an acceptable level is likely to be impossible. There is no interest from National Express to stop at Monmouth with 8 coaches a day that pass.</p>	<p>We’re supportive of the Welsh Government proposals to reshape the way bus services in Wales are governed through local franchising. Bus operators would provide services under contract, on behalf of local authorities. This would give local councils greater control over bus timetables, routes and fares, making them better meet local needs. Please refer to the proposals for One network, one timetable, one ticket.</p>

Consultation response	Project/Design response
<p>Participants consider integrating transport will increase congestion, as more transport modes on the roads</p> <p>Suggests physically bring bus and rail services to the same place. To have regional and local bus and rail service terminals on same site would greatly enhance value. Suggests a fully integrated bus/ rail service, linking to Cardiff and London. Bus/ rail interchange at Abergavenny. Those who have a regular commute should be encouraged to develop sharing networks. Ride share points could be developed. Drivers should have some vetting. Local taxi services need to be protected. They could form part of a flexi pick up scheme around towns and villages.</p>	<p>The aim of the intervention is to facilitate modal shift away from the private car by making it easier for people to make sustainable travel choices, in turn reducing congestion. MCC does monitor patronage data and will make evidence-based decisions to propose changes.</p> <p>MCC supports this suggestion and please refer to proposals in section 6.5. MCC support these suggestions and seek to improve connectivity with on-demand and community services</p>
<p>Participants suggest cycle storage at bus stops.</p>	<p>This is covered in measure MHI7</p>

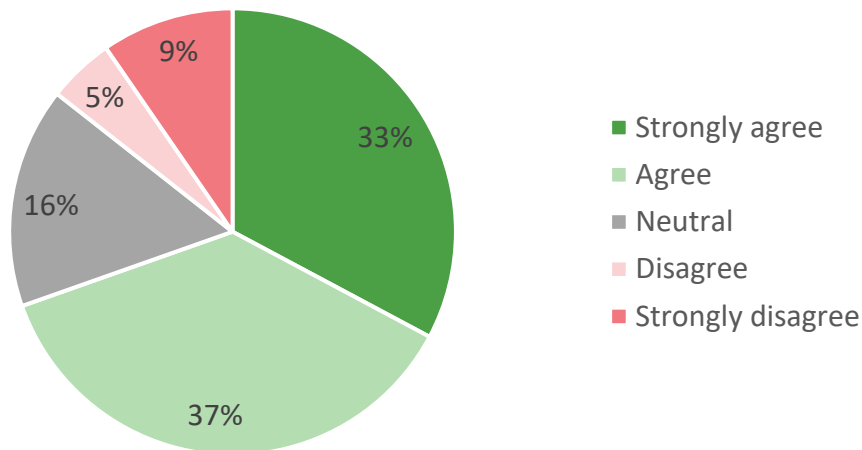
### 3.4 Rail

#### 3.4.1 To what extent do you agree with our rail policy ambition?

Out of 242 responses to the feedback questionnaire, a total of 125 participants provided their views on this question.

Figure 10 below provides a visual illustration of the quantitative results. It shows that 87/125 participants (70%) selected that they either agreed or strongly agreed, 20/125 (16%) were neutral, and 18/125 (14%) selected that they either disagreed or strongly disagreed with the rail policy ambition proposals.

**Figure 10: Responses to 'To what extent do you agree with our rail policy ambition?'**

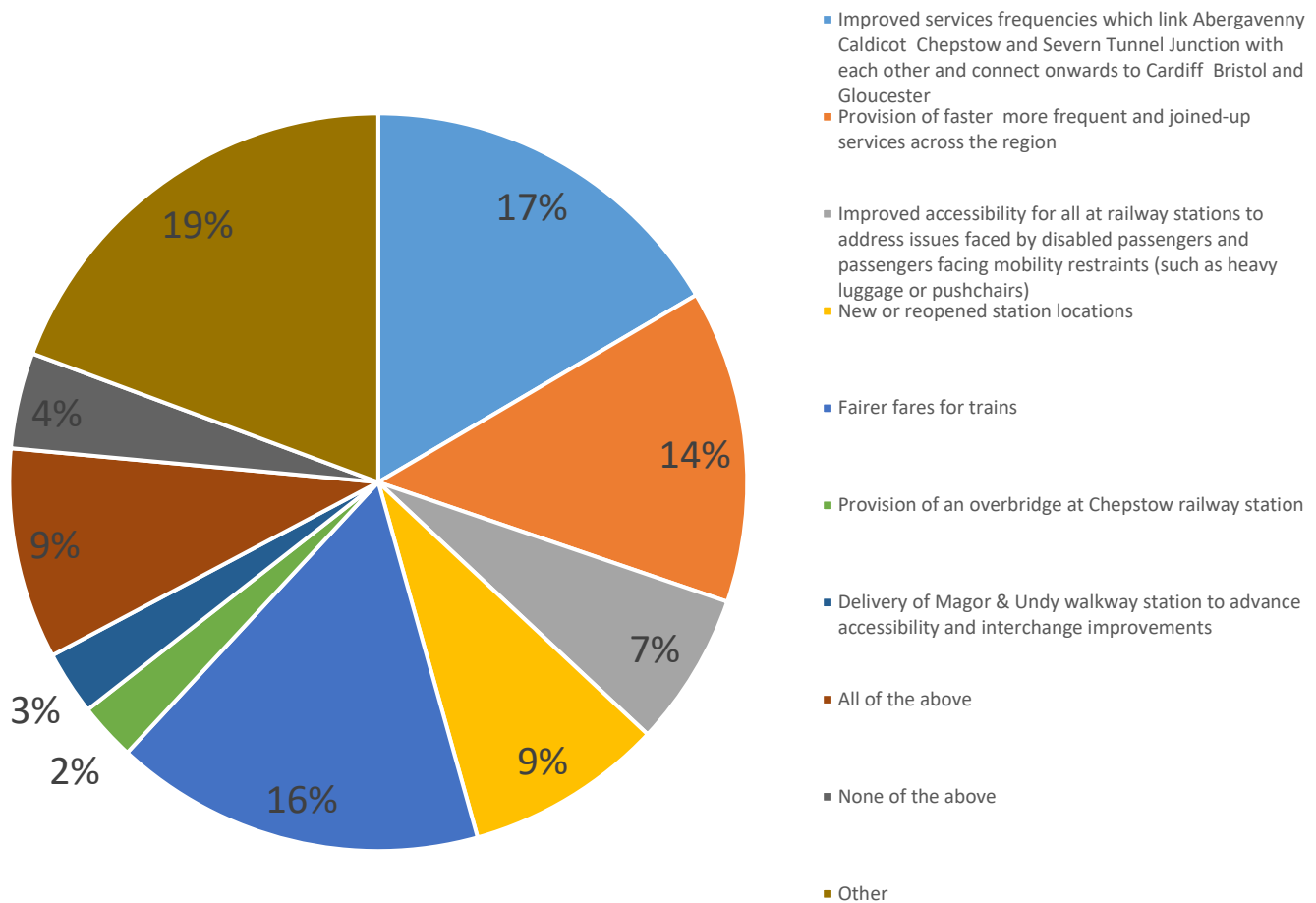


### 3.4.2 Please select which factors are most likely to encourage you to use rail more frequently.

Out of 242 responses to the feedback questionnaire, a total of 128 participants provided their views on this question. This question allowed multiple choices to be made and attracted 357 selections. The bullet points below show how many times a participant selected an option. Figure 11 shows the proportion each option was selected.

- 69/128 (54%) of respondents proposed 'other' options to those listed.
- 59/128 (46%) of respondents supported the proposed improved service frequencies which link Abergavenny, Caldicot, Chepstow and Severn Tunnel Junction with each other and connect towards Cardiff, Bristol and Gloucester.
- 58/128 (45%) of respondents supported the proposed fairer fares for trains.
- 49/128 (38%) of respondents supported the proposed provision of faster, more frequent joined up services across the region.
- 33/128 (26%) of respondents supported all of the proposed options listed.
- 31/128 (24%) of respondents supported the proposed new or reopened station locations.
- 24/128 (19%) of respondents supported the proposed improved accessibility for all at railway stations to address issues faced by disabled passengers and passengers facing mobility restraints (such as heaving luggage or pushchairs).
- 15/128 (12%) of respondents supported none of the proposed options listed.
- 10/128 (8%) of respondents supported the proposed delivery of Magor and Undy walkway station to advance accessibility and interchange improvements.
- 9/128 (7%) of respondents supported the proposed provision of an overbridge at Chepstow railway station.

**Figure 11: Responses to ‘Please select which factors are most likely to encourage you to use rail travel more frequently’.**



**3.4.3 Please explain your choices here or provide any other comments about our rail 4.3 policy and initiatives. Free text response**

Outlined below is a summary of the key themes raised within the ‘other’ comments received in response to the Rail proposals. This summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received on the Rail focus area, and the project response, please refer to Annex B.5.

Out of the 336 total responses received, 103 participants provided their views on or in relation to this question.

**Table 4: Summary of key themes in response to Rail proposals.**

Consultation response	Project/Design response
<p>Participants consider there are accessibility issues at Chepstow station. Suggest lift at Chepstow station and improve underpass to meet mobility impaired needs. Wider agreement for general improvement at all rail stations for bike/wheelchair/ mobility scooter access.</p>	<p>The strategy supports access for all at all stations (R1) and MCC will work with station owners and leases to help ensure access for all. MCC is currently progressing Strategy s for the Chepstow Transport Hub.</p>
<p>Participants express overall concern with the cost of rail travel. Currently it is cheaper travel from Ebbw Vale than Abergavenny &amp; no fee to park in car parks.</p>	<p>MCC supports fairer fares for rail journeys (R5); LTS proposes better bus links to stations to reduce pressure on parking. MCC is working on proposals to improve both walking, cycling and bus access to Abergavenny station, which should reduce demand for parking, as well as improved P+R at the station</p>
<p>Responder express support for fairer fares and states the train service needs to be cost-effective, reliable and on time.</p>	
<p>Participants express support for increased frequency and capacity will increase rail use. Supports more frequent train services are required on the Newport to Abergavenny route to provide alternatives to road journeys. Supports improvements to make the area more accessible for business and easier to work from. Agree that more trains should stop at STJ. Agrees that more night services between Cardiff and Abergavenny are needed. Supports improved services which link Bristol, Bath and London direct from Chepstow. Areas reliability of these services and alternatives are vital in encouraging adoption.</p>	<p>MCC support service improvements and extensions and will engage with TfW and other providers to help make improvements. Additionally, the T7 bus service (see intervention BUS13) covers the route Chepstow - Bristol. MCC supports fairer fares for rail journeys (R5). LTS proposes better bus links to stations to reduce pressure on parking. MCC is working on proposals to improve bus access to and P+R at Abergavenny station.</p>
<p>Participants express support for integrated transport modes as considers improved rail services are pointless without the support at either end of the journey in terms of public transport.</p>	<p>This is covered in measures MHI2, MHI8, MHI9. MCC supports half-hourly service on all Monmouthshire routes, and better early morning, late evening and Sunday services. MCC has previously asked for a experimental direct peak service from Chepstow to Bristol Temple Mead as well as better connections at STJ. MCC are currently progressing Strategy s at Chepstow further to recent studies into improving public transport and active travel in the area</p>
<p>Participants expressed opposition to moving Chepstow bus station to the train station and consider a stop at the train station would be sufficient. States people to be in the centre of Chepstow visiting shops and hospitality outlets. Suggest connections at STJ for Chepstow and Bristol are too long and bus connections need to be direct to stations.</p>	
<p>Participants state most things proposed in the LTS in relation to Rail are out of MCC control, however, suggest increased parking at rail stations, and sufficient car parks and access for the disabled and elderly.</p>	<p>The Strategy proposes improved connectivity at stations to reduce pressure on parking and MCC will review parking provision at stations; MCC supports fairer fares for rail journeys (R5).</p>

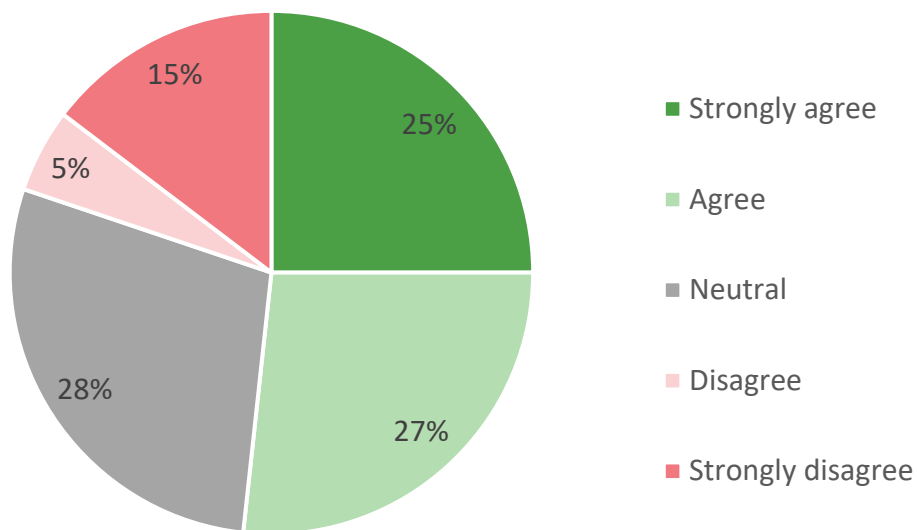
### 3.5 Community and on-demand services

#### 3.5.1 To what extent do you agree with our community and on demand services policy ambition?

Of the 242 responses to the feedback questionnaire, a total of 116 participants provided their views on this question.

Figure 12 below provides a visual summary of the responses regarding community and on demand services policy ambition. It shows that 60/116 participants (52%) selected that they either agreed or strongly agreed, 33/116 (28%) were neutral, and 23/116 (20%) selected that they either disagreed or strongly disagreed with the community and on demand services policy ambition proposals.

**Figure 12: Responses to 'To what extent do you agree with our community and on-demand services policy ambition?'**

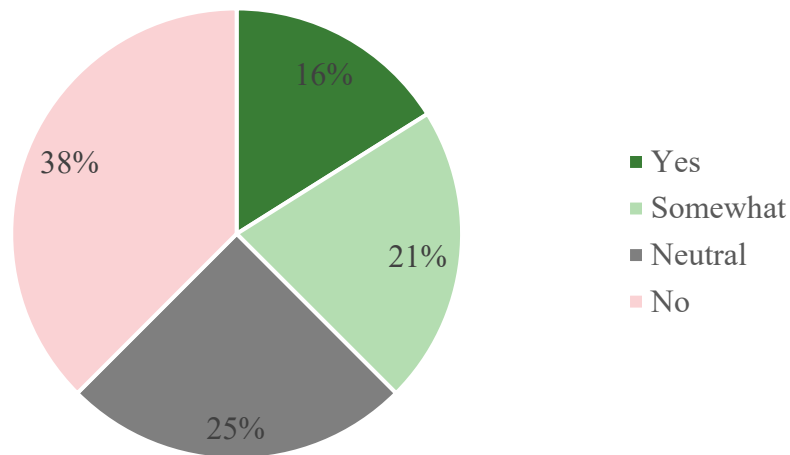


#### 3.5.2 Would you be more likely to travel using on demand services if the interventions were implemented?

Of the 242 responses to the feedback questionnaire, a total of 112 participants provided their views on this question.

Figure 13 below provides a visual summary of the responses regarding community and on demand services implementation. It shows that 18/112 participants (16%) selected that they would be more likely, 24/112 (21%) said travel would change somewhat, 28/112 (25%) were neutral and 42/112 (38%) selected that they would not use on demand services if they were implemented.

**Figure 13: Responses to ‘Would you be more likely to travel using on demand services if the interventions were implemented?’**



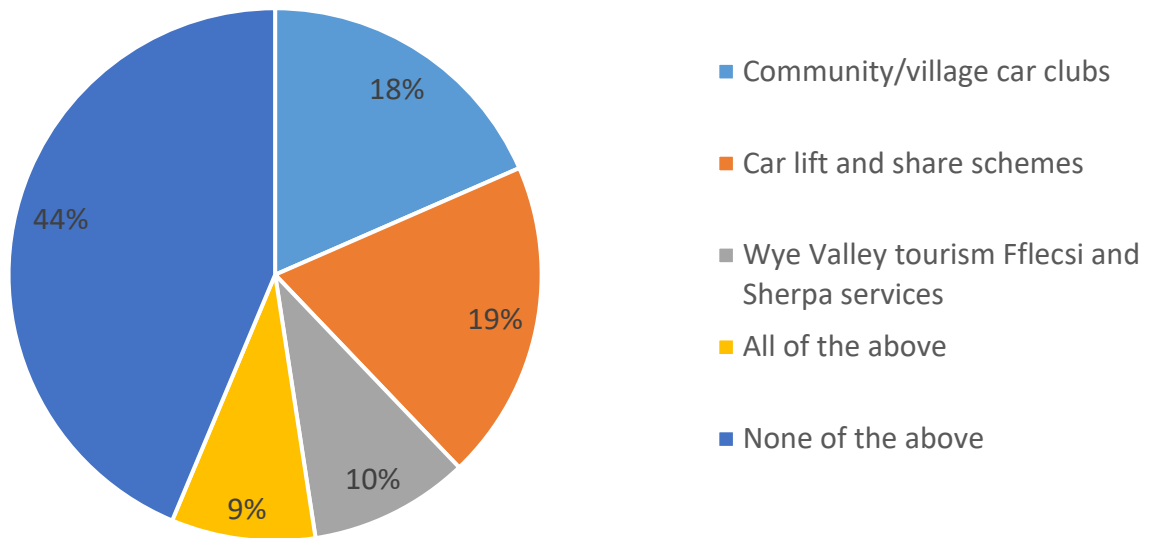
### 3.5.3 If yes, which on demand services are you more likely to use?

Of the 242 responses to the feedback questionnaire, a total of 85 participants provided their views on this question. This question allowed multiple choices to be made and attracted 103 selections. The bullet points below show how many times a participant selected an option. Figure 14 shows the proportion each option was selected.

- 45/85 (53%) of respondents supported none of the proposed options listed.
- 20/85 (24%) of respondents supported the proposed car lift and share schemes.
- 19/85 (22%) of respondents supported the proposed community/village car clubs.
- 10/85 (12%) of respondents supported the proposed Wye Valley Fflecsi and Sherpa services.
- 9/85 (11%) of respondents supported all of the proposed options listed.



**Figure 14: Responses to 'If yes, which on-demand services are you more likely to use?'**

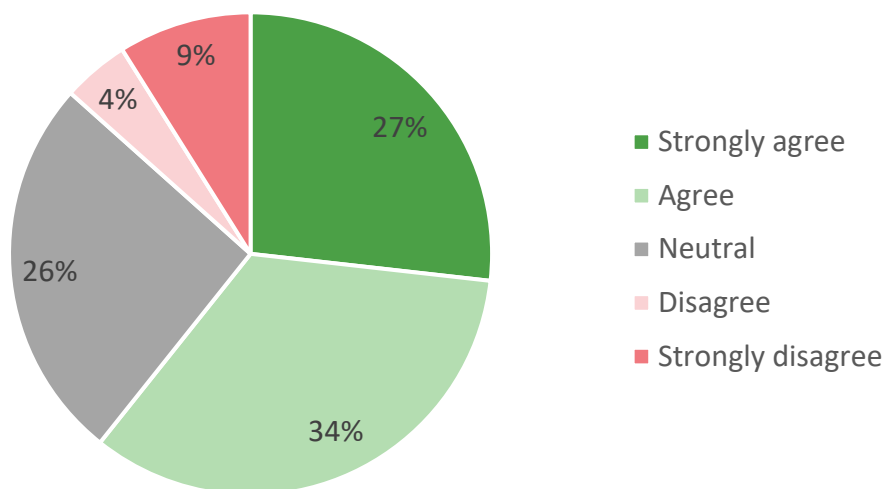


**3.5.4 To what extent do you agree with expanding flexible bus services geographically and temporally?**

Of the 242 responses to the feedback questionnaire, a total of 112 participants provided their views on this question.

Figure 15 below provides a visual summary of the responses regarding community and on demand services expansion. It shows that 68/112 participants (61%) selected that they either agreed or strongly agreed, 29/112 (26%) were neutral, and 15/112 (13%) selected that they either disagreed or strongly disagreed with the community and on demand services policy expansion.

**Figure 15: Responses to 'To what extent do you agree with expanding flexible bus services geographically and temporally?'**

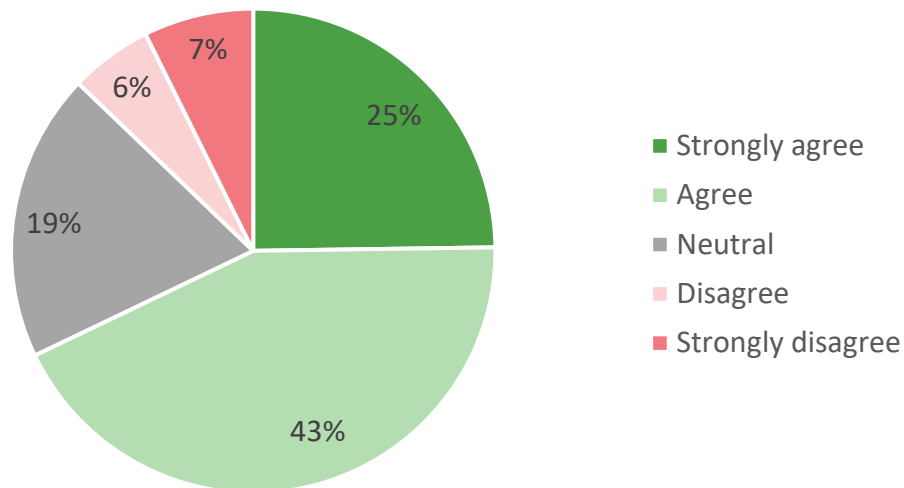


### 3.5.5 To what extent do you agree with the proposal to explore rural transport options to stations?

Of the 242 responses to the feedback questionnaire, a total of 109 participants provided their views on this question.

Figure 16 below provides a visual summary of the responses regarding community and on demand services serving stations. It shows that 74/109 participants (68%) selected that they either agreed or strongly agreed, 21/109 (19%) were neutral, and 14/109 (13%) selected that they either disagreed or strongly disagreed with the community and on demand services serving stations.

**Figure 16: Responses to 'To what extent do you agree with the proposals to explore rural transport options to stations?'**



### 3.5.6 Do you have any other comments on our community & on demand service policy and initiatives? Free text response.

Outlined below is a summary of the key themes raised within the 'other' comments received in response to the Community and on-demand service proposals. This summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received on the Community and on-demand service proposals focus area, and the project response, please refer to Annex B.6.

Out of the 336 total responses received, 57 participants provided their views on or in relation to this question.

**Table 5: Summary of key themes in response to Community and On-Demand Services proposals.**

Consultation response	Project/Design response
<p>Participants express support for Community On demand services which offer a solution to those in communities who do not or are no longer able to drive requires a different solution which could be provided by private minibus services. Suggest an accessible minibus should be considered</p>	<p>Please refer to measure ODS3</p>
<p>Participants express support for proposals. Good to see solutions to community car sharing. Especially important for older/vulnerable people. Agree with exploration - but concerns about cost. F65B believes that there is significant for these services to fill in the extensive gaps in public bus coverage However, can fulfil a limited range of passenger needs, compared to a scheduled service</p>	<p>Community and on-demand services are considered to be part of the existing and future network to provide people with choices. Please refer to our Delivery Plan which seeks to set out a Strategy to progress any preferred options in the future. On-demand services seek to help offer people choices and connect rural areas to the timetabled network. MCC are only considering electric cars and light commercial vehicles. We are exploring the potential for hydrogen for HGV's and larger passenger transport vehicles. River simple has been running a trial for hydrogen powered cars in the Abergavenny area.</p>
<p>Participants expressed opposition to proposals and consider them unworkable and undeliverable.</p>	<p>Community and on-demand services are part of the existing and future network to provide people with choices. MCC will work with operators to help ensure value for money.</p>
<p>Responder express opposition to proposals, do not see them as feasible in the area. Considers the proposals to be unreliable in rural areas to be practical solution if you need to attend something of a specific time. The state of many rural roads makes them unsuitable for small buses. Considers the county has too many remote rural areas for which this is simply implausible.</p>	<p>Community and on-demand services are part of the existing and future network to provide people with choices. Services can utilise smaller vehicles that can access rural roads.</p>
<p>Participants question that the demand does not exist for these services and so suggest this is not something which warrants any time or money being spent on it. Considered e-bikes schemes is clearly inappropriate as can be seen from the failure of the Cardiff scheme.</p>	<p>MCC intends to learn lessons from other experiences to help inform future decision making on the available options</p>

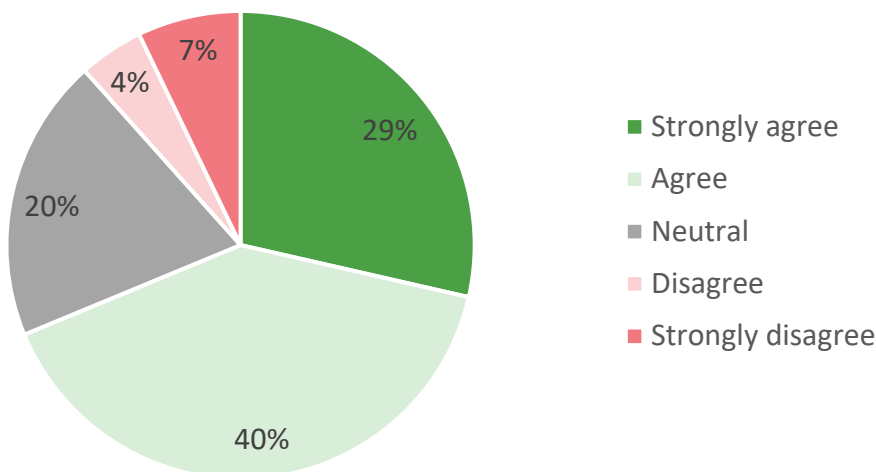
### 3.6 Mobility Hubs and Interchanges

#### 3.6.1 To what extent do you agree with our mobility hubs and interchanges policy ambition?

Of the 242 responses to the feedback questionnaire, a total of 112 participants provided their views on this question.

Figure 17 below provides a visual summary of the responses regarding mobility hubs and interchanges policy ambition. It shows that 77/112 participants (69%) selected that they either agreed or strongly agreed, 22/112 (20%) were neutral, and 13/112 (11%) selected that they either disagreed or strongly disagreed with the mobility hubs and interchanges policy ambition.

**Figure 17: Responses to 'To what extent do you agree with our mobility hubs and interchange policy ambition?'**

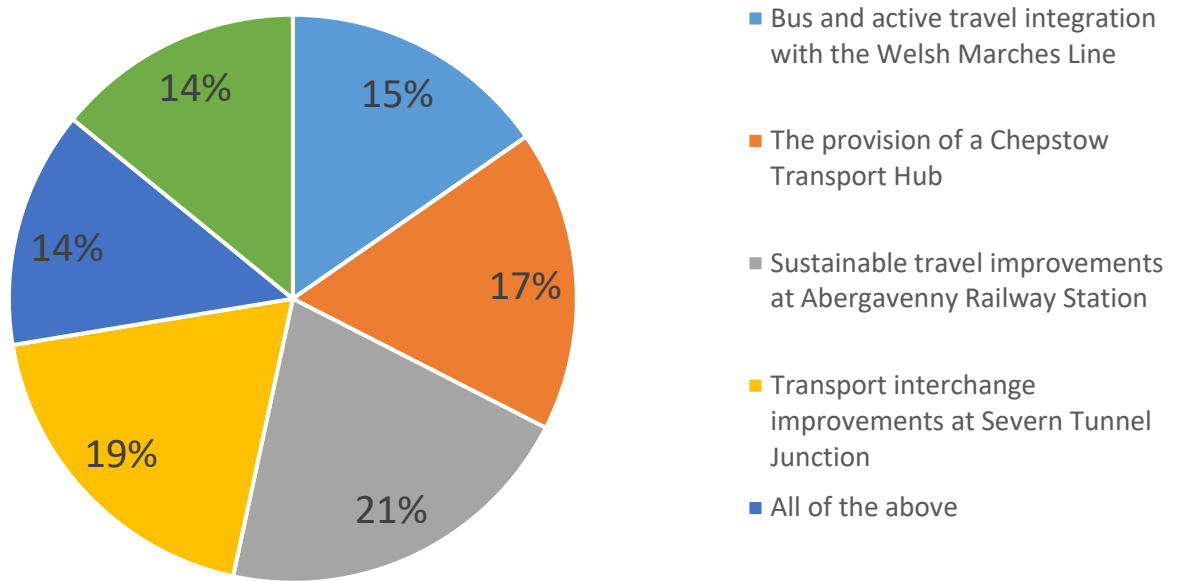


#### 3.6.2 Please select the mobility hubs and interchange initiatives you most support.

Out of 242 responses to the feedback questionnaire, a total of 112 participants provided their views on this question. The question allowed multiple choices to be made and attracted 163 selections. The bullet points below show how many times a participant selected an option. Figure 18 shows the proportion each option was selected.

- 34/112 (30%) of respondents supported the proposed sustainable travel improvements at Abergavenny Railway Station.
- 31/112 (28%) of respondents supported the proposed transport interchange improvements at Severn Tunnel Junction.
- 28/112 (25%) of respondents supported the proposed provision of a Chepstow Transport Hub.
- 25/112 (22%) of respondents supported the proposed bus and active travel integration with the Welsh Marches Line.
- 23/112 (21%) of respondents supported none of the proposed options listed.
- 22/112 (20%) of respondents supported all the proposed options listed.

**Figure 18: Responses to ‘Please select the mobility hubs and interchange initiatives you most support.’**

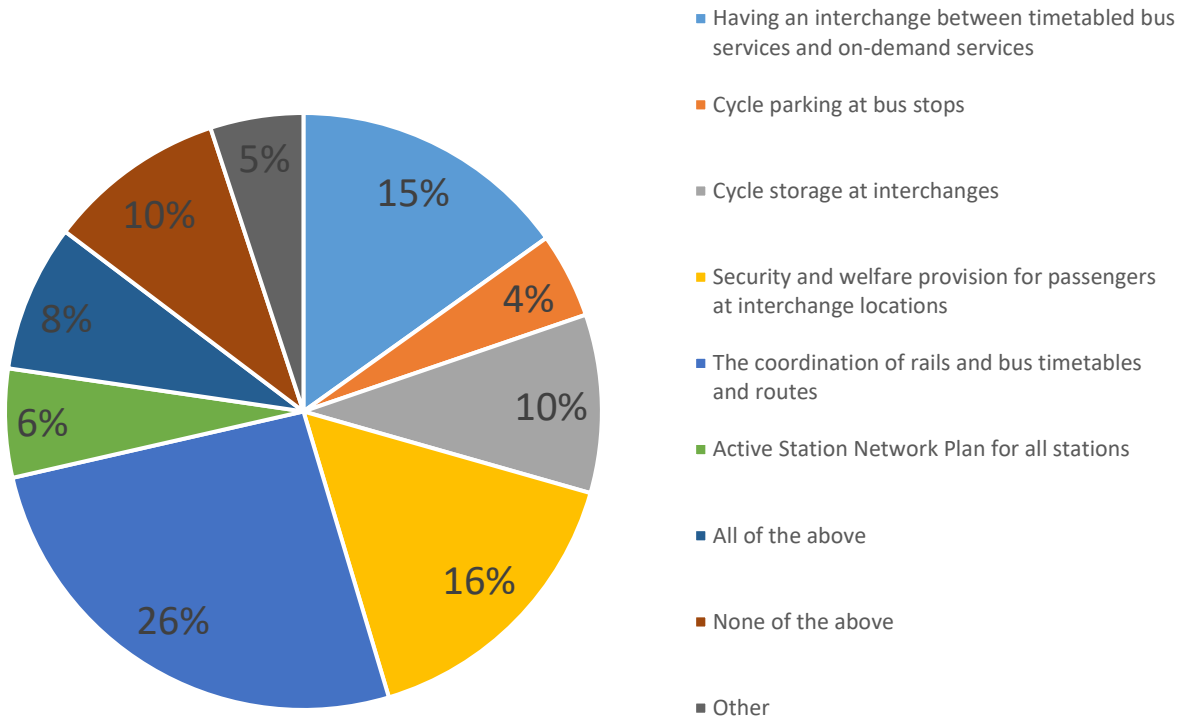


**3.6.3 Please select which factors are most likely to help you use sustainable modes of transport.**

Of the 242 responses to the feedback questionnaire, a total of 113 participants provided their views on this question. This question allowed multiple choices to be made and attracted 3238 selections. The bullet points below show how many times a participant selected an option. Figure 19 shows the proportion each option was selected.

- 62/113 (55%) of respondents supported the proposed coordination of rails and bus timetables and routes.
- 38/113 (34%) of respondents supported the proposed security and welfare provision for passengers at interchange locations.
- 36/113 (32%) of respondents supported the proposed interchanges between timetabled bus services and on demand services.
- 23/113 (20%) of respondents supported none of the proposed options listed.
- 23/113 (20%) of respondents supported the proposed cycle storage at interchanges.
- 19/113 (17%) of respondents supported all of the proposed options listed.
- 14/113 (12%) of respondents supported the proposed active station network plan for all stations.
- 12/113 (11%) of respondents proposed ‘other’ suggestions to those listed.
- 11/113 (10%) of respondents supported the proposed cycle parking at bus stops.

**Figure 19: Responses to ‘Please select which factors are most likely to help you use sustainable modes of transport.’**



**3.6.4 Please explain your choices here or provide any other comments about mobility hubs and interchanges policy and initiatives. Free text response**

Outlined below is a summary of the key themes raised within the ‘other’ comments received in response to the Mobility Hubs and Interchanges proposals. This summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received on the Mobility Hubs and Interchanges proposals focus area, and the project response, please refer to Annex B.7.

Out of the 336 total responses received, 79 participants provided their views on or in relation to this question.

**Table 6: Summary of key themes in response to Mobility Hubs and Interchanges proposals.**

Consultation response	Project/Design response
Respondents raise concerns about moving Chepstow bus station impacting local shops/ businesses and increase traffic on the A48. Moving the National Express could work although traffic is likely to affect timetabling. removing the bus station from the town centre would need a regular shuttle bus so the elderly can still access shops/ services.	There are no proposals to move the bus station in Chepstow, rather as part of the Transport Hub project there are Strategy s that would allow buses to service the train station.
Respondents oppose removing parking at the hubs/ stations/ bus stops. Suggests improved parking at stations. States without increased parking the proposals will be useless to a great many of the residents. Suggests larger, free car parks.	MCC will carefully consider the provision of sufficient car parking as part of its Strategy s. The Strategy proposes better bus and active travel links to stations to reduce pressure on parking. MCC will work with partners to review parking at key stations but there are currently no Strategy s to increase free car parking
Respondents consider there is no need for Mobility Hubs, Considers the proposals will never work. Concerned Public transport is unreliable and inconvenient. Probably a good idea for town dwellers, however, consideration should be had for those who can't get to the hubs in the first place.	The Strategy recognises improvements need to be made to make it easier for people to get around across the county by more sustainable modes, and in particular proposes improved bus services (Section 6.7), timetable coordination (MHI8) and dedicated rail-bus link services (MHI9) to aid access to rail stations and hubs. MCC recognise that cars will continue to be a key element of the transport network in Monmouthshire due to the limited nature of the existing public transport network. MCC are however proposing to improve the network and provide opportunities for onward travel from rail and bus stations by working with TfW and partners to increase train frequency and bus services so that part of the journey can be undertaken without the need for a car.
Respondents express support for proposals. States secure covered cycle parking at bus stops and coordination of bus and rail times is important. Provision of space for taxis. Car share schemes with special parking for those involved. The current provision at Monmouth is very poor and needs significant improvement to make it a place where passengers feel comfortable, and the town can feel proud of as a point of welcome	
Respondents support a better interchange between bus and rail to achieve greater modal shift, will improve journeys into town.	MCC will not be able to provide 24/7 on demand public transport services, this is not financially viable. Taxi services can provide a 24/7 service and we are not proposing to compete or replicate this.

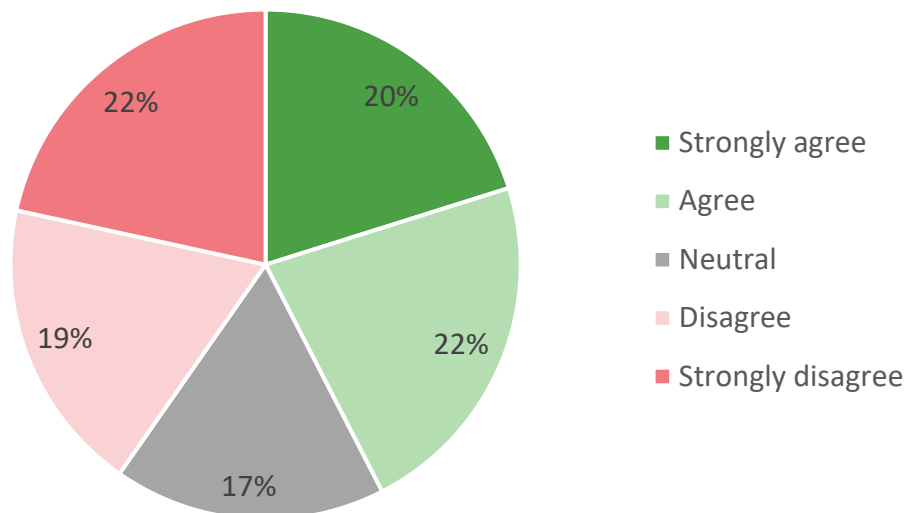
### **3.7 Roads, Streets and Parking**

#### **3.7.1 To what extent do you agree with our roads, streets and parking policy ambition?**

Of the 242 responses to the feedback questionnaire, a total of 139 participants provided their views on this question.

Figure 20 below provides a visual summary of the responses regarding roads, streets, and parking policy ambition. It shows that 59/139 participants (42%) selected that they either agreed or strongly agreed, 24/139 (17%) were neutral, and 56/139 (41%) selected that they either disagreed or strongly disagreed with the roads, streets and parking policy ambition.

Figure 20: Responses to 'To what extent do you agree with our roads, streets and parking policy ambition?'



3.7.2 Please select which roads, streets, and parking initiatives you most support.

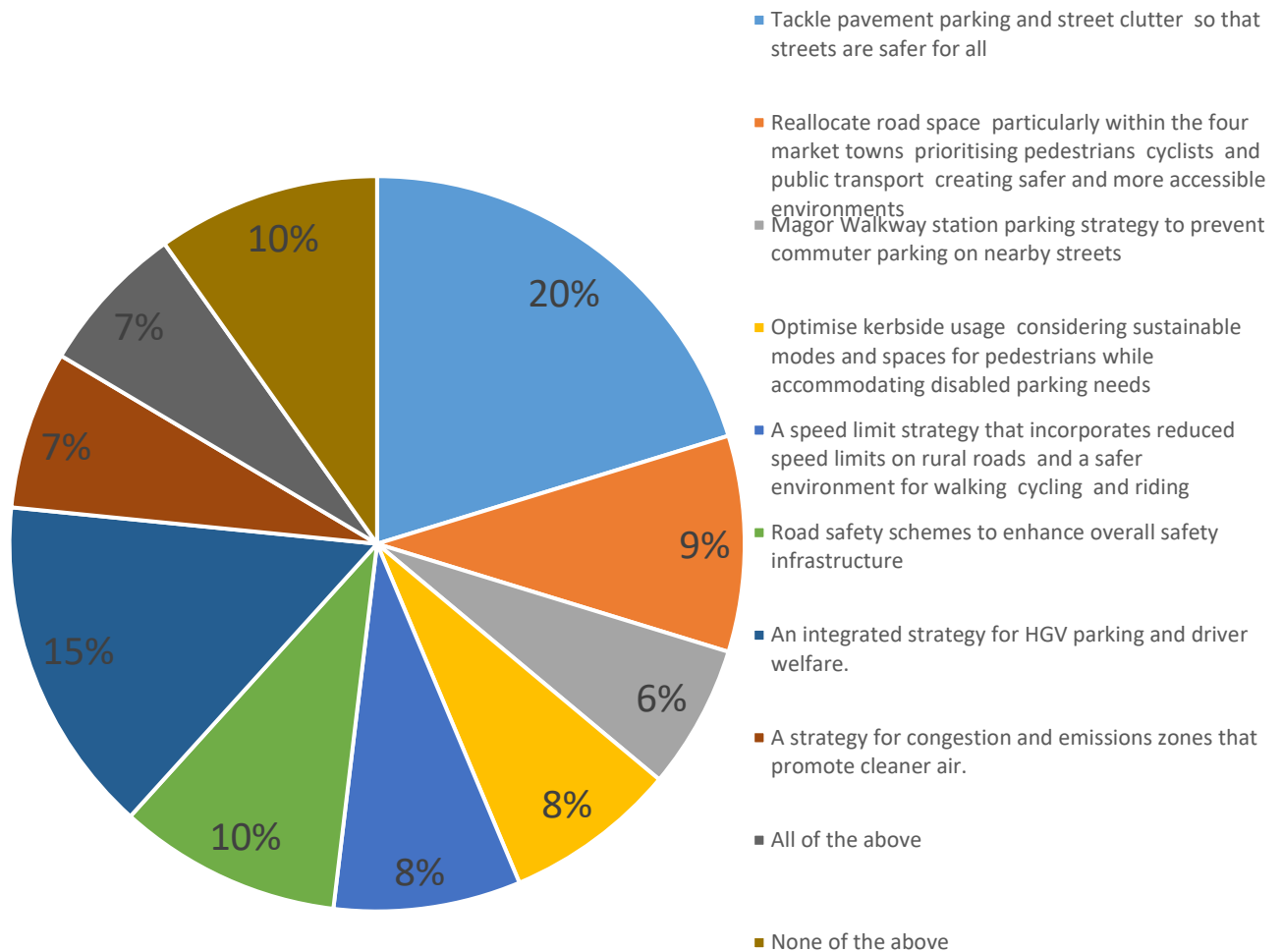
Of the 242 responses to the feedback questionnaire, a total of 141 participants provided their views on this question. This question allowed multiple choices to be made and attracted 316 selections. The bullet points below show how many times a participant selected an option.

Figure 21 shows the proportion each option was selected.

- 64/141 (45%) of respondents supported the proposed tackling of pavement parking and street clutter so that streets are safer for all.
- 47/141 (33%) of respondents supported the proposed integrated strategy for HGV parking and driving welfare.
- 31/141 (22%) of respondents supported the proposed road safety schemes to enhance overall safety infrastructure.
- 31/141 (22%) of respondents supported none of the proposed options listed.
- 30/141 (21%) of respondents supported the proposed reallocation of road space, particularly within the four market towns, prioritising pedestrians, cyclists and public transport, creating safer and more accessible environments.
- 26/141 (18%) of respondents supported the proposed speed limit strategy that incorporates reduced speed limits on rural roads and a safer environment for walking, cycling and riding.
- 24/141 (17%) of respondents supported the proposed optimise kerbside usage considering sustainable modes and spaces for pedestrians while accommodating disabled parking needs.
- 22/141 (16%) of respondents supported the proposed strategy for congestion and emission zones that promote cleaner air.
- 21/141 (15%) of respondents supported all proposed options listed.
- 20/141 (14%) of respondents supported the proposed Magor walkway station parking strategy to prevent commuter parking on nearby streets.



**Figure 21: Responses to ‘Please select which roads, streets, ad parking initiatives you most support.’**



**3.7.3 Any other comments? Free text response.**

Outlined below is a summary of the key themes raised within the ‘other’ comments received in response to the Roads, Streets and Parking proposals. This summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received on the Roads, Streets and Parking proposals focus area, and the project response, please refer to Annex B.8.

Out of the 336 total responses received, 235 participants provided their views on or in relation to this question. Most of these respondents who provided their views in relation to this question and focus area, provided comments on the specific initiatives of either reintroducing the Severn bridge tolls or the introduction of a congestion charge only. A response to these concerns raised is also outlined in the summary table below.

**Table 7: Summary of key themes in response to Roads, Streets and Parking proposals.**

Consultation response	Project/Design response
Many respondents disagree with the reintroduction of the tolls on the Severn Bridge Tolls.	The remit to reintroduce tolls on the Severn Bridges sits with the UK Government, not Monmouthshire County Council. MCC is not lobbying the UK Government for reintroduction and has no plans to do so.

Consultation response	Project/Design response
	<p>The Council invited feedback on its plan. The purpose of the consultation is to align proposals with national policies that encourage sustainable transport choices and support modal shift. The draft proposals have been developed following stakeholder consultation. The feedback from the consultation will be used to develop the final proposals to be considered by the Council in the new year.</p> <p>The draft plan listed a long list of options that could hold significance for Monmouthshire's transport network and people. This long list was developed comprehensively to consider all potential changes to the transport network and included contributions from local stakeholders and transport industry professionals during workshops. Several options included in the long list of schemes - including the option to reinstate tolls on the Severn bridges - do not meet one or more of the appraisal criteria for inclusion in the shortlisted interventions for delivery. These are documented for completeness but will not be taken forward as part of the strategy.</p>
<p>Many respondents do not agree with the implementation of a congestion charge and state they do not support congestion and emission zones as target less well-off road users.</p>	<p>There is no intention to progress low emissions zones at this stage but there is a commitment to reduce transport emissions through the Strategy and working as part of the South East Wales Corporate Joint Committee.</p>
<p>Other key themes raised in relation to Road, Streets and Parking.</p>	
<p>Suggests to fully promote walking focus needs to be had on the quality of the road such as pavements and removal of potholes. Respondents consider the current road maintenance programme is not good.</p>	<p>The strategy confirms we strive to keep the roads including pavements / footways in good condition, and we will continue our road maintenance programme for essential repair and road works to be carried out in a way that meets our statutory obligations</p>
<p>Respondents suggest providing space outside shops to park for electric cars, more out of town parking with the opportunity to walk into town, there should be enough space to park outside shops to improve footfall in towns.</p>	<p>There is an urgent need for significant modal shift and transition to low / zero emission vehicles to decarbonise our transport system and the Strategy seeks to improve accessibility for all.</p>
<p>Some respondents support the priority of pedestrians in town situations. Particularly concerned about enforcement of pavement parking and double yellow line parking.</p>	<p>The Welsh Government is currently considering how to tackle pavement parking with potential legislative changes, please see: <a href="https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road">https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road</a></p>

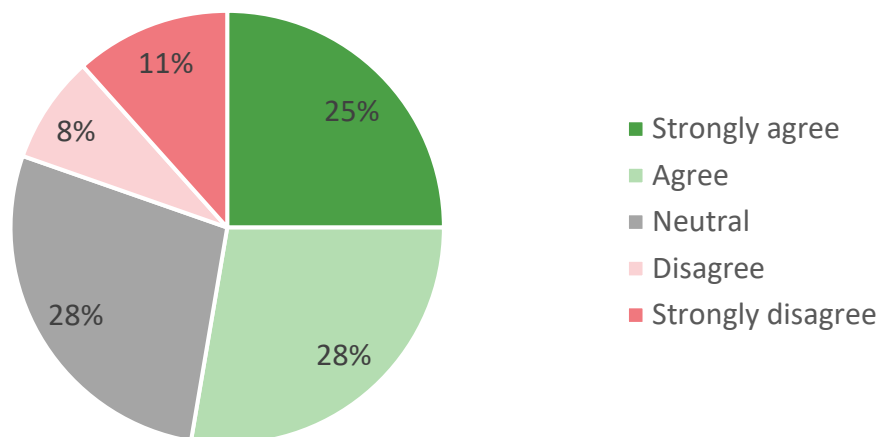
## 3.8 EV Charging Infrastructure

### 3.8.1 To what extent do you agree with our EV charging infrastructure policy ambition?

Of the 242 responses to the feedback questionnaire, a total of 112 participants provided their views on this question.

Figure 22 below provides a visual summary of the responses regarding EV charging infrastructure policy ambition. It shows that 59/112 participants (53%) selected that they either agreed or strongly agreed, 31/112 (28%) were neutral, and 22/112 (19%) selected that they either disagreed or strongly disagreed with the EV charging infrastructure policy ambition.

**Figure 22: Responses to 'To what extent do you agree with our EV charging infrastructure policy ambition?'**



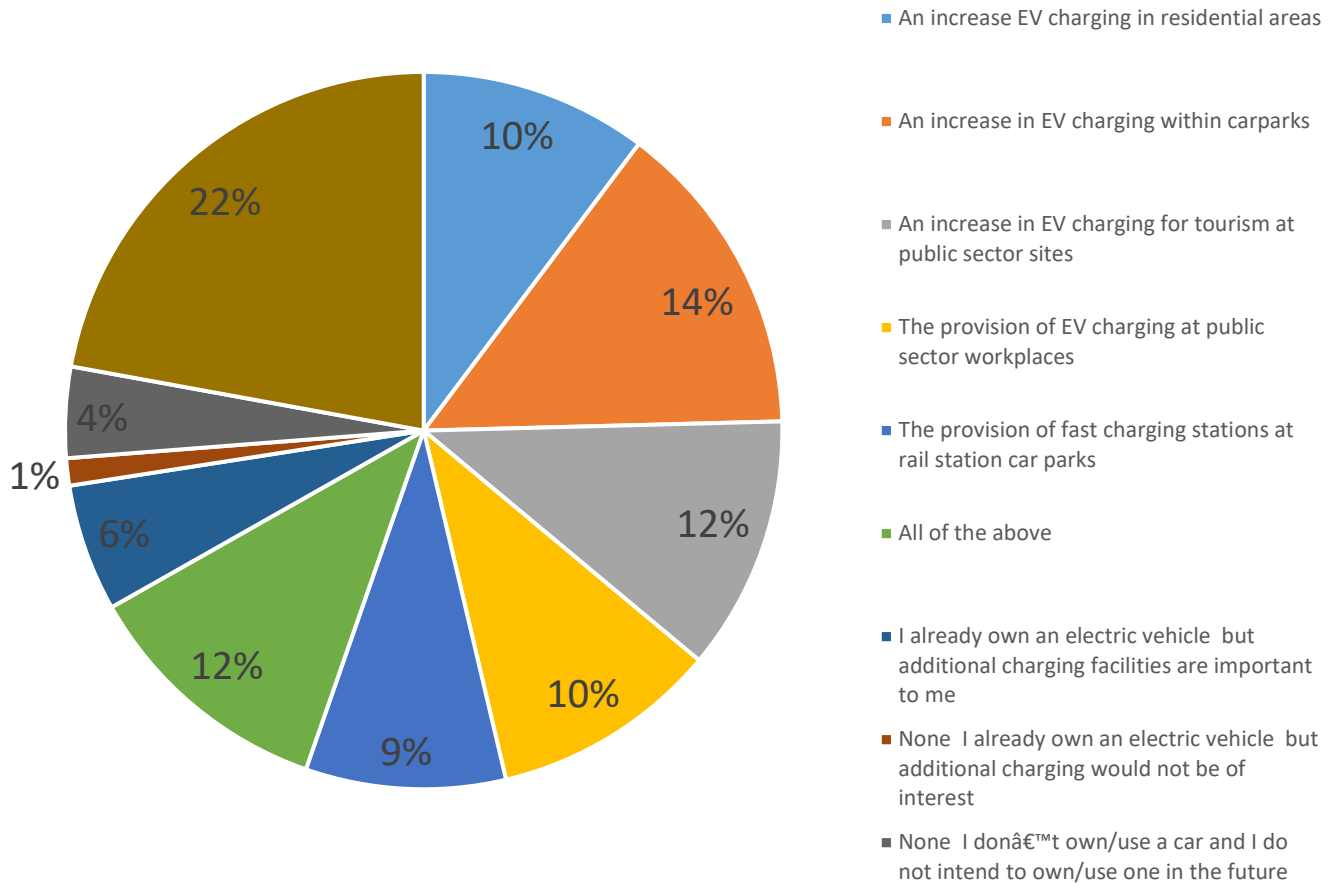
### 3.8.2 Please select the following factors which may impact or alter you view on electric vehicle ownership.

Out of 242 responses to the feedback questionnaire, a total of 105 participants provided their views on this question. This question allowed multiple choices to be made and attracted 235 selections. The bullet points below show how many times a participant selected an option. Figure 23 shows the proportion each option was selected.

- 54/105 (51%) of respondents selected that they intend to retain a petrol/ diesel vehicle.
- 35/105 (33%) of respondents supported the proposed increase in EV charging within car parks.
- 28/105 (27%) of respondents supported the proposed increase in EV charging for tourism at public sector sites.
- 28/105 (27%) of respondents supported all of the proposed options listed.
- 25/105 (24%) of respondents supported the proposed increase in EV charging in residential areas.
- 25/105 (24%) of respondents supported the proposed increase in EV charging at public sector workplaces.
- 22/105 (21%) of respondents supported the proposed provision of fast charging stations at rail station car parks.
- 14/105 (13%) of respondents selected that they already own an electric vehicle, but additional charging facilities are important.

- 3/105 (3%) of respondents selected that they already have an electric vehicle, but additional charging would not be of interest to them.
- 1/105 (1%) of respondents selected that they do not own/use an electric vehicle and do not intend to own/use one in the future.

**Figure 23: Responses to ‘Please select the following factors which may impact or alter your view on Electric Vehicle ownership.’**



**3.8.3 Please explain your choices here or provide any other comments about our EV charging and infrastructure policy and initiatives- Free Text response.**

Outlined below is a summary of the key themes raised within the ‘other’ comments received in response to the EV Charging Infrastructure proposals. This summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received on the EV Charging Infrastructure focus area, and the project response, please refer to Annex B.9.

Out of the 336 total responses received, 99 participants provided their views on or in relation to this question.

**Table 8: Summary of key themes in response to EV Charging Infrastructure proposals.**

Consultation response	Project/Design response
<p>Many participants concerned that EV are too expensive to buy and maintain the battery, concern electric bikes are too expensive, states electric vehicles are aimed at a certain class in society. Also concern around the cost of charging EV cars.</p>	<p>The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC recognises access to low or zero emission vehicles requires more affordable options, and the Strategy seeks to make sustainable travel options more accessible to all groups of people. Reference that we are in the process of developing an electric vehicle charging strategy and proposing to pilot on street charging solutions later this year.</p>
<p>Participants consider there is not enough space in housing estates for off street EV charging, in addition considered the proposals are not achievable and states a need to get the infrastructure right for modal shift over 5-10 years</p>	<p>There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC recognises access to low or zero emission vehicles requires public and private charging options, and the Strategy seeks to make sustainable travel options more accessible to all groups of people.</p> <p>MCC are in the process of developing an electric vehicle charging strategy and proposing to pilot on street charging solutions later this year.</p>
<p>Participants state charging infrastructure needs to be improved first before promoting the use of EVs</p>	
<p>Respondents support the provision of EV infrastructure, as considers this would increase EV ownership. Agrees with a strategy / Strategy to enable on street charging outside houses without a driveway. Supports an increase in EV charging locations. Support limited roll out of chargers for those with EVs, but it is not a sustainable future</p>	
<p>Respondents state that EVs are contradictory to the LTS as LTS focuses on reduced car travel, but EV promoted car use. Respondents do not support the transition to EVs as does not consider them suitable, they are costly, does not accommodate for on street parking, not enough charging points, and they have a short life span.</p>	<p>There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and the Strategy seeks to improve accessibility for all.</p> <p>MCC recognise that for many living in Monmouthshire the car may currently be the only viable means of transport. Transitioning to electric cars reduces carbon emissions and helps us to improve the air quality of for those living in congested areas.</p> <p>MCC do not agree as not all households in Monmouthshire have off street parking and are therefore reliant on public infrastructure or the ability to access on street charging</p>
<p>Participants suggest EVs could have tourism or economic productivity and workplace benefits, but it is not for locals</p>	
<p>Suggests there should have been a national move to hybrid cars first due to the lack of charging infrastructure.</p>	
<p>Participants do not support providing fast charging at railway stations or places of work as vehicles are often parked for longer periods of time. Shopping and in town parking needs fast chargers.</p>	<p>The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient provision across the county. Destination charging will form part of the wider charging infrastructure.</p>
<p>Participants agree that it is a good way of future proofing although the usage of EV Charging at MCC car parks seems small. Funding of workplace charging would be good although unsure of benefits. Agrees that fast charging is needed, just not at rail stations.</p>	

<p>Many participants concerned about the environmental impact of EVs. Concerned that lithium battery powered vehicles are unsustainable and environmentally damaging fuel source. State there are huge co2 emissions to make EVs. There is also inadequate battery recycling facilities and concern about how to dispose of an EV when finished with</p>	<p>There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and MCC will continue to consider emerging technologies and help deliver national policy on achieving net zero.</p>
<p>Participants consider EVs are not practical for work purposes, range is too limiting, charging takes too long.</p>	<p>There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and the Strategy seeks to improve accessibility for all.</p> <p>Individual circumstances will vary; however, the range of new vehicles continues to increase and there are a variety of charging speeds available to facilitate longer journeys.</p>
<p>Participants consider EVs are dangerous and unsuitable for a county like Monmouthshire, they are a fire risk and have low range. Concerned a risk assessment for EVs is not proposed</p>	<p>The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient and safe provision across the county.</p>

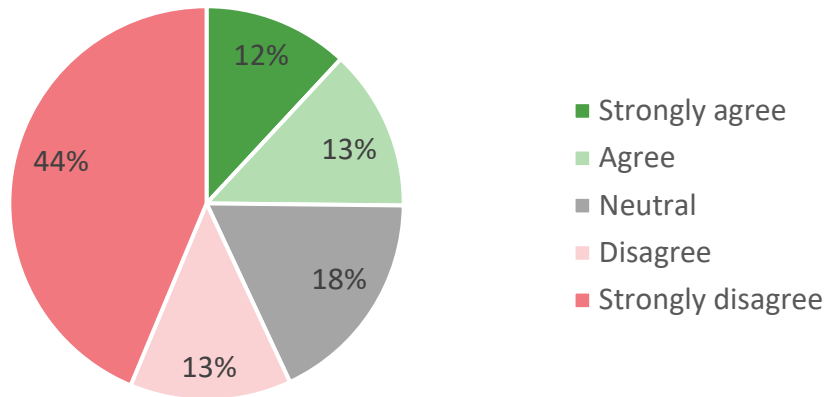
### 3.9 Behaviour Change and Information

#### 3.9.1 To what extent do you agree with our Behaviour Change and Information policy ambition?

Of the 242 responses to the feedback questionnaire, a total of 151 participants provided their views on this question.

Figure 24 below provides a visual summary of the responses regarding Behaviour Change and Information policy ambition. It shows that 38/151 participants (25%) selected that they either agreed or strongly agreed, 27/151 (18%) were neutral, and 86/112 (57%) selected that they either disagreed or strongly disagreed with Behaviour Change and Information policy ambition.

**Figure 24: Responses to ‘To what extent do you agree with our Behaviour Change and Information policy ambition.**

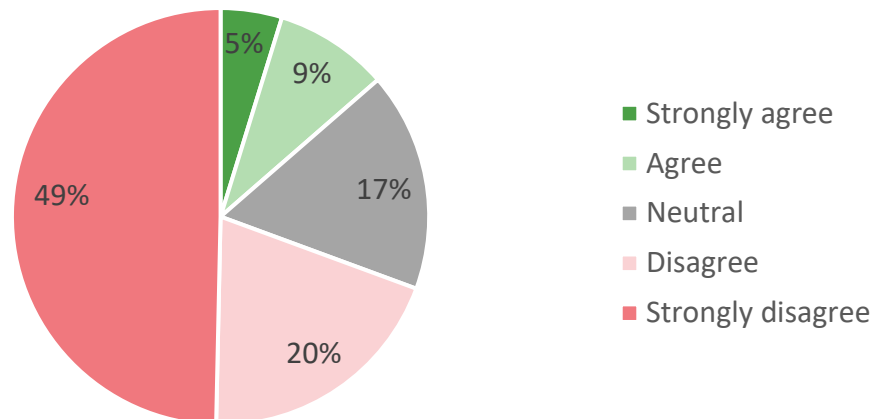


**3.9.2 To what extent do you agree that our behaviour change and information initiatives will encourage a shift to sustainable transport?**

Of the 242 responses to the feedback questionnaire, a total of 147 participants provided their views on this question.

Figure 25 below provides a visual summary of the responses regarding Behaviour Change and Information influencing modal shift. It shows that 20/147 participants (14%) selected that they either agreed or strongly agreed, 27/147 (17%) were neutral, and 102/147 (69%) selected that they either disagreed or strongly disagreed with Behaviour Change and Information influencing modal shift.

**Figure 25: Responses to ‘To what extent do you agree that our Behaviour Change and Information initiatives will encourage a shift to sustainable transport?’**



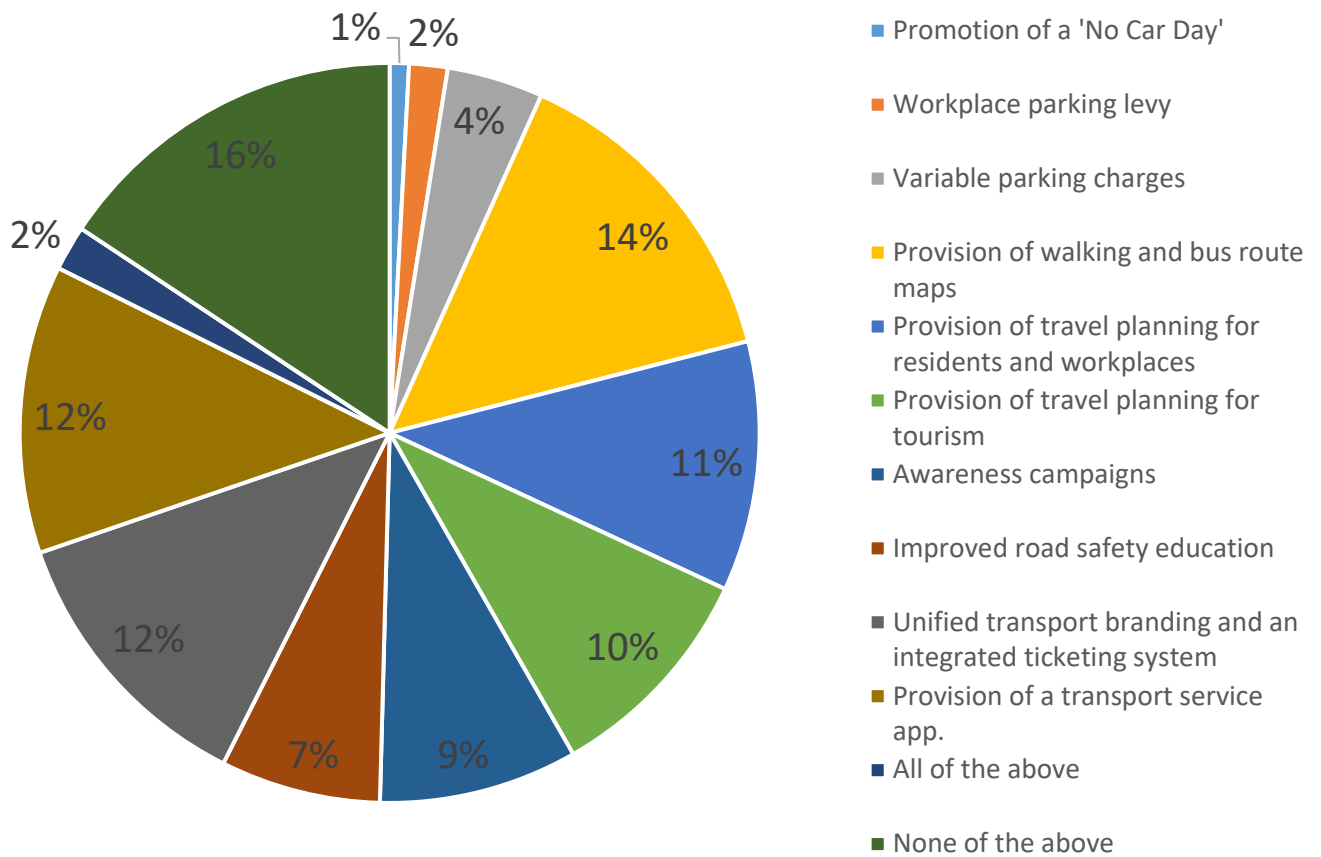
**3.9.3 What factors do you consider most important when encouraging you or others to shift to more sustainable modes of transport?**

Of 242 responses to the feedback questionnaire, a total of 144 participants provided their views on this question. This question allowed multiple choices to be made and attracted 357 selections. The bullet points below shows how many times a participant selected an option. Figure 26 shows the proportion each option was selected.

- 56/144 (39%) of respondents supported none of the proposed options listed.
- 51/144 (35%) of respondents supported the proposed provision of walking and bus route maps.
- 45/144 (31%) of respondents supported the proposed provision of a transport service app.

- 44/144 (31%) of respondents supported the proposed unified transport branding and integrated ticketing system.
- 39/144 (27%) of respondents supported the proposed provision of travel Strategy planning for residents and workplaces.
- 35/144 (24%) of respondents supported the proposed provision of travel planning for tourism.
- 31/144 (22%) of respondents supported the proposed awareness campaigns.
- 25/144 (17%) of respondents supported the proposed improved road safety education.
- 15/144 (10%) of respondents supported the proposed variable parking charges.
- 7/144 (5%) of respondents supported all of the proposed options listed.
- 6/144 (4%) of respondents supported the proposed workplace parking levy.
- 3/144 (2%) of respondents supported the proposed promotion of a 'No Car Day'.

**Figure 26: Responses to 'What factors do you consider most important when encouraging you or others to shift to more sustainable modes of transport.'**





3.9.4 Please explain your choices here or provide any other comments about our Behaviour Change and Information policy and initiatives – Free Text Response.

Outlined below is a summary of the key themes raised with the ‘other’ comments received in response to the Behaviour Change and Information proposals. The summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received in the Behaviour Change and Information focus area, and the project response, please refer to Annex B.10.

Out of the 336 total responses received, 154 participants provided their view on or in relation to this question.

**Table 9: Summary of key themes in response to Behaviour Change and Information proposals.**

Consultation Responses	Project/ Design Responses
<p>Many respondents disagree with workplace parking levy. Considers most people do not live where they work, and therefore it is unfair to charge motorists to park, it also acts as a disincentive to large employers to come into Monmouthshire.</p> <p>Concern that workplace parking levy will be seen as a tax on businesses who are able to offer parking to their employees.</p> <p>Concern there will be a large negative economic impact</p>	<p>The draft Strategy consultation has sought feedback on a wide range of options including a workplace parking levy, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Strategy.</p> <p>As a result of the consultation feedback, MCC will not be taking this proposal forward.</p>
<p>Respondent agrees with workplace parking charges however states it is politically difficult and costly to manage</p>	<p>There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. Please refer to measures for roads, streets and parking for measures alongside other proposals. A well-being impact assessment has been undertaken at this stage of Strategy preparation to help inform considerations of matters such as equality.</p> <p>The LTS seeks to encourage modal shift by making it easier to use public transport or active travel to undertake daily journeys. We also recognise that for some journeys, the car will be the only means of travel. We are not targeting car users, but instead trying to provide sustainable transport options to encourage modal shift.</p>
<p>Respondents disagree with variable parking charges, stating that those who drive to work are on lower paid jobs – such a charge is unfair.</p>	<p>The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Strategy.</p>
<p>Respondent supports parking charges with additional reward system for car share scheme at workplaces – also considers the possibility of influencing supermarkets to provide better walking/cycling infrastructure.</p>	

Consultation Responses	Project/ Design Responses
<p>Respondent holds concern that the council is trying to impose their views on the people, and believes that the behaviour change proposals will be of low impact with no revenue coming in.</p>	<p>The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Strategy.</p> <p>MCC disagrees with the statement as they are attempting to improve public transport - integrated timetabling/hubs would not encourage wider public transport use. MCC proposals are not designed to generate revenue, but to reduce emissions and offer sustainable transport choices to those who wish to use them.</p>
<p>Respondents deem the proposals inappropriate for a rural area such as Monmouthshire – strategies are more befitting for an urban setting and would negatively impact communities outside large towns. Rural dwellers still require the use of a car.</p>	<p>The draft Strategy consultation has sought feedback on a wide range of options including those that aim to improve accessibility for all modes and for those living in towns and rural areas, for example on-demand and community services, and BUS6 (Rural bus routes) and for more information see section 6.9.</p> <p>MCC recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system</p>

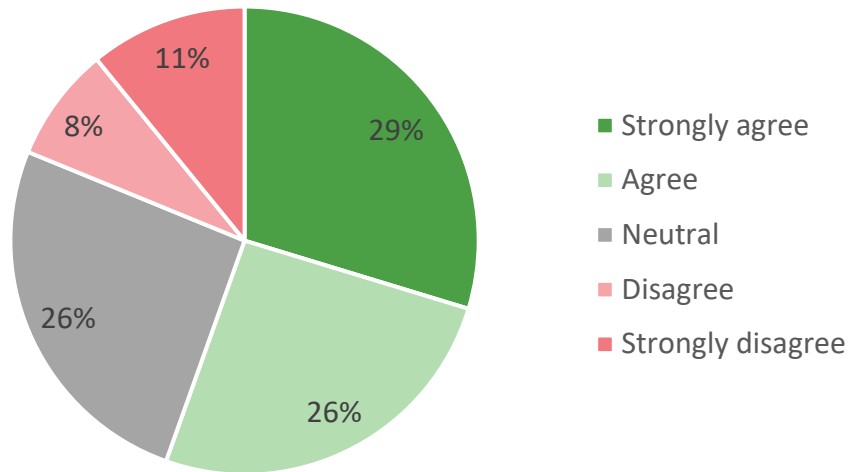
### 3.10 Home to School Transport

#### 3.10.1 To what extent do you agree with our Home to School policy ambition?

Of the 242 responses to the feedback questionnaire, a total of 101 participants provided their views on this question.

Figure 27 below provides a visual summary of the responses received regarding home to school policy ambition. It shows that 56/101 participants (55%) selected that they either agreed or strongly agreed, 26/101 (26%) were neutral, and 19/147 (19%) selected that they either disagreed or strongly disagreed with the home to school policy ambition.

Figure 27: Responses to 'To what extent do you agree with our Home to School policy ambition?'

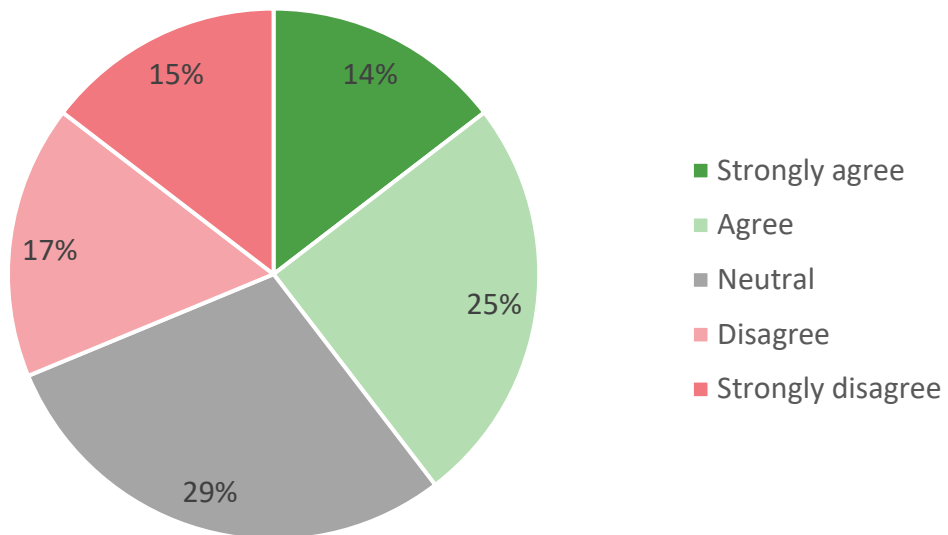


3.10.2 To what extent do you agree that our Home to School transport initiatives will encourage sustainable travel to school?

Of the 242 responses to the feedback questionnaire, a total of 96 participants provided their views on this question.

Figure 28 below provides a visual summary of the responses regarding home to school transport initiatives and sustainability. It shows that 38/96 participants (39%) selected that they either agreed or strongly agreed, 28/96 (29%) were neutral, and 30/96 (32%) selected that they either disagreed or strongly disagreed with the home to school policy ambition.

Figure 28: Responses to 'To what extent do you agree that our home to school transport initiatives will encourage sustainable travel to school?'



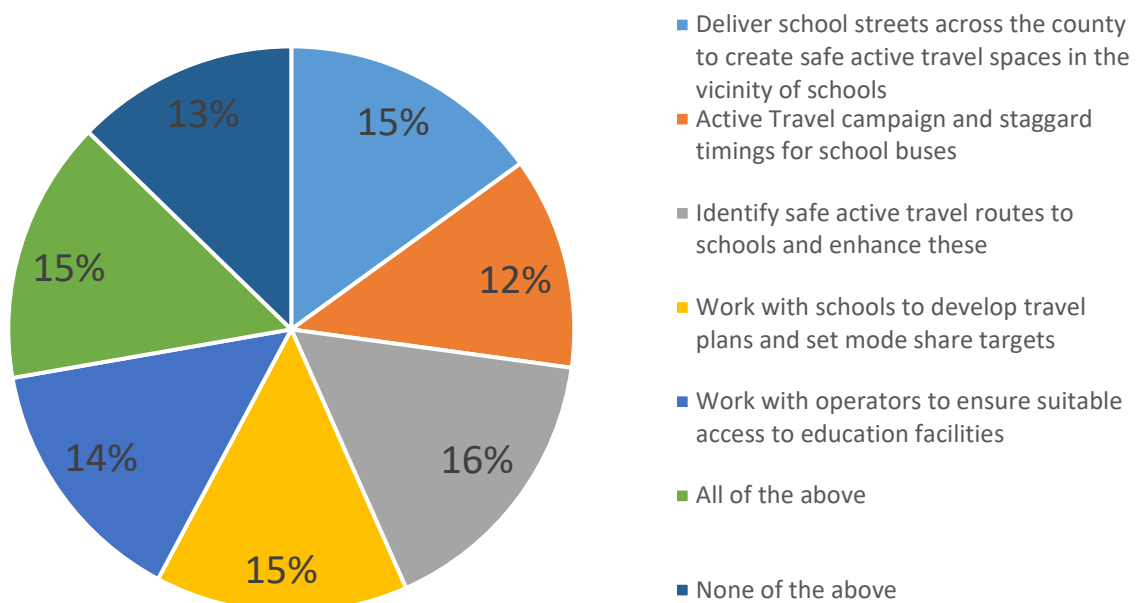
3.10.3 What factors do you consider the most important to reducing vehicle traffic around schools and creating a safer environment?

Of the 242 responses to the feedback questionnaire, a total of 102 participants provided their views on this question. This question allowed multiple choices to be made and attracted 173 selections. The bullet points

below show how many times a participant selected an option. Figure 29 shows the proportion each option was selected.

- 28/102 (27%) of respondents supported the proposed identification of safe active travel routes to schools and enhance these.
- 26/102 (25%) of respondents supported the proposed delivery of school streets across the county to create safe active travel spaces in the vicinity of schools.
- 26/102 (25%) of respondents supported all of the proposed options presented.
- 25/102 (25%) of respondents supported the proposed idea to work with operators to ensure suitable access to the education facilities.
- 25/102 (25%) of respondents supported the proposed idea to work with schools to develop travel Strategy s and set mode share targets.
- 22/102 (22%) of respondents supported none of the proposed options listed.
- 21/102 (21%) of respondents supported the proposed Active Travel campaign and staggered timings for school buses.

**Figure 29: Responses to ‘What factors do you consider the most important to reducing vehicle traffic around schools and creating a safer environment?’**



### 3.10.4 Please explain your choices here or provide any other comments about our Home to School Travel policy and initiative – Free Text response.

Outlined below is a summary of the key themes raised with the ‘other’ comments received in response to the Home to School Travel proposals. The summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received in the Home to School Travel focus area, and the project response, please refer to Annex B.11

Out of the 336 total responses received, 74 participants provided their views on or in relation to this question.

**Table 10: Summary of key themes in response to Home to School Travel proposals.**

Consultation Response	Project/ Design Response
<p>Responder suggests the use of staggered bus timings to allow for starting lessons for different year groups.</p>	<p>School hours are a matter for the education service providers – the Strategy seeks to improve accessibility to schools and education facilities.</p>
<p>Responder disagrees with proposal as this requires changing school hours.</p>	
<p>Responder believes Strategy fails to account for those who cannot use active travel modes to get to school due to distance - disagrees with proposals as maintenance costs, particularly along A48 Pwllmeyric-Chepstow route, would become sustainable.</p>	<p>The Strategy seeks to help encourage sustainable modes of travel through a range of measures including behaviour change initiatives, in addition to those aimed at improving active travel and public transport (see sections 6.6, 6.7 and 6.8).</p>
<p>Responder suggests school could encourage walking for older pupils within close proximity to the school site and when the route is safe.</p>	
<p>Responder states the proposals are not feasible for pupils living a significant distance from school. Participants state that rural areas provide few walking options that are not dangerous – distances are too far, necessitating car use.</p>	<p>The Strategy seeks to improve accessibility for all across a range of modes. Safety is a key criterion for the design of any considered active travel routes. The LTS aims to provide better services to rural areas – see BUS6 (rural bus routes) and section 6.9. Public transport, community and on-demand services are a part of the existing and future network to provide people with better choices.</p>
<p>Respondents do not consider the proposals to be deliverable and question the source(s) of funding.</p>	<p>The Strategy aims to be ambitious but deliverable. The Delivery Plan sets out how the measures could be progressed.</p>
<p>Participants concerned about the safety of a child walking to school – concern as many parents take children to school by car, making journeys by bike or on foot riskier – refers to A48 Pwllmeyric-Chepstow route.</p>	<p>MCC is committed to delivering on its responsibilities for active travel network improvements. Annual budgets are set accordingly. The Strategy measure reference AT27 addresses the A48 active travel route. MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport Strategy ning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a></p>
<p>Responder supports initiatives increasing safety of cycling for children and believes the proposals will improve the safety of the school drop-off and pick-up.</p>	

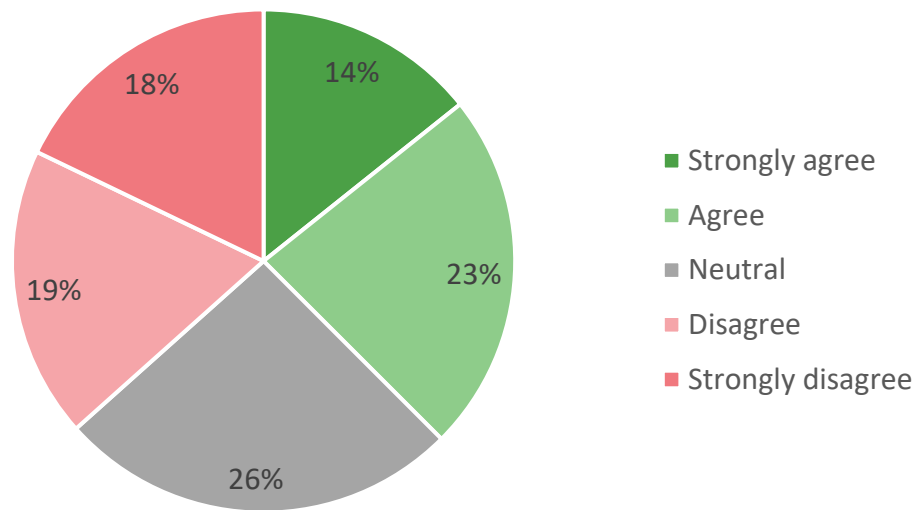
### 3.11 Land Use Planning

#### 3.11.1 To what extent do you agree with our land use planning policy ambition?

Out of 242 responses to the feedback questionnaire, a total of 112 participants provided their views on this question.

Figure 30 below provides a visual summary of the responses regarding the land use planning policy ambition. It shows that 42/112 participants (37%) selected that they either agreed or strongly agreed, 29/112 (26%) were neutral, and 41/112 (37%) selected that they either disagreed or strongly disagreed with the home to school policy ambition.

**Figure 30: Responses to 'To what extent do you agree with our Land Use Planning policy ambition?'**

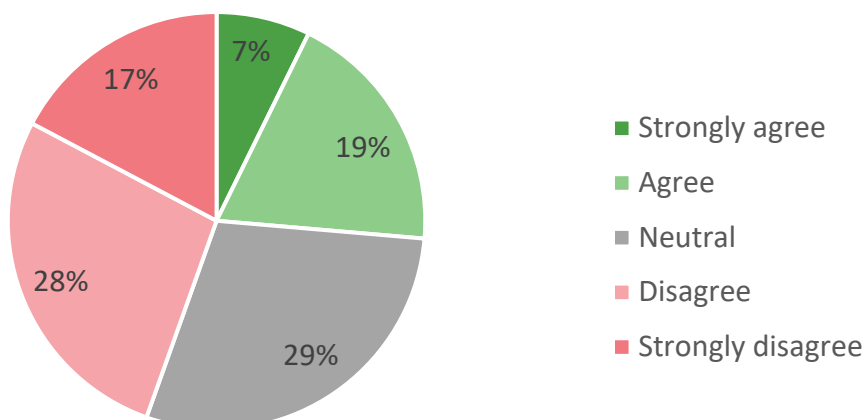


#### 3.11.2 To what extent do you agree that our interventions will improve the interaction between land use planning and transport?

Of the 242 responses to the feedback questionnaire, a total of 101 participants provided their views on this question.

Figure 31 below provides a visual summary of the responses regarding interaction between land use planning and transport. It shows that 42/112 participants (37%) selected that they either agreed or strongly agreed, 29/112 (26%) were neutral, and 41/112 (37%) selected that they either disagreed or strongly disagreed with the interaction between land use planning and transport.

**Figure 31: Responses to ‘To what extent do you agree that our interventions will improve the interaction between land use planning and transport?’**



**3.11.3 Please explain your choices here or provide any other comments about our Land Use Planning Travel policy and initiative – Free Text response.**

Outlined below is a summary of the key themes raised with the ‘other’ comments received in response to the Land Use Planning proposals. The summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received in the Land Use Planning focus area, and the project response, please refer to Annex B.12.

Out of the 336 total responses received, 87 participants provided their views on or in relation to this question.

**Table 11: Summary of key themes in response to Land Use Planning proposals.**

Consultation Response	Project/ Design Response
It was suggested planning permissions for developments apart from infill should always firstly opt for brownfield sites where possible, but considers the policy seems to be towards going towards greenfield sites. Suggests it is the role of planning to achieve proposals. New homes need to be zero carbon as standard and developers not adding eco-premium prices. Retrofitting is still too costly and lacks the resources to be completed in time. AT infrastructure needs to be in place in tandem with development. The homes with 4 adults and 4 cars need to be discouraged.	Suggestions related solely to the Planning of development will be considered as part of the forthcoming Replacement Local Development Strategy rather than this Local Transport Strategy. As stated in section 6.2, development proposals must promote modes which reduce the need to travel by car and increase provision for walking and cycling.
Participants do not agree with the reduction of parking standards for new developments.	The Strategy aims to provide sustainable links to RLDP sites (AT15). Intervention RSPI considers tackling pavement parking. There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. The Welsh Government response to MCC’s RLDP explicitly requires a reduction in parking standards.

Consultation Response	Project/ Design Response
<p>Participants consider the proposals to ignore the fact that people may wish to travel to destinations well away from Monmouthshire. If they are denied the use of a car due to parking unavailability, what are they supposed to do.</p>	<p>The Strategy seeks to improve accessibility for all through a range of measures across all modes. MCC recognises that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. MCC do however need to implement measure to support modal shift and decarbonise the transport system.</p>
<p>Participants are concerned about the proposals to reduce car use in rural areas, as many people living in rural areas are dependent on car travel.</p>	<p>The LTS aims to provide better services to rural areas – see BUS6 (Rural bus route) and section 6.9. The Strategy aims to be ambitious but deliverable. The Delivery Plan sets out how the measures could be progressed. The draft Strategy consultation has sought feedback on a wide range of options including those that aim to improve accessibility for those living in towns and rural areas, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on it Regional Transport Strategy.</p>

### 3.12 Digital Connectivity

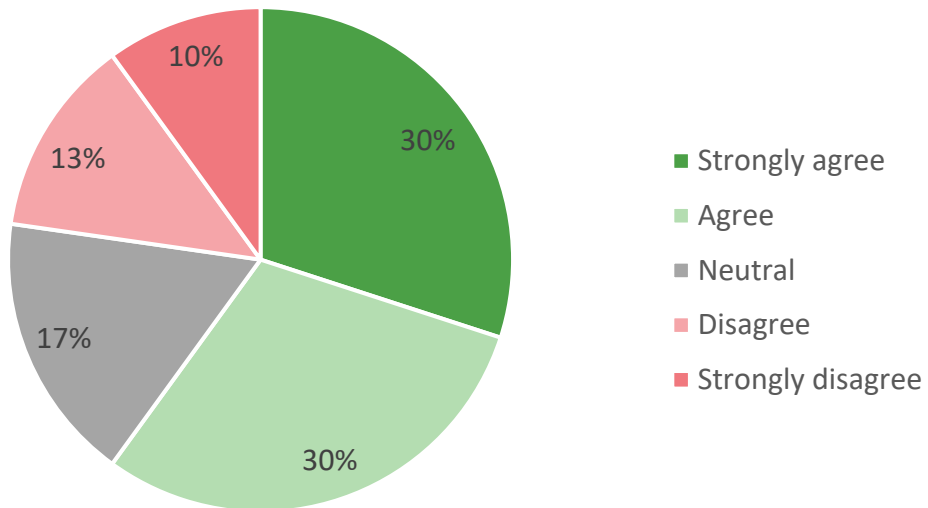
#### 3.12.1 To what extent do you agree with our digital connectivity policy ambition?

Of the 242 responses to the feedback questionnaire, a total of 110 participants provided their views on this question.

Figure 32 below provides a visual summary of the responses regarding the digital connectivity policy ambition. It shows that 66/110 participants (60%) selected that they either agreed or strongly agreed, 19/110 (17%) were neutral, and 25/110 (23%) selected that they either disagreed or strongly disagreed with the digital connectivity policy ambition.



Figure 32: Responses to 'To what extent do you agree with our digital connectivity policy ambition?'

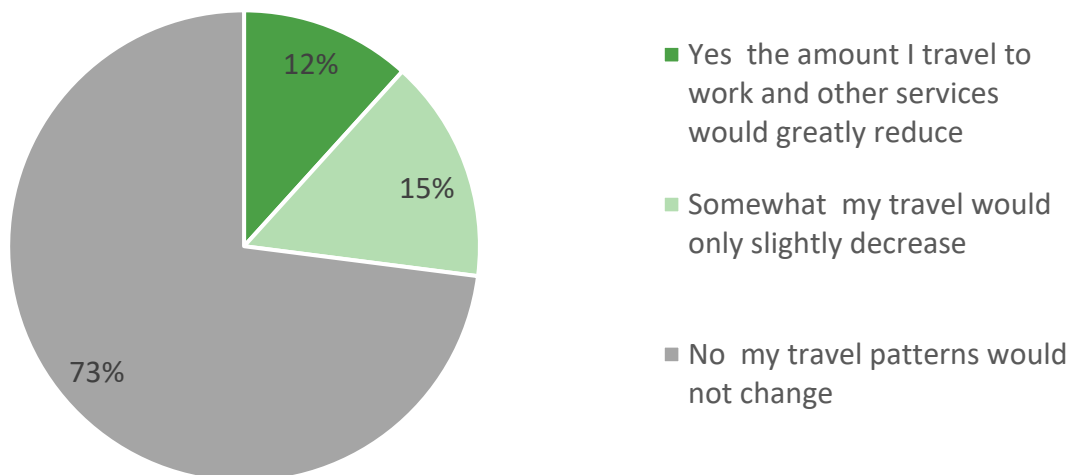


3.12.2 If broadband speeds and connectivity across the county would this impact the amount you travel, e.g. working from home or local working hubs, shopping online, access the healthcare?

Of the 242 responses to the feedback questionnaire, a total of 111 participants provided their views on this question.

Figure 33 below provides a visual summary of the responses regarding the how broadband speeds would affect travel. It shows that 13/111 participants (12%) selected yes, that travel would decrease, 17/111 (15%) said travel would decrease somewhat, and 81/111 (73%) selected that travel patterns would not change if broadband speeds and connectivity were improved.

Figure 33: Responses to 'If broadband speeds and connectivity across the county would this impact the amount you travel, e.g. working from home or local working hubs, shopping online, access the healthcare?'



3.12.3 Please explain your choices here or provide any other comments about our Digital Connectivity policy and initiative – Free Text response.

Outlined below is a summary of the key themes raised with the ‘other’ comments received in response to the Digital Connectivity proposals. The summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received in the Digital Connectivity focus area, and the project response, please refer to Annex B.13

Out of the 336 total responses received, 86 participants provided their views on or in relation to this question.

**Table 12: Summary of key themes in response to Digital Connectivity proposals.**

Consultation Response	Project/ Design Response
Participants expressed concern around an over-emphasis the LTS places on WfH – states that it discourages socialising, lowers productivity and is low in inclusivity as not everyone can do it – fails to address certain sectors such as healthcare or manual work.	MCC acknowledges within the Strategy that remote working will not be feasible for everyone and is highly dependent on personal circumstances. Intervention (DC1) will promote agile working hubs to provide SIMULTANEOUS opportunities for socialisation and remote working. The Welsh Government has set targets of 30% of the Welsh workforce to work from or near to home on a regular basis – not a requirement for businesses but many have already eased changes into working practices.
Participants acknowledge that faster internet makes WfH a more viable option and agrees that providing those residing in rural areas with better broadband and technology presents more avenues to work remotely.	
Responder states that better connectivity reduces the need to travel but does not replace it – considers faster connections does not equate to higher reliability, with more ambitious intervention required.	The MCC LTS aims to be ambitious but deliverable and seeks to provide improved access for everyone and help them make sustainable choices where possible.
Participants argue that proposals fail to address the key personal aspects of healthcare and how the well-being of patients may be diminished if these aspects are not addressed.	While this is a matter for healthcare services, MCC is seeking to help provide better access to healthcare services across the county.
Participants agree that improved connectivity is a priority in rural areas for farmers and those who WfH. Support is needed to help them catch up to rural areas across the country after many broken promises surrounding network changes.	MCC acknowledges this with Strategy s to focus on improving broadband connectivity and speeds (DC2).
Responder fails to see the benefit in the provision of dedicated working hubs as local facilities can provide these facilities, e.g., extending the use of facilities in local pubs and cafes.	The Strategy seeks to improve both digital and public transport access for everyone. Comments and ongoing engagement will be considered for next steps of the proposed mobility hubs. MCC claims that they are rolling out real-time information at bus stations and will be updating timetables in April.
Responder supports the working hub proposal as locations where improved efficiency and effectiveness will help boost the economy.	MCC will work closely with partners to improve connectivity across the county, as outlined in the Delivery Plan.

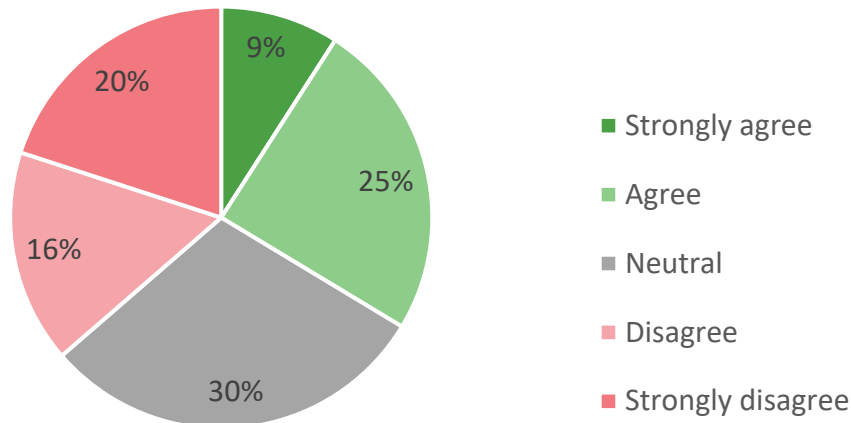
### 3.13 Freight and Logistics

#### 3.13.1 To what extent do you agree with our freight and logistics policy ambition?

Out of 242 responses to the feedback questionnaire, a total of 110 participants provided their views on this question.

Figure 34 below provides a visual summary of the responses received regarding the freight and logistics policy ambition. It shows that 37/110 participants (34%) selected that they either agreed or strongly agreed, 33/110 (30%) were neutral, and 40/110 (36%) selected that they either disagreed or strongly disagreed with the freight and logistics policy ambition.

**Figure 34: Responses to 'To what extent do you agree with our freight and logistics policy ambition?'**

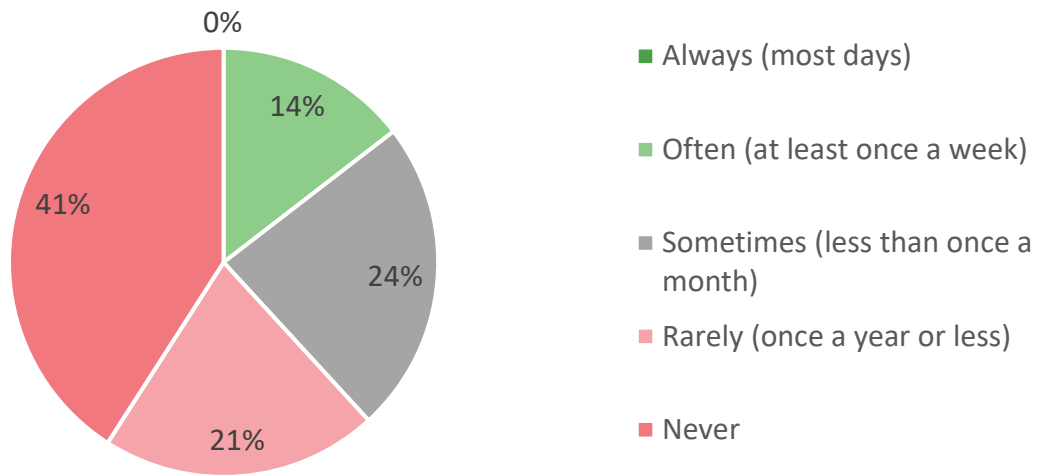


#### 3.13.2 If located at transport interchanges, public transport hubs and at other suitable locations, how likely are you to use parcel lockers, which offer 24/7 access?

Of the 242 responses to the feedback questionnaire, a total of 110 participants provided their views on this question.

Figure 35 below provides a visual summary of the responses received regarding use of parcel lockers at suitable, connected locations. It shows that 0/110 participants (0%) selected that they would always use parcel lockers, 16/110 (15%) selected that they would use parcel lockers often, 26/110 (24%) selected sometimes and 23/110 (21%) selected rarely to using parcel lockers and 45/110 (41%) selected that they would never use parcel lockers even if they were placed at suitable, connected locations.

**Figure 35: Responses to ‘If located at transport interchanges, public transport hubs and at other suitable locations, how likely are you to use parcel lockers, which offer 24/7 access?’**



**3.13.3 Please explain your choices here or provide any other comments about our Freight and logistics policy and initiatives- Free text response.**

Outlined below is a summary of the key themes raised within the ‘other’ comments received in response to the Freight and Logistics proposals. This summary accounts for the responses received through the online virtual engage platform and received via email in relation to the given focus area. To view a detailed account of the qualitative feedback received on the Freight and Logistics focus area, and the project response, please refer to Annex B.14.

Out of the 336 total responses received, 82 participants provided their views on or in relation to this question.

**Table 13: Summary of key themes in response to Freight and Logistics proposals.**

Consultation response	Project/Design response
<p>Participants oppose the proposal for parcel lockers in the region given that Amazon have begun trialling drone deliveries, with the aim of reducing home delivery demand and rendering the need for lockers as unnecessary. Parcel lockers, for the responder, are inconvenient for the public, too small for most parcels, inefficient for delivery firms, and necessitates more journeys.</p>	<p>The parcel locker interventions look to encourage people to use existing journeys to collect parcels, reducing both personal and freight journeys at once. Section 6.4 addresses this issue, stating “We will look at available data and consult with local communities around possible good locations that will enable them to pick-up and drop-off on their way to work, school, at public transport interchanges/mobility hubs or other daily trips”. MCC recognises that home deliveries will need to continue in some capacity for members of the community who are unable to travel due to mobility or health reasons. Where people can travel, proposed interventions will aim to support people in using existing trips to collect parcels.</p>
<p>Participants support the parcel locker proposal as they already exist and are used regularly by the public – a good step forward would be to locate locker facilities in suitable locations</p>	
<p>Participants agree with the parcel locker proposal to be compatible with rural areas if residents have the option of reviewing collection options. This would require individual commitments and changes.</p>	<p>MCC will work with partners to help increase sustainable options for travel.</p>
<p>Many respondents’ states pensioners require home deliveries and cannot travel, and it is confusing for elderly people</p>	<p>We recognise that home deliveries will continue to be a required service for those members of our community who are unable to travel due to health or mobility reasons. Where people are able to travel the proposed interventions aim to support people to use existing trips to collect parcels, removing freight journeys and not adding further personal journeys.</p>
<p>Many residents consider the juggling of many parcels and large parcels would make active travel unsuitable</p>	<p>The interventions aim to encourage people to use their existing trips to pick up parcels, removing freight journeys and not adding further personal journeys. Section 6.4 states "We will look at available data and consult with local communities around possible good locations.</p> <p>for parcel lockers that will enable them to pick-up and drop-on on their way to work, school, at public transport interchanges/mobility hubs or other daily trips</p>

## Annexes

### A.1 Consultation Booklet English and Welsh

# MCC Local Transport Plan Consultation Booklet





## The Local Transport Plan

In 2021 the Welsh Government published 'Llwybr Newydd, The Wales Transport Strategy' (WTS) which sets out the priorities and ambitions for transport in Wales, including the promotion of the Sustainable Transport Hierarchy which encourages a mode shift towards more sustainable forms of transport. MCC understand the urgent need for mode shift to help decarbonise our transport system, and our Corporate and Community Plan states how we share the Welsh Government's ambition to become carbon neutral by 2030. As such, we are preparing a voluntary Local Transport Plan to establish a framework for the promotion of a safe, integrated, and efficient transport network, which contributes towards achieving net-zero.

### The Local Transport Plan

The Local Transport Plan will outline a long-term strategy for developing our transport network, considering the local needs of the area and supporting social equality, a thriving economy and helping reduce the transport network's impact on the environment.

We will develop a Local Transport Plan which establishes a strategic framework for the future of transport within Monmouthshire and beyond, helping inform the emerging Regional Transport Plan being progressed by the South East Wales Corporate Joint Committee. It will also support our placemaking strategies and inform our Replacement Local Development Plan, which is also currently being prepared.

### Monmouthshire's Transport Network

We recognise the following opportunities and challenges for the Local Transport Plan:

- Monmouthshire has the highest level of car ownership of any local authority in Wales at 1.51 vehicles per household, versus a national average of 1.32. In addition, car ownership has grown in Monmouthshire by 4% since the 2011 Census.
- Previous land use and development patterns contribute to high mode share, long travel times, and reliance on private car trips.
- There is a lack of provision of active travel infrastructure which limits the viability of walking and cycling.
- High traffic volumes on A-roads that run through town centres and in areas with high pedestrian activity leads to road safety concerns.
- Lack of public transport connectivity and alternatives leads to social isolation and difficulty accessing healthcare services, such as the Grange University Hospital, for residents without access to private vehicles.
- Lack of transport integration limits joined up journeys, and the reach of the public transport network.
- Localised and motorway traffic congestion contributes to poor air quality and GHG emissions.

Due to Monmouthshire's rural nature, dispersed settlement pattern and car-dependent transport system, achieving the mode share targets will be challenging in its current context. Therefore, significant improvements to our sustainable transport network are required to enable the county, and wider region, to meet its greenhouse gas reduction goals while improving well-being.





## Aims and Objectives

To help achieve a safe, integrated, and efficient transport network, which reflects the priorities within the Welsh Transport Strategy and our Corporate Plan, we have worked closely with stakeholders to develop our proposed aims and objectives for the Local Transport Plan.

The overarching aim for our Local Transport Plan is to deliver:

*An integrated transport and land use system that prioritises sustainable travel, enables transition to a zero-carbon county, and supports well-being, health and dignity for everyone at every stage of life.*

To achieve the vision, this Local Transport Plan is framed by four objectives that are aligned with the Wales Transport Strategy's well-being ambitions:

**Objective 1:** To create safe, healthy and equal communities in Monmouthshire ensuring residents and visitors have access to active travel, public transport, and zero emissions vehicles with respect to the transport hierarchy.

**Objective 2:** A transport system that delivers a significant reduction in greenhouse gas emissions and improves awareness of the consequences of travel choices in Monmouthshire on climate change, biodiversity, air quality and health.






**Objective 3:** A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances the historic environment.

**Objective 4:** A transport system that contributes to Monmouthshire's economic ambitions, supports local communities, and improves sustainable connections to key market towns and key external destinations.

To support these objectives, 12 policy focus areas have been developed, these include:

- Land Use Planning
- Digital Connectivity
- Freight and Logistics
- Mobility Hubs and Interchanges
- Active Travel
- Bus
- Rail
- On-demand and Community Services
- Behaviour Change and Information
- EV Charging Infrastructure
- Roads, Streets and Parking
- Home to School Transport

Within each focus area, a policy ambition has been developed and a number of interventions have been identified. Where appropriate, these interventions have been classified as follows:

LTP Classification	Description
 Deliver	Specific interventions that align with WTS and Local Transport Plan (LTP) objectives, that have undergone wellbeing appraisal. These are the key focus of the LTP period and Monmouthshire County Council (MCC) will be responsible for delivery (in full for smaller schemes, or initial stages for larger programme) within the five-year LTP plan period.
 Plan	Longer term interventions that align with the LTP objectives and WTS priorities, that could be developed further but are unlikely to be deliverable within the plan period.
 Continue	Interventions that are already funded, have gone through an appraisal elsewhere or that are Welsh Government requirements or ongoing commitments undertaken by MCC.
 Support	Interventions that MCC will not ultimately be responsible for delivering, but have an interest in promoting, supporting and/or collaborating on with other entities (e.g. Welsh Government, Transport for Wales, neighbouring Local Authorities etc.)
 Review	These schemes do not meet one or more of the appraisal criteria. However, they may hold significance for the transport network and the people in Monmouthshire, and thus remain ambitions of MCC. Hence, these interventions will be reviewed or adjusted to align with wider objectives and funding requirements.

## Active Travel

Active Travel is the term used for getting around via walking, cycling and wheeling (which includes wheelchairs and mobility scooters) for short everyday journeys, such as going to school, work or shopping.

We envision a future in Monmouthshire where active travel is at the heart of the community, offering safe, accessible, convenient, and enjoyable options for both residents and visitors. While there have been efforts to improve walking and cycling infrastructure within Monmouthshire, there are still gaps in the network which hinders the uptake of walking and cycling as sustainable transport options.

There are also road safety concerns on busy roads in areas with high pedestrian activity, in addition the topography of the county and distances between key towns also being a limiting factor in the uptake of walking and cycling. As such, the LTP aims to extend and improve the active travel network and complement it with cycle parking, hire and wayfinding. The following policy ambition is proposed:

*Continuously develop a network of local routes to connect people with the places they travel to for everyday journeys to support walking, cycling and wheeling becoming the preferred choice for shorter journeys.*

As part of this policy ambition are the following Active Travel objectives:

- Expand and refine the network of local routes for walking and cycling, seamlessly connecting people to their everyday destinations.
- Engage with Children, Young People and Adults to reduce the barriers of Active Travel and promote modal shift for current and future generations.
- Focus on journeys shorter than 3 miles to education, employment, shopping, health destinations, bus and rail stations that can reduce everyday car journeys, and make walking, cycling and wheeling the easiest option.
- Develop schemes in partnership with local people and prioritise safe and accessible pathways that cater to individuals of all abilities and backgrounds.
- Support and collaborate with Welsh Government, Transport for Wales and neighbouring local authorities in Wales and England to deliver Active Travel across borders and on trunk roads in Monmouthshire.

To help achieve this policy, the following specific and longer-term interventions are outlined below, in addition to interventions which will require our support and collaboration with other entities to deliver.

### Deliver

MCC are currently delivering on key strategic active travel projects across the county. These include Initial Active Travel Network Schemes within Usk, Gilwern, Chepstow, Monmouth, Magor and Undy and Abergavenny and Llanfoist such as:

- Abergavenny to Llanfoist Active Travel scheme. This involves incorporating a new Active Travel bridge across the River Usk and associated links.
- Severnside spinal route which includes the conversion of a disused MOD railway to an Active Travel path and links through Caldicot town to the railway station. In addition to Active Travel improvements from Undy to Rogiet alongside the B4245 and Active Travel improvements from Newport to Magor along the A4810.
- Monmouth spinal route which includes a new Active Travel bridge across the River Wye with associated links and routes through to Kingswood Gate.

### Plan

We aim to develop plans and programmes that encourage active travel including:

- Implementing clear wayfinding systems.
- Removing barriers to active travel.
- Improving crossings for pedestrian and cyclist safety.
- Improved routes within communities to make them safer for Active Travel.
- Improving active travel links to town centres and sites which will be identified within the Local Development Plan.
- Active travel friendly town centres
- Introducing e-bike charging infrastructure.
- Support cycle hire initiatives and look for wider rollout.
- Cross-border links with Newport
- Safe routes in communities schemes (SRIC) beyond those currently funded

### Support

- The provision of Active Travel links to neighbouring authorities
- Active travel upgrades along A-roads.
- Work with Government organisations on Active Travel pilot schemes such as the provision of secure cycle parking in form of cycle hangars (with TfW).

## Bus

The bus service in Monmouthshire is currently unreliable as there is a low frequency of services and poor network coverage. This results in slow journey times and non-direct routes, which means the bus is currently not a viable alternative to the private car. This problem is felt throughout the whole of Wales, and as such the Welsh Government have set out a vision for the future of Welsh bus services, summarised as 'One Network, One Timetable, One Ticket'. This will change the bus system governance to a franchised system and allow the bus system to form part an integrated transport network in Wales.

This has given us the opportunity to re-think how services are planned and delivered in Monmouthshire. As such the following policy ambition is proposed:

*Ensure that there is a stable and coherent network of frequent, reliable and affordable bus services that are fully integrated with other modes of public transport enabling residents to access key destinations including town centres, healthcare, schools and workplaces.*

To achieve this, we envisage that core bus services run at least hourly between 08:00 and 18:00, and at least two hourly during evenings and Sundays. For the more urban parts of the county (e.g., Severnside), a higher frequency will be more appropriate (e.g., half-hourly and hourly on evenings/Sundays).

The following specific and longer-term interventions are outlined below, in addition to interventions that will require our support and collaboration with other entities to deliver.

### Deliver

- Improved bus links to and from the Grange University Hospital
- Improvement in quality of bus services between Chepstow/Caldicot and Newport
- Improved bus frequencies between Monmouth and Chepstow

- Bus Priority over other road traffic at Severn Tunnel Junction Station

- Rural bus routes e.g., Abergavenny – Monmouth

- Improved Monmouth bus and coach stop with considerations for tourist coach parking.

- Improved Abergavenny bus and coach stop with considerations for tourist coach parking.

- Improved public transport links between Monmouthshire and Avonmouth

### Plan

- Improved Bus information including real time information.

- Bus infrastructure measures, such as bus priority, along key corridors

- Local Bus Service Upgrades

- Bus stop upgrades

### Support

- An improved (T7) Express bus service

- Bus priority of movement on and across A4042 corridor

- 'One Network One Timetable One Ticket' Bus Network Review

- Extend Bristol Metrobus services to Chepstow / Severnside

- Mass Transit from Forest of Dean and Chepstow to Bristol

- Work with West of England Combined Authority on mass transit extension



## Rail

Rail has the potential to become a key driver of decarbonisation and modal shift within Wales. However, to achieve this, routes and service frequencies will have to increase, the quality and reliability of journeys must improve, stations must become more accessible for all, and fares must become more affordable. To help achieve this the following policy ambition is proposed:

*An integrated, accessible rail network with increased frequency of trains to key destinations.*

As Monmouthshire County Council does not have direct responsibility for the rail network infrastructure or services, the following interventions have been shortlisted. However, collaboration with Network Rail, Transport for Wales and other train operating companies will be required to deliver these interventions to achieve a thriving rail network within Monmouthshire and beyond.

- Continue to campaign for enhanced services frequencies linking Abergavenny, Caldicot, Chepstow and Severn Tunnel Junction with each other and connecting onwards to Cardiff, Newport, Lydney, Gloucester, Bristol and Bath to make rail a competitive option for commuting and leisure trips.
- Campaign for fairer fares for trains to increase the attractiveness of train journeys.
- Increase service frequency and provision of new trains across the Marches Line.
- Assess potential new station locations and explore opportunities to reopen decommissioned railway stations to enhance accessibility to the rail network.

### Support

- Help in making stations physically accessible for all, addressing issues faced by disabled passengers and passengers facing mobility restraints (such as heavy luggage or pushchairs) when using railway stations.
- Explore pathways to deliver an overbridge at Chepstow railway station.
- Explore pathways to deliver Magor & Undy walkway station as soon as possible, to further advance accessibility and interchange improvements that contribute to a more inclusive rail experience.
- Provision of planters with native plants and flowers and the provision of shelters for wildlife at Abergavenny railway station.
- Support the South Wales Metro proposals that aim to provide faster, more frequent and joined-up services across the region.





## Community and On Demand Services

It is considered that in isolation, public transport and active travel are unlikely to replace all car trips in a rural authority like Monmouthshire. In addition, given the County's rural setting, it makes it difficult to achieve comprehensive public transport coverage. As such, when public transport or active travel are not options, there is a place for access to on-demand services such as car clubs and car sharing apps/websites to facilitate multi-modal lifestyles. Therefore, the following policy ambition is proposed:

*Ensure a thriving set of on-demand and community transport services that meet the needs of local communities and delivers wider social, economic, environmental and cultural benefits.*

To expand and promote car clubs and community transport which will facilitate door-to-door connectivity, a number of specific and longer-term interventions have been considered.



### Deliver

We will deliver:

- Wye Valley tourism Fflecsi and Sherpa services.
- Community / Village car clubs, and the promotion of car and lift share schemes. This will involve the use of an app for car clubs.



### Plan

We will plan to:

- Expand flexible bus services geographically and temporally
- Explore flexible rural transport options to stations
- Engage and have an agreement with community transport associations on how to operate, improve, and advertise services



### Support

- A regional fund for local community transport groups for the purchase and maintenance of electric bikes and cargo bikes.



## Mobility Hubs and Interchanges

Journeys often involve more than one mode of transport, particularly in a rural authority such as Monmouthshire as the distance to key hubs such as rail stations is further. By delivering a public transport network that offers users multiple options, users can choose the tool that best meets the specific needs of their journey. To improve the provision for first and last mile journeys that extend the reach of the core public transport network the following policy ambition is proposed:

*Mobility hubs and station facilities that support interchange between bus and rail services and facilitate first and last mile journeys by a range of sustainable transport modes.*

To create an interchange experience that is efficient, comfortable, safe and reliable, we will further develop and deliver schemes that aim to provide a more integrated and user-friendly transportation network for the benefit of residents and visitors alike. To achieve this, the following specific and longer-term interventions are outlined below, in addition to initiatives which will require our support and collaboration with other entities to deliver.

### Deliver

- Bus and active travel integration with the Welsh Marches Line which runs from Newport to Shrewsbury through Abergavenny.
- Sustainable travel improvements at Abergavenny Railway Station.
- Transport interchange improvements at Severn Tunnel Junction.
- Chepstow Transport Hub which optimises connectivity by relocating Chepstow Bus Station adjacent to the railway station.

### Plan

- Interchange hubs between on-demand and timetabled bus services.
- Security and welfare provision for passengers and staff, including coach drivers, at interchange locations.
- Cycle parking at bus stops.

### Support

- Timetable coordination at key points of interchange.
- Coordinate rail and bus timetables and routes to minimise waiting times and optimise connectivity, this includes timetable coordination at key points of interchange.
- Active Station Network Plan for all stations.
- The provision of cycle storage at interchanges



## Roads, Streets and Parking

The LTP reflects our commitment to creating a transportation network that not only ensures the safety and efficient movement of all road users but also prioritises and promotes sustainable choices such as active travel and public transport. Through strategic planning, collaboration, and continuous improvement, we aim to create a road and street environment that enhances the quality of life for our residents and visitors while contributing to a greener, healthier future for Monmouthshire. The following policy ambition is proposed:

*Ensure that roads and streets are safe, well-maintained and managed for all road users, and support sustainable transport options including active travel and public transport.*

Some specific and longer-term interventions have been identified in addition to initiatives which will require our support and collaboration with other entities to help create a well-maintained and managed roads.



### Deliver

- Tackle pavement parking and street clutter, so that streets are safer for all.
- Reallocate road space, particularly within the four market towns, prioritising pedestrians, cyclists, and public transport, creating safer and more accessible environments
- Magor Walkway station parking strategy to prevent commuter parking on nearby streets
- Optimise kerbside usage, considering sustainable modes and spaces for pedestrians while accommodating disabled parking needs.



### Plan

- A strategy for congestion and emissions zones that promote cleaner air.
- A comprehensive speed limit strategy that incorporates reduced speed limits on rural roads, fostering a safer environment for walking, cycling, and riding.
- Road safety capital schemes to enhance overall safety infrastructure.
- An integrated strategy for HGV parking and driver welfare.

### Continue

To keep the roads in good condition, we will continue our road maintenance programme for essential repair and road works to be carried out.



### Review

We will upgrade, improve and future-proof our road network and a number of road schemes will be subject to review and for further consideration in the context of the Welsh Government Roads Review. While these schemes do not meet one or more of the appraisal criteria. They may hold significance for the transport network and the people in Monmouthshire, and thus remain ambitions of the Council.





## EV Charging Infrastructure

The Welsh Government's Electric Vehicle Charging Strategy for Wales sets out the vision for electric vehicle charging in Wales. This states that by 2025, all users of electric vehicles in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.

In Monmouthshire, the existing electric vehicle charging infrastructure remains limited, with a total of only 44 public charging points available. Considering the importance of the rural and strategic road network for Monmouthshire's population, we recognise the dual importance of promoting modal shift and adopting electric vehicles. As such, there is an urgent need to transition to electric vehicles to align with sustainable practices. Therefore, the following policy ambition is proposed:

*Ensure that MCC continues to lead the transition to electric vehicles in Wales by ensuring that fair and equitable charging infrastructure is available for residents and visitors.*

To promote in the growth and accessibility of electric vehicles, the following specific and longer-term interventions have been shortlisted;

### Deliver

- Tourism and destination charging at public sector sites
- The progression of residential EV charging in priority areas
- The progression of EV charging in several carparks

### Support

- Support and collaborate with public sector workplaces that want to develop or increase their EV charging points;
- Support the advancement of fast charging stations at rail station car parks to encourage EV adoption, and
- Support the roll out of the Welsh Government EV Charging Strategy





## Behaviour Change and Information

We want to encourage people to change their travel behaviour to use low-carbon, sustainable transport where this is a viable option for their journey. As such, we will look to support mode shift by enhancing travel planning, education, campaigns and variable parking charges, with the following proposed policy ambition:

*Ensure that residents and visitors to Monmouthshire are fully informed about sustainable travel options, allowing them to plan, pay for and undertake journeys using information available in their preferred medium.*

To achieve this, we will deliver a range of behaviour-change specific and longer-term interventions, in addition to interventions which will require our support and collaboration with other entities to encourage people to make smarter travel choices and increase use of sustainable modes of transport. These interventions are outlined below:

### Deliver

To address traffic congestion, we propose the following deliverables;

- Creation of Wye Valley tourism walking and bus route maps which combine buses for the outbound journey and walking for the return.
- The promotion of a 'No Car Day' event. This will be aligned with the World car Free Day and will showcase what a more sustainable Monmouthshire will look like.
- Workplace parking levy; we propose to charge employers for workplace parking, the money will then go to dedicated local transport enhancements.
- Variable parking charges; parking charges will be based in vehicle size or emissions

### Plan

To complement infrastructure investment, we have developed a number of plan based soft behaviour change measures which include;

- Road safety education, training and publicity
- Travel planning for households and workplaces
- Travel planning for tourism

### Support

To further encourage behaviour change, schemes and interventions will be supported through the following initiatives;

- Providing unified transport branding and an integrated ticketing system
- The provision of a 'Transport for Wales as a Service' app
- Active Travel Behavioural Change campaign
- Air Quality Awareness Publicity campaign



## Home to School Transport

When consulting with stakeholders on the development of the LTP, some highlighted home-to-school transport as a focus area for Monmouthshire that could facilitate improved awareness and habits around healthy and sustainable travel to school. As such the following policy ambition is proposed:

*Prioritise sustainable travel for home to school transport, ensuring that most secondary school and college trips, and nearly all primary school trips are made by walking, cycling or public transport.*

The encouragement of active travel and the reduction of vehicle traffic around schools can create a safer, healthier and cleaner environment for the generations of tomorrow. Given school start and finish times align with peak commute times, this policy will also have the benefit of reducing congestion for other transport users in Monmouthshire.

To achieve this policy, we will:

### Deliver

- Deliver school streets across the county to create safe active travel spaces in the vicinity of schools

### Plan

- Active Travel campaign and staggered timings for school buses

### Continue

- Identify safe active travel routes to schools and enhance these
- Work with schools to develop travel plans and set mode share targets

### Support

- Work with operators to ensure suitable access to education facilities



## Land Use Planning

Monmouthshire is predominantly a rural county. The current dispersed land use and development patterns have resulted in a high reliance on the car and an environment which makes sustainable travel provision a challenge. Therefore, to achieve the council's core purpose of becoming a zero-carbon county and to deliver new development in accordance with Future Wales national policy, it is critical that any new proposed development sites are well-connected by public transport and active travel. Considering this, we propose to improve the interaction between land use planning and transport within our county with the following policy ambition:

*Development proposals must promote sustainable, low carbon, safe forms of transport which reduce the need to travel by car, increase provision for walking and cycling and improve public transport provision, delivering mode share targets from the outset.*

To achieve this, we will:

- Continue to approve planning applications in line with best practice for promoting sustainable transport.
- Locate development close to public transport facilities and design development to improve public transport infrastructure
- Develop the role of Monmouthshire's Primary Settlements in accordance with the South East Wales Regional Plan
- Ensuring developments incorporate and/or enable the use of ultra-low emission vehicles by providing the necessary underlying charging infrastructure
- Ensure placemaking principles underpin all

new development to deliver places which are attractive and accessible.

- Ensure development in rural areas enables solutions to rural transport problems such as public transport links, digital infrastructure and innovative solutions.

As part of this policy, the Council commits to the following interventions;

- The reduction of parking standards for new development, particularly where areas where alternatives to the car have been improved
- The promotion of high-quality and secure cycle storage for new development
- Encouraging development to include shared mobility solutions, such as shared e-bikes, and car-sharing bays
- Promote development in urban and suburban areas to reduce sprawl, development will also be promoted around train stations, bus stations and other transport hubs.
- Use planning obligations and developer contributions to promote high quality public transport connections and services throughout the day and night





## Digital Connectivity

In terms of air pollutant and carbon emissions, the most sustainable journey is the one we do not make. The Covid-19 pandemic has highlighted the wide range of activities that can be done remotely, which would avoid journeys being undertaken. As such, a focus area for this LTP is to promote digital and innovative infrastructure in both rural and urban areas. This will enable remote working for those that can do so, and reduce the need to travel to the workplace on a day-to-day basis. We propose the following policy ambition:

*We will enhance digital connectivity and support more local facilities and services, so people can work from or near home and access services locally on a regular basis instead of travelling long distances.*

The focus of this policy will be around three key areas,

**Digital connectivity:** currently, the average internet speed in Monmouthshire is 84 megabytes per second, which is 39% lower than the UK average of 117 megabytes. Working with partners, we will improve speeds across the county and ensure the improvement of areas of particularly poor broadband connectivity are prioritised. This will ensure there is consistency in the connectivity across the county, enabling equal opportunity for remote working, local working hubs and tele-appointments.

**Remote working:** We will ensure high quality broadband connections and suitable speeds to enable people to work from home, in local working hubs or to access services digitally. We will promote the development of working hubs throughout Monmouthshire, this will enable people to travel shorter distances to these hubs for work. This will also contribute to achieving the Welsh Government ambition for 30% of the Welsh workforce to work from or near home.

**Healthcare:** The NHS within Wales has been experimenting with telephone and virtual appointments. A recent review undertaken by telemedicine found that it reduced the carbon footprint of healthcare by up to 372kgCO<sub>2</sub>e per consultation. As such, we will support accessing healthcare services remotely through improved broadband connectivity and speeds.

To achieve this policy, we will:

### Deliver

- Promote agile working hubs

### Support

- Improving broadband connectivity and speeds

## Freight and Logistics

Freight transport is responsible for one third of the overall emissions from transport in the UK, with road freight accounting for 77% of this amount. To decarbonise freight efforts are being made at a national and industry-wide level, however, there is also work we can do at a local level to reduce the impact of local distribution. The final stage of parcel delivery between local depots and homes represents one of the most polluting components of the retail supply chain, as such are policy aims to reduce emissions at this stage. We propose the following policy ambition:

*We will support the development of a competitive, responsive and resilient network of freight and logistics distribution service, that reduce the need to travel and contribute to our wider well-being ambitions*

To achieve this, we will:

### Deliver

- Parcel lockers in towns and villages across the county; many of these lockers will offer 24/7 access making use of technology such as QR codes and mobile messaging platforms. Lockers will also be located in areas where there is a good active travel network, at public transport hubs and interchanges or in locations where people can pick up and drop off their parcel on the way to work or school.

- e-cargo bikes for small businesses to make local deliveries, this will reduce the number of van deliveries which has benefits related to air quality
- A strategy for distribution centres to further consolidate parcels into fewer vehicle trips

## Contact Us

Get in touch and have your say

Please submit your feedback by 23:59 on 05 January 2024

We are now seeking your feedback on our Local Transport Plan and associated proposals.

You can have your say by completing our online survey available via the virtual exhibition.

Alternatively, you can print, complete and return a copy of the survey, or write to us using the postal address:

**'FREEPOST MCC LOCAL TRANSPORT PLAN'** (no stamp required) or by email: [mclocaltransportplan@arup.com](mailto:mclocaltransportplan@arup.com)

You can also speak to our project team, or request hard copies and accessible formats of our survey or consultation materials by contacting the project team on the email address [mclocaltransportplan@arup.com](mailto:mclocaltransportplan@arup.com) or telephone number **01172401529**

This consultation has now been extended and we ask that you please provide your feedback by **23:59 on Friday 05 January 2024**.

Feedback received after this time may not be considered.

Under the GDPR regulations you have the following rights:

1. Right of access to the data (Subject Access Request)
2. Right for the rectification of errors
3. Right to erasure of personal data – this is not an absolute right under the legislation
4. Right to restrict processing or to object to processing
5. Right to data portability

If, at any point, Monmouthshire County Council or its partners on this Local Transport Plan plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

Your feedback including any comments will be anonymised outside of the project team and used to help us finalise our proposals. A record of comments may be produced that could be published. Comments will not be made attributable to any individual or organisation if this happens.

## General Data Protection

The General Data Protection Regulations (GDPR) requires us to explain to you how your personal data will be used and stored. We are collecting personal data in this survey to help shape the development of this Local Transport Plan. Personal data collected by the project team will be processed and retained by Monmouthshire County Council or its partners on this Plan until the Plan is complete.

Monmouthshire County Council comply with all legislation governing the protection of personal information, including the Data Protection Act 2018 and the UK: General Data Protection Regulations (GDPR). The personal information you supply in this form will remain strictly confidential and will only be shared with Monmouthshire County Council. This information will be held and used in line with our retention policy. For more information about privacy, please visit: [www.monmouthshire.gov.uk/your-privacy](http://www.monmouthshire.gov.uk/your-privacy)



# MSF Cynllun Trafnidiaeth Lleol Llyfryn Ymgynghoriad



## Cynllun Trafnidiaeth Lleol Gwirfoddol Cyngor Sir Fynwy

Croeso i'r ymgynghoriad cyhoeddus ar Gynllun  
Trafnidiaeth Lleol Cyngor Sir Fynwy

### Cyflwyniad

Diolch i chi am eich diddordeb yng Nghynllun Trafnidiaeth Lleol gwirfoddol Cyngor Sir Fynwy. Bydd y Cynllun Trafnidiaeth Lleol hwn hefyd yn sail i'r Cynllun Datblygu Lleol Newydd, sydd yn cael ei baratol ar hyn o bryd, a'r Cynllun Trafnidiaeth Rhanbarthol y disgwylir iddo gael ei ddatblygu yn 2024.

Mae ffocws yr ymgynghoriad ar ymchwilio a chael eich adborth ar ein gweledigaeth, amcanion a fframwaith strategol ar gyfer datblygu rhwydwaith trafnidiaeth Sir Fynwy yn y dyfodol. Tu mewn i'r ystafell ymgyssylltu rithiol, byddwch yn cael gwybodaeth am y rhwydwaith trafnidiaeth presennol yn Sir Fynwy yn cynnwys y cyfyngiadau a'r cyfleoedd ar gyfer ein rhwydwaith. Rydym hefyd yn cyflwyno y strategaethau a gyflwynwn i wella trafnidiaeth yn y sir, ac i'n helpu i gyflawni ein gweledigaeth ar gyfer system drafnidiaeth gynaliadwy integredig sy'n gwneud cyfraniad cadarnhaol at gyflawni sero-net o fewn y sir.

Er bod y baneri arddangos hyn yn rhoi crynodeb o'r cynigion allweddol, gallwch hefyd weld copi drafft o'n Cynllun Trafnidiaeth Lleol i gael mwy o wybodaeth, yn cynnwys gwerthusiad carbon lefel uchel, cynllun cyflenwi a chynllun gweithredu. Caiff y drafft Gynllun Trafnidiaeth Lleol hwn ei ddiweddarau i roi ystyriaeth i unrhyw sylwadau a geir yn ystod yr ymgynghoriad.

### Beth sy'n digwydd nesaf?

Diolch i chi am roi amser i edrych ar ein cynigion a rhoi eich adborth i ni.

Unwaith y daeth yr ymgynghoriad i ben, caiff eich adborth ei ddadansoddi, ei adolygu a'i ystyried gan dîm y prosiect i'w helpu i gwblhau'r Cynllun Trafnidiaeth Lleol. Caiff wedyn ei ystyried yn ofalus gennym yng Nghyngor Sir Fynwy cyn penderfynu sut i symud ymlaen.

**Gofynnir i chi gyflwyno eich adborth erbyn  
23:59 ar 05 Ionawr 2024.**





## Datganiad Gweledigaeth

Mae gennym gyfle i ddatblygu rhywydwaith trafniadaeth integredig ar gyfer y dyfodol sy'n cyfarch yr argyfwng hinsawdd, sy'n ddeniadol i deithwyr, yn ymatebol i newid mewn technoleg ac yn cyflawni amcanion polisi lleol.

Mae ein gweledigaeth ar gyfer Sir Fynywy yn cynnwys canolbwyntio ein gwasanaethau, cyfleusterau, tai newydd a swyddi yn ac o amgylch ein trefi allweddol, gan greu cymunedau cryno lle gall pobl fynd o amgylch i gyrchfannau allweddol heb ddiybnu cymaint ar eu ceir.

Bydd angen cynllunio tref a thrafnidiaeth blaengar a chydyddyn i hyrwyddo symud pobl, nwyddau a bwyd yn effeithiol a chynaliadwy, gan hefyd wella manau cyhoeddus, cymunedau, iechyd a llesiant.

Mae gwasanaethau a seilwaith trafniadaeth gyhoeddus ansawdd uchel a chynaliadwy yn hanfodol i gysylltu ein trefi a chael mynediad i gyrchfannau rhanbarthol a chenedlaethol yn y ddau gyfeiriad, gan helpu i gryfhau cydnheredd a chystadleurwydd ein cymunedau ac economïau, tra'n diogelu ein hamgylchedd.

Er ein bod yn cydnabod y bydd ffyrdd yn parhau'n wythiennau pwysig ar gyfer teithiau gan y rhai sy'n dibynnu ar eu ceir, tacsis a bysus, byddwn yn gwella seilwaith teithio llesol, mynediad i wasanaethau ar-alw a choleddu ffyrdd arloesol sy'n dod i'r amlwg i symud o amgylch.

Mae pandemig Covid-19 wedi dod ag awydd am gymdogaethau rhywyddach byw ynddynt, sy'n canolbwyntio ar bobl. Bydd ymagwedd cymdogaeth 15-munud neu 'cymuned gryno' yn ein helpu i sefydlu hybiau trafniadaeth (a gallf yn aml eu galw yn 'hybiau symudedd') gan gefnogi cymdogaethau gyda lefelau isel o geir.

Yn ogystal â darpariaeth ar gyfer cysylltiadau milltir gyntaf ac olaf at dtrafnidiaeth gyhoeddus ac annog triplu aml-fodd, mae cyfleusterau o'r fath yn dod yn llawer mwy na nodau trafniadaeth.

Bydd defnydd effeithiol o ofod o amgylch nodau trafniadaeth gyhoeddus wedyn yn galluogi defnyddwyr i gysylltu gyda chyfleusterau lleol yn well, fydd yn cyfrannu at wneud cymdogaethau bywiog ac ansawdd uchel sy'n denu ystod amrywiol o bobl.

Califf seilwaith craidd trafniadaeth gyhoeddus ei gefnogi gan brosiectau trefol a manau cyhoeddus trawsnewidiol sy'n annog defnydd diogel, cyflymder isel, ac yn cefnogi swyddogaeth lle strydoedd trefol.

Dylai prosiectau o'r fath fanteisio ar newid i ddulliau mwy cynaliadwy o dtrafnidiaeth, drwy ail-ddyrannu gofod ffordd ymaith o geir lle'n briodol ac ymarferol, ac adlewyrchu ar yr hierarchaeth dull sydd ei angen i ddatgarboneiddio ein system dtrafnidiaeth.

### Ein uchelgeisiau:

Ar gyfer rhannau mwy trefol y sir, dylai gwasanaethau bus craidd redeg o leiaf bob hanner awr rhwng 08.00 a 18.00, ac o leiaf unwaith yr awr gyda'r nos ac ar ddyddiau Sul.

Drwy fuddsoddi yn ein rhywydwaith teithio llesol, byddwn yn gwneud cerdded, seiclo ac olwyno yn opsiwn diogel a rhywydd ar gyfer teithiau o lai na 3 milltir i addysg, swyddi, siopa, cyrchfannau iechyd a gorsafoedd bus a rheilffordd.

Byddwn yn gweithio gyda phartneriaid i wella cyflymder rhyngwyrdd i alluogi cyfle cyfartal ar gyfer gweithio cartref a hybiau gweithio lleol.

Drwy gydweithio gyda Network Rail a Trafnidiaeth Cymru byddwn yn gwneud gorsafoedd prsennol a newydd yn hygyrch i bawb, ac yn ymgyrchu am o leiaf ddau drên yr awr ym mhob cyfeiriad i wneud rheilffordd yn ddewis cystadleuol.

Bydd buddsoddiad i ymestyn gwasanaethau ar-alw a chymunedol yn helpu i roi'r hyblygrwydd sydd ei angen i gysylltu aneddiadau gwledig gyda gwasanaethau allweddol a'r rhywydwaith trafniadaeth gyhoeddus.

Gan gydnabod y bydd bob amser angen rhai teithiau car, byddwn yn ymdrechu i gadw'r ffyrdd mewn cyflwr da, a bydd ein hymrwymiad i ddarparu manau gwefru cerbydau trydan yn paratol'r ffordd ar gyfer tirlun trafniadaeth mwy cynaliadwy.



## Y Cynllun Trafnidiaeth Lleol

Yn 2021 cafodd 'Llywbr Newydd, Strategaeth Trafnidiaeth Cymru' ei gyhoeddi gan Lywodraeth Cymru. Mae'n nodi'r blaenoriaethau a'r uchelgeisiau ar gyfer trafndiaeth yng Nghymru, yn cynnwys hyrwyddo'r hierarchaeth trafndiaeth gynaliadwy sy'n annog newid tuag at dulliau mwy cynaliadwy o drafndiaeth. Mae Cyngor Sir Fynwy yn deall yr angen brys am newid dulliau i helpu datgarboneiddio ein system trafndiaeth, ac mae ein Cynllun Corfforaethol a Chymunedol yn nodi sut y rhannwn uchelgais Llywodraeth Cymru i ddod yn garbon niwtral erbyn 2030. Felly, rydym yn paratol Cynllun Trafnidiaeth Lleol gwirfoddol i roi fframwaith ar gyfer hyrwyddo rhydwraith trafndiaeth diogel, integredig ac effeithiol, sy'n cyfrannu tuag at gyflawni sero-net.

### Y Cynllun Trafnidiaeth Lleol

Bydd y Cynllun Trafnidiaeth Lleol yn amlinellu strategaeth hirdymor ar gyfer datblygu ein rhydwraith trafndiaeth, gan roi ystyriaeth i anghenion lleol yr ardal a chefnogi cydraddoldeb strategol, economi lewyrchus a helpu i ostwng effaith y rhydwraith trafndiaeth ar yr amgylchedd.

Byddwn yn datblygu Cynllun Trafnidiaeth Lleol sy'n sefydlu fframwaith strategol ar gyfer dyfodol trafndiaeth o fewn Sir Fynwy a thu hwnt, gan helpu i lywio'r Cynllun Trafnidiaeth Rhanbarthol a ddatblygir gan Gydbwylgor Corfforaethol De Ddwyrain Cymru. Bydd hefyd yn cefnogi ein strategaethau creu lle ac yn llywio ein Cynllun Datblygu Lleol Newydd, sydd hefyd yn cael ei baratol ar hyn o bryd.

### Rhwydwraith Trafnidiaeth Sir Fynwy

Rydym yn cydnabod y cyfleoedd a'r heriau dilynol ar gyfer y Cynllun Trafnidiaeth Lleol:

- Sir Fynwy sydd â'r lefel uchaf o berchnogaeth ceir o blith unrhyw awdurdod lleol yng Nghymru ar 1.51 cerbyd fesul aelwyd, o gymharu â chyfartaledd cenedlaethol o 1.32. Yn ychwanegol, bu cynnydd o 4% mewn perchnogaeth ceir yn Sir Fynwy ers Cyfrifiad 2011.

- Mae defnydd tir a phatrymau datblygu blaenorol yn cyfrannu at lawer o rannu dulliau teithio, amserau teithio hir a dibyniaeth ar driplau ceir preifat.

- Mae diffyg darpariaeth seilwaith teithio lleol sy'n cyfyngu hyfywedd cerdded a selclo.

- Mae traffig uchel ar ffordd A sy'n rhedeg drwy ganol trefi ac mewn ardaloedd gyda gweithgaredd uchel gan gerddwyr yn arwain at bryderon am ddiogelwch ffordd.

- Diffyg cysylltedd trafndiaeth gyhoeddus a dulliau eraill yn arwain at ynysigrwydd cymdeithasol ac anhawster yn cael mynediad i wasanaethau gofal iechyd, tebyg i Ysbyty Prifysgol y Faenor, ar gyfer preswylwyr nad oes ganddynt fynediad i gerbydau preifat.

- Diffyg Integreiddio trafndiaeth yn cyfyngu teithiau cydlynol a chyrraedd y rhydwraith trafndiaeth gyhoeddus.

- Tagfeydd traffig lleol a thraffyrdd yn cyfrannu at ansawdd aer gwael ac allyriadau nwyon tŷ gwydr.

Oherwydd natur wledig Sir Fynwy, patrwm aneddiadau gwasgaredig a system deithio sy'n dibynnu ar geir, bydd yn heriol cyflawni'r targedau rhannu dulliau teithio yn y cyd-destun cyfredol. Felly, mae angen gwelliannau sylweddol i'n rhydwraith trafndiaeth gynaliadwy i alluogi'r sir a'r rhanbarth yn ehangach, i gyflawni ei nodau gostwng nwyon tŷ gwydr tra'n gwella llesiant.



## Nodau ac Amcanion

I'n helpu i gyflawni rhwydwaith trafnidiaeth diogel, integredig ac effeithiol, sy'n adlewyrchu'r blaenoriaethau o fewn Strategaeth Trafnidiaeth Cymru a'n Cynllun Corfforaethol, rydym wedi gweithio'n agos gyda rhanddeiliaid i ddatblygu y weledigaeth ac amcanion a gynigiwn ar gyfer Cynllun Trafnidiaeth Lleol.

Gweledigaeth y Cynllun Trafnidiaeth Lleol gwirfoddol yw darparu:

*System integredig ar gyfer trafnidiaeth a defnydd tir sy'n rhoi blaenoriaeth i deithio cynaliadwy, yn galluogi symud i fod yn sir sero-carbon ac yn cefnogi llesiant, iechyd ac urddas ar gyfer pawb ar bob cam o fywyd.*

I gyflawni'r weledigaeth hon, caiff y Cynllun Trafnidiaeth Lleol hwn ei fframio gan bedair amcan sydd yn gydnaws gydag uchelgais llesiant Strategaeth Trafnidiaeth Cymru:

**Amcan 1:** Creu cymunedau diogel, iach a chyfartal yn Sir Fynwy gan sicrhau fod gan breswylwyr ac ymwelwyr fynediad i delthio llesol, trafnidiaeth gyhoeddus a cherbydau dim allyriadau yng nghyswllt yr hierarchaeth trafnidiaeth.

**Amcan 2:** System trafnidiaeth sy'n sicrhau gostyngiad sylweddol mewn allyriadau nwyon tŷ gwyrdd a gwella ymwybyddiaeth o ganlyniadau dewisiadau teithio yn Sir Fynwy ar newid hinsawdd, bioamrywiaeth, ansawdd aer ac iechyd.






**Amcan 3:** System trafnidiaeth sy'n cefnogi'r Gymraeg, yn galluogi mwy o bobl i ddefnyddio trafnidiaeth gynaliadwy i gyrraedd y celfyddydau, chwaraeon a gweithgareddau diwylliannol, a diogelu'r chyfoethogi'r amgylchedd adeiledig.

**Amcan 4:** System trafnidiaeth sy'n cyfrannu at uchelgais economaidd Sir Fynwy, yn cefnogi cymunedau lleol a gwella cysylltiadau cynaliadwy i drefi marchnad allweddol a chyrchfannau allanol allweddol.

I gefnogi'r amcanion hyn, datblygwyd 12 maes ffocws polisi. Maent yn cynnwys:

- Cynllunio Defnydd Tir
- Rhellfordd
- Cysylltedd Digidol
- Gwasanaethau Ar Alw a Chymunedol
- Cludo Llwythi a Logisteg
- Newid Ymddygiad a Gwybodaeth
- Hybiau Symudedd a Chyfnwdfeydd
- Seilwaith Gwefru Cerbydau Trydan
- Teithio Llesol
- Ffyrdd, Strydoedd a Pharcio
- Bws
- Cludiant Rhwng y Cartref a'r Ysgol.

Datblygwyd uchelgais polisi o fewn pob maes ffocws a dynodwyd nifer o ymyriadau. Lle'n briodol, cafodd yr ymyriadau hyn eu dosbarthu fel sy'n dilyn:

Dosbarthiad Cynllun Trafnidiaeth Lleol	Disgrifiad
 Darparu	Ymyriadau penodol sy'n gydnaws gydag amcanion Strategaeth Trafnidiaeth Cymru a'r Cynllun Trafnidiaeth Lleol. Dyma ffocws allweddol cyfnod y Cynllun Trafnidiaeth Lleol a bydd Cyngor Sir Fynwy yn gyfrifol am ddarparu (yn llawn ar gyfer cynlluniau llai, neu gamau dechreuol ar gyfer rhaglenni mawr) o fewn cyfnod cynllun pum mlynedd y Cynllun Trafnidiaeth Lleol.
 Cynllunio	Ymyriadau tymor hirach sy'n gydnaws gydag amcanion y Cynllun Trafnidiaeth Lleol a blaenoriaethau Strategaeth Twristiaeth Cymru, y gellid eu datblygu ymhellach ond sy'n annhebyg o fod yn ymarferol eu cyflawni o fewn cyfnod y cynllun.
 Parhau	Ymyriadau sydd eisoes wedi cael eu hariannu, sydd wedi mynd drwy werthuso mewn man arall neu sy'n ofynion Llywodraeth Cymru neu ymrwymadau parhaus gan Gyngor Sir Fynwy.
 Cefnogi	Ymyriadau na fydd Cyngor Sir Fynwy yn y pen draw yn gyfrifol am eu darparu, ond sydd â diddordeb mewn hyrwyddo, cefnogi a/neu gydweithio gyda chyrrff eraill (e.e. Llywodraeth Cymru, Trafnidiaeth Cymru, Awdurdodau Lleol cyfagos ac yn y blaen).
 Adolygu	Nid yw'r cynlluniau hyn yn cyflawni un neu fwy o'r meini prawf gwerthuso. Fodd bynnag, gallant fod yn arwyddocaol ar gyfer y rhwydwaith trafnidiaeth a'r bobl yn Sir Fynwy, a maent felly yn parhau'n uchelgais i Gyngor Sir Fynwy. Felly, caiff yr ymyriadau hyn eu hadolygu neu eu haddasu i fod yn gydnaws gyda'r amcanion ehangach a'r gofynion cyllido.

## Teithio Llesol

Teithio llesol yw'r term a ddefnyddir ar gyfer mynd o amgylch drwy gerdded, seiclo ac olwyno (sy'n cynnwys cadeiriau olwyn a sgwteri symudedd) ar gyfer teithiau bob dydd byr, tebyg i fynd i'r ysgol, gwaith neu siopa.

Rhagwelwn ddyfodol yn Sir Fynwy lle mae teithio llesol wrth galon y gymuned, gan gynnig opsiynau diogel, hygyrch, cyfleus a dymunol ar gyfer preswylwyr ac ymwelwyr. Er y bu ymdrechion i wella seilwaith cerdded a seiclo o fewn Sir Fynwy, mae bylchau yn dal i fod yn y rhwydwaith sy'n llesteirio'r defnydd o gerdded a seiclo fel opsiynau trafniadaeth gynaliadwy.

Mae hefyd bryderon am ddiogelwch ffordd ar ffyrdd prysur mewn ardaloedd gyda llawer o weithgaredd gan gerddwyr, yn ychwanegol mae topograffeg y sir a'r pellter rhwng trefi allweddol hefyd yn ffactor sy'n cyfyngu cerdded a seiclo. O'r herwydd, mae'r Cynllun Trafniadaeth Lleol yn anelu ymestyn a gwella'r rhwydwaith teithio llesol a'i ategu gyda pharcio a llogi beiciau a dynodi llwybr. Cynigir yr uchelgais polisi dilynol:

*Parhau i ddatblygu rhwydwaith o ffyrdd lleol i gysylltu pobl gyda'r lleoedd y maent yn teithio iddynt ar gyfer teithiau bob dydd i gefnogi cerdded, seiclo ac olwyno yn dod y dewis cyntaf ar gyfer teithiau llai.*

Mae'r amcanion teithio llesol dilynol yn rhan o'r uchelgais polisi hwn:

- Ehangu a mireinio'r rhwydwaith o lwybrau lleol ar gyfer cerdded a seiclo, gan gysylltu pobl yn ddiwriad gyda'u cyrchfannau beunyddiol.
- Cysylltu gyda phlant, pobl ifanc ac oedolion i ostwng rhwystrau teithio llesol a hyrwyddo newid dulliau teithio ar gyfer cenedlaethau'r presennol a'r dyfodol.
- Canolbwyntio ar delithiau llai na 3 milltir i addysg, cyflogaeth, siopa, cyrchfannau iechyd, gorsafoedd bus a rheilffordd a all ostwng teithiau car bob dydd a gwneud cerdded, seiclo ac olwynio yr opsiwn rhwyddaf.
- Datblygu cynlluniau mewn partneriaeth gyda phobl leol a rhoi blaenoriaeth i lwybrau diogel a chyfleus sy'n darparu ar gyfer unigolion o bob gallu a chefnidir.
- Cefnogi a chydweithio gyda Llywodraeth Cymru, Trafnidiaeth Cymru ac awdurdodau lleol cyfagos yng Nghymru a Lloegr i ddarparu teithio llesol ar draws ffiniau ac ar gefnffyrdd yn Sir Fynwy.

I helpu cyflawni'r polisi hwn, caiff yr ymyriadau penodol a tymor hirach eu hamlinellu isod, yn ychwanegol at ymyriadau fydd angen i ni eu cefnogi a lle bydd angen cydweithio gyda chyrrf eraill i'w darparu.

### Darparu

Mae CSF yn darparu prosiectau teithio llesol strategol allweddol ar draws y sir ar hyn o bryd. Maent yn cynnwys Cynlluniau Rhwydwaith Teithio Llesol dechreuol o fewn Brynbuga, Gilwern, Cas-gwent, Tefynwy, Magwyr a Gwndy a'r Fenni a Llan-ffwyst, megis:

- Cynllun Teithio Llesol y Fenni i Lan-ffwyst. Mae hyn yn cynnwys pont Teithio Llesol newydd ar draws yr afon Wysg a chysylltiadau cysylltiedig.
- Llwybr canolog Giannau Hafren sy'n cynnwys trawsnewid hen orsaf y Weinyddiaeth Amddiffyn i fod yn llwybr Teithio Llesol a chysylltiadau drwy dref Cil-y-coed i'r orsaf reilffordd, yn ogystal â gwelliannau Teithio Llesol o Gwndy i Roglet ar hyd y B4245 a gwelliannau Teithio Llesol o Gasnewydd i Fagwyr ar hyd yr A4810.
- Llwybr canolog Trefynwy sy'n cynnwys pont Teithio Llesol newydd ar draws yr Afon Gwy gyda chysylltiadau i Kingswood Gate.

### Cynllun

Anelwn ddatblygu cynlluniau a rhaglenni sy'n annog teithio llesol yn cynnwys:

- Gweithredu systemau clir ar gyfer dynodi llwybr.
- Dileu rhwystrau i delithio llesol.
- Gwella croesiadau ar gyfer diogelwch cerddwyr a seiclwyr.
- Gwella llwybrau o fewn cymunedau i'w gwneud yn fwy diogel ar gyfer teithio llesol.
- Gwella teithio llesol i ganol trefi a safleoedd a gaiff eu dynodi o fewn y Cynllun Datblygu Lleol.
- Canol trefi cyfeillgar i delithio llesol.
- Cyflwyno seilwaith gwefru beiciau trydan.
- Cefnogi cynlluniau llogi beiciau a'u hymestyn yn ehangach.
- Cysylltiadau trawsffiniol â Chasnewydd
- Cynlluniau llwybrau diogel mewn cymunedau (LDMC) y tu hwnt i'r rhal a ariennir ar hyn o bryd

### Cefnogi

- Darparu dolenni teithio llesol i awdurdodau cyfagos
- Uwchraddio teithio llesol ar hyd ffyrdd A.
- Gweithio gyda sefydliadau Llywodraeth ar gynlluniau peilot teithio llesol tebyg i .ddarparu parcio diogel i feiciau ar ffurf hangeri beiciau (gyda Trafnidiaeth Cymru).



## Bws

Mae'r gwasanaeth bws yn Sir Fynwy yn annibynnadwy ar hyn o bryd gan fod cyn lleied o wasanaethau a gorchudd rhwydwaith gwael. Mae hyn yn golygu amserau telthio araf a llwybrau heb fod yn uniongyrchol, sy'n dibynnu nad yw bysus ar hyn o bryd yn ddewis hyfyw i'r car preifat. Caiff y broblem hon ei theimlo ledled Cymru ac felly mae Llywodraeth Cymru wedi gosod gweledigaeth ar gyfer dyfodol gwasanaethau bws Cymru, a gaiff ei grynhoi fel 'Un Rhwydwaith, Un Amserlen, Un Tocyn'. Bydd hyn yn newid llywodraethiant systemau bysus a galluogi'r system bysus i ffurfio rhan o rwydwaith trafnidiaeth integredig yng Nghymru.

Mae hyn wedi rhoi cyfle i ni feddwl eto am sut y caiff gwasanaethau eu cynllunio a'u darparu yn Sir Fynwy. Felly cynigir yr uchelgais polisi dilynol:

*Sicrhau fod rhwydwaith sefydlog a chydlynus o wasanaethau bws cyson, dibynnadwy a fforddiadwy a goiff eu hintegreiddio'n llawn gyda dulliau eraill o drafnidiaeth gyhoeddus gan alluogi preswylwyr i gyrraedd cyrchfannau allweddol yn cynnwys canol trefi, gafal iechyd, ysgolion a gweithleoedd.*

I gyflawni hyn, rhagwelwn y bydd gwasanaethau bws craidd yn rhedeg o leiaf unwaith yr awr rhwng 08:00 a 18:00 ac o leiaf bob dwy awr gyda'r nos ac ar ddyddiau Sul. Bydd gwasanaethau mwy aml (e.e. bob hanner awr a bob awr gyda'r nos/dyddiau Sul) yn fwy addas ar gyfer rhannau mwy trefol y sir (e.e. Glannau Hafren)

Caiff yr ymyriadau penodol a thymor hirach dilynol eu hamlinellu isod, yn ychwanegol at ymyriadau fydd angen i ni eu cefnogi a chydweithio gyda chyrrff eraill i'w cyflawni.

### Darparu

- Gwella cysylltiadau bws i ac o Ysbyty Prifysgol y Faenor
- Gwella ansawdd gwasanaethau bws rhwng Cas-gwent/Cil-y-coed a Chasnewydd

- Bysus mwy aml rhwng Trefynwy a Chas-gwent

- Blaenoriaeth i fysis dros drafnidiaeth fordd arall yng Ngorsaf Cyffordd Twnnel Hafren

- Llwybrau bws gwledig e.e. y Fenni – Trefynwy

- Gwella safleoedd bws a choetsis yn Nhrefynwy gan roi ystyriaeth i barcio coetsis twristiaid

- Gwella safleoedd bysus a choetsis y Fenni gan roi ystyriaeth i barcio coetsis twristiaid

- Gwella cysylltiadau trafnidiaeth gyhoeddus rhwng Sir Fynwy ac Avonmouth

### Cynllunio

- Gwella gwybodaeth bysus yn cynnwys gwybodaeth amser real

- Mesurau seilwaith bysus tebyg i flaenoriaeth i fysis, ar hyd coridorau allweddol

- Uwchraddio gwasanaethau bws lleol

Uwchraddio safleoedd bysus

### Cefnogi

- Gwella gwasanaeth bws cyflym (T7)

- Blaenoriaeth i fysis wrth symud ar ac ar draws coridor yr A4042

- Adolygu rhwydwaith bysus 'Un Rhwydwaith Un Amserlen Un Tocyn'

- Ymestyn gwasanaeth Metrobus Bryste i Gas-gwent/Glannau Hafren

- Tramwy torfol o Fforest y Ddena a Chas-gwent i Fryste

- Gwelthio gydag Awdurdod Cyfunol Gorllewin Lloegr ar estyniad tramwy torfol



## Rheilffordd

Mae gan rheilffyrdd y potensial i ddod yn sbardun allweddol ar gyfer datgarboneiddio a newid dulliau teithio o fewn Cymru. Fodd bynnag, i gyflawni hyn, bydd yn rhaid i lwybrau ac amlder teithiau gynyddu, mae'n rhaid i ansawdd a dibynadwyedd teithiau wella, mae'n rhaid i orsafoedd ddod yn fwy cyfleus i bawb, ac mae'n rhaid i bris tocynnau ddod yn fwy fforddiadwy. Cynigir yr uchelgais polisi dilynol i helpu cyflawni hyn.

*Rhwydwaith rheilffyrdd integredig a hygyrch gyda threnau yn rhedeg yn amlach i gyrchfannau allweddol.*

Gan nad oes gan Gyngor Sir Fynwy gyfrifoldeb unlongyrrchol am sellwaith na gwasanaethau'r rhwydwaith rheilffyrdd, cafodd yr ymyriadau dilynol eu rhol ar restr fer. Fodd bynnag, bydd angen cydweithio gyda Network Rail, Trafnidiaeth Cymru a chwmnïau eraill gweithredu trenau i gyflawni'r ymyriadau hyn i sicrhau rhwydwaith rheilffordd sy'n ffynnu o fewn Sir Fynwy a thu hwnt.

- Cefnogi'r cynigion am Fetro De Cymru sy'n anelu i ddarparu gwasanaethau cyflymach, mwy cyson a chydlynus ar draws y rhanbarth.

- Parhau i ymgyrchu dros gynyddu amlder gwasanaethau yn cysylltu y Fenni, Cil-y-coed, Cas-gwent a Chyffordd Twneel Hafren gyda'i gilydd a chysylltu ymlaen i Gaerdydd, Casnewydd, Lydney, Caerloyw, Bryste a Chaerfaddon i wneud trenau yn ddewis cystadleuol ar gyfer teithio i'r gwaith a thripiâu hamdden.

- Ymgyrchu dros brisiau tocynnau rhatach ar gyfer trenau i wneud teithiau trên yn fwy deniadol.

- Cynyddu amlder gwasanaethau a darparu trenau newydd ar draws Rheilffordd y Gororau.

- Aseu lleoliadau posibl ar gyfer gorsafoedd newydd ac ymchwilio cyfleoedd i allagor gorsafoedd rheilffordd a ddadgomislynwyd i gynyddu hygyrchedd i'r rhwydwaith rheilffyrdd.

### Cefnogi

- Helpu i wneud gorsafoedd yn gorfforol hygyrch i bawb, gan fynd i'r afael â'r materion sy'n wynebu teithwyr anabl a'r teithwyr gyda chyfyngiadau ar eu symudedd (tebyg i baciau trwm neu gadeiriau gwthio) pan fyddant yn defnyddio gorsafoedd rheilffordd.

- Ymchwilio llwybrau i sicrhau trosbont yng ngorsaf reilffordd Cas-gwent.

- Ymchwilio llwybrau i sicrhau gorsaf rhodfa Magwyr a Gwndy cyn gynted ag sy'n bosibl, er mwyn hyrwyddo hygyrchedd ymhellach a gwelliannau cyfnewidfa sy'n cyfrannu at brofiad rheilffordd mwy cynhwysol.

- Darparu tybiau plannu gyda phlanhigion a blodau brodorol a darparu llochesi at gyfer bywyd gwylt yng ngorsaf rheilffordd y Fenni.



## Gwasanaethau Ar-alw a Chymunedol

Ystyrir yn annhebygol y bydd trafndiaeth gyhoeddus a theithio llesol ar ben eu hunain yn disodli pob trip car mewn awdurdod lleol fel Sir Fynwy. Yn ychwanegol, o gofio lleoliad gwledig y Sir, mae'n anodd sicrhau gorchudd trafndiaeth gyhoeddus cynhwysfawr. Felly pan nad yw trafndiaeth gyhoeddus neu deithio llesol yn opsiynau, mae lle am fynediad i wasanaethau ar-alw tebyg i glybiau car neu apiau/gwefannau rhannu ceir i hwyluso ffyrdd o fyw aml-ddull. Felly, cynigir yr uchelgais polisi diilynol:

*Sicrhau set ffyniannus o wasanaethau trafndiaeth ar-alw a chymunedol sy'n diwallu anghenion cymunedau lleol ac yn darparu buddion cymdeithasol, economaidd, amgylcheddol a diwylliannol ehangach.*

Ystyrirwyd nifer o ymyriadau penodol a thymor hirach i ehangu a hyrwyddo clybiau ceir a thrafndiaeth cymunedol fydd yn hwyluso cysylltedd drws-i-ddrws.

### Darparu

Byddwn yn darparu:

- Gwasanaethau Fflecsi a Sherpa twristiaeth Dyffryn Gwy
- Clybiau ceir cymunedol/pentref a hyrwyddo cynlluniau rhannu ceir a lifft. Bydd hyn yn cynnwys defnyddio ap ar gyfer clybiau ceir.

### Cynllunio

Byddwn yn cynllunio i:

- Ehangu gwasanaethau bws hyblyg yn ddaearyddol ac yn dymhorol
- Ymchwilio opsiynau trafndiaeth wledig hyblyg i orsafoedd
- Cysylltu a dod i gytundeb gyda chymdeithasau trafndiaeth gymunedol ar sut i weithredu, gwella a hysbysebu gwasanaethau

### Cefnogi

- Cronfa ranbarthol ar gyfer grwpiau trafndiaeth gymunedol lleol ar gyfer prynu a chynnal a chadw beiciau trydan a beiciau cargo.





## Hybiau Symudedd a Chyfnwifeydd

Mae teithiau yn aml yn golygu mwy na un dull o deithio, yn arbennig mewn awdurdod gwledig tebyg i Sir Fynwy gan fod y pellter i hybiau allweddol megis gorsafoedd rheilffordd ymhellach. Drwy ddarparu rhwydwaith trafniadaeth gyhoeddus sy'n cynnig opsiynau lluosog, gall defnyddwyr ddewis y dull sy'n diwallu anghenion penodol eu taith yn y modd gorau. Cynnigr yr uchelgais polisi dilynol i wella'r ddarpariaeth ar gyfer teithiau milltir gyntaf a milltir olaf sy'n ymestyn cyrraedd y rhwydwaith trafniadaeth gyhoeddus:

*Hybiau symudedd a chyfleusterau gorsaf sy'n cefnogi cyfnwifed rhwng gwasanaethau bus a rheilffordd ac yn hwyluso teithiau milltir gyntaf a milltir olaf drwy ystod o ddulliau trafniadaeth gynaliadwy.*

I greu profiad cyfnwifed effeithiol, cysurus, diogel a dibynadwy, byddwn yn datblygu a darparu cynlluniau pellach sy'n anelu i ddarparu rhwydwaith trafniadaeth mwy integredig a chyfeillgar i ddefnyddwyr ar gyfer budd preswylwyr ac ymwelwyr fel ei gilydd. Caiff yr ymyriadau penodol a thymor hirach dilynol eu hamlinellu isod i gyflawni hyn, yn ogystal â chynlluniau fydd angen ein cefnogaeth a'n cydweithrediad gyda chyrrff eraill i'w darparu.

### Darparu

- Integreiddio bysus a theithio llesol gyda Rheilffordd y Gororau sy'n rhedeg o Gasnewydd i Amwythig drwy'r Fenni.
- Gwelliannau trafniadaeth gynaliadwy yng ngorsaf reilffordd y Fenni.
- Gwelliannau cyfnwifed trafniadaeth yng Nghyffordd Twnnel yr Hafren.
- Hyb Trafniadaeth Cas-gwent sy'n gwella cysylltedd drwy symud gorsaf bysus Cas-gwent i fod yn agos at yr orsaf reilffordd.

### Cynllunio

- Hybiau cyfnwifed rhwng gwasanaethau ar-alw a gwasanaethau bus amserlen
- Darpariaeth diogelwch a llesiant ar gyfer teithwyr a staff, yn cynnwys gyrwyr coetis, mewn lleoliadau cyfnwifed.
- Parcio beiciau mewn safleoedd bus.

### Cefnogi

- Cydlynu amserlenni ar bwyntiau cyfnwifed allweddol.
- Cydlynu amserlenni rheilffordd a bus i hwybrau i ostwng amserau aros a gwella cysylltedd i'r eithaf. Mae hyn yn cynnwys cydlynu amserlen ar bwyntiau cyfnwifed allweddol.
- Cynllun rhwydwaith teithio llesol at gyfer pob gorsaf.
- Darparu storfa feiciau mewn cyfnwifeydd.



## Ffyrdd, Strydoedd a Pharcio

Mae'r Cynllun Teithio Llesol yn adlewyrchu ein hymrwymiad i greu rhwydwaith cludiant sydd nid yn unig yn sicrhau diogelwch a symudiad effeithiol holl ddefnyddwyr ffyrdd ond hefyd yn rhoi blaenoriaeth ac yn hyrwyddo dewisiadau cynalladwy tebyg i delithio llesol a thrafnidiaeth gyhoeddus. Drwy gynllunio strategol, cydweithio a gwelliant parhaus, anelwn greu amgylchedd ffyrdd a strydoedd sy'n cynyddu ansawdd bywyd ein preswylwyr ac ymwelwyr a chyfrannu at ddyfodol mwy gwyrdd a mwy iach ar gyfer Sir Fynwy. Cynigrir yr uchelgais polisi dilynol:

*Sicrhau fod ffyrdd a strydoedd yn ddiogel, eu bod yn cael eu cynnal a'u cadw a'u rheoli'n dda ar gyfer pawb sy'n defnyddio ffyrdd, a chefnogi opsiynau trafnidiaeth gynalladwy yn cynnwys teithio llesol a thrafnidiaeth gyhoeddus.*

Dynodwyd rhai ymriadau penodol a thymor hirach yn ychwanegol at gynlluniau lle bydd angen i ni gefnogi a chydweithio gyda chyrff eraill i helpu creu ffyrdd a gaiff eu cynnal a'u cadw a'u rheoli'n dda.

### Darparu

- Mynd i'r afael â pharcio ar balmentydd a rhwystrau stryd eraill, fel bod strydoedd yn fwy diogel i bawb.
- Ailddyrannu gofod ffordd, yn neilltuoel o fewn y pedair tref marchnad, gan roi blaenoriaeth i gerddwyr, seicdwyr a thrafnidiaeth gyhoeddus, gan greu amgylcheddau mwy diogel a mwy hygrych
- Strategaeth parcio gorsaf Rhodfa Magwyr i atal cymudwyr rhag parcio ar strydoedd cyfagos
- Gwneud y defnydd gorau o balmentydd, yn cynnwys dulliau cynalladwy a gofodau ar gyfer cerddwyr tra'n darparu ar gyfer anghenion parcio i'r anabl.

### Cynllun

- Strategaeth ar gyfer tagfeydd a pharthau allyriad sy'n hyrwyddo aer lanach.
- Strategaeth terfyn cyflymder cynhwysfawr sy'n cynnwys terfynau cyflymder is ar ffyrdd gwledig, gan feithrin amgylchedd mwy diogel ar gyfer cerdded, seiclo a marchogaeth.
- Cynlluniau cyfalaf diogelwch ffordd i wella seilwaith diogelwch yn gyffredinol.
- Strategaeth integredig ar gyfer parcio HGV a lles gyrrwyr.

### Parhau

I gadw'r ffyrdd mewn cyflwr da, byddwn yn parhau ein rhaglen cynnal a chadw ffyrdd er mwyn gwneud gwaith atgyweirio hanfodol a gweithiau ffordd.

### Adolygu

Byddwn yn uwchraddio, gwella a dlogelu ein rhwydwaith ffyrdd ar gyfer y dyfodol a chalfi nifer o gynlluniau ffordd eu hadolygu a'u hystyried ymhellach yng nghyd-destun Adolygiad Ffyrdd Llywodraeth Cymru. Er nad yw'r cynlluniau hyn yn cyrraedd un neu fwy o'r meini prawf gwerthuso, gallant fod yn arwyddocaol ar gyfer y rhwydwaith trafnidiaeth a phobl Sir Fynwy, ac felly maent yn parhau'n uchelgais i'r Cyngor.





## Seilwaith Gwefru Cerbydau Trydan

Mae Strategaeth Gwefru Cerbydau Trydan Llywodraeth Cymru yn gosod y weledigaeth ar gyfer gwefru cerbydau trydan yng Nghymru. Mae hyn yn dweud y bydd holl ddefnyddwyr cerbydau trydan yng Nghymru yn hyderus erbyn 2025 y gallant gael mynediad i seilwaith gwefru cerbydau trydan pryd a lle maent eu hangen.

Mae'r seilwaith gwefru cerbydau trydan presennol yn Sir Fynwy yn parhau'n gyfyngedig, gyda chyfanswm o ddim ond 44 o fannau gwefru cyhoeddus ar gael. O ystyried pwysigrwydd y rhwydwaith ffyrdd gwledig a strategol ar gyfer poblogaeth Sir Fynwy, sylweddolwn y pwysigrwydd deul o hyrwyddo newid dulliau teithio a mabwysiadu cerbydau trydan. Felly mae angen brys i symud i gerbydau trydan i fod yn gydnaws gydag arferion cynaliadwy. Felly, cynigir yr uchelgais polisi dilynol:

*Sicrhau fod Cyngor Sir Fynwy yn parhau i arwain y symud i gerbydau trydan yng Nghymru drwy sicrhau fod seilwaith gwefru teg a chyfartal ar gael ar gyfer preswylwyr ac ymwelwyr.*

Lluniwyd y rhestr fer ddilynol o ymyriadau penodol a thymor hirach er mwyn hyrwyddo twf a hygyrchedd cerbydau trydan:

### Darparu

- Gwefru mewn safleoedd sector cyhoeddus ar gyfer twristiaeth a chyrchfan
- Cynnydd mewn gwefru trydan preswyl mewn ardaloedd blaenoriaeth
- Cynnydd mewn gwefru cerbydau trydan mewn nifer o feysydd parcio

### Cefnogi

- Cefnogi a chydweithio gyda gweithleoedd sector cyhoeddus sydd eisiau datblygu neu gynyddu eu manau gwefru cerbydau trydan
- Cefnogi datblygiad gorsafoedd gwefru cyflwm mewn meysydd parcio gorsafoedd rheilffyrdd i annog defnyddio cerbydau trydan
- Cefnogi ymestyn strategaeth Llywodraeth Cymru ar wefru cerbydau trydan



## Newid Ymddygiad a Gwybodaeth

Rydym eisiau annog pobl i newid eu hymddygiad teithio i ddefnyddio trafndiaeth gynaliadwy, carbon isel lle mae hyn yn opsiwn hyfwr ar gyfer eu taith. Felly, byddwn yn edrych i gefnogi newid dulliau teithio drwy wella cynllunio teithio, addysg, ymgyrchoedd a chostau parcio amrywiol, gan gynnig yr uchelgais polisi dilynol:

*Sicrhau bod preswylwyr ac ymwelwyr yn Sir Fynwy yn cael gwybodaeth lawn am opsiynau teithio cynaliadwy, gan eu galluogi i gynllunio, talu am ac ymgymryd â theithiau yn defnyddio'r wybodaeth sydd ar gael iddynt yn y cyfrwng a ddewisant.*

I gyflawni hyn byddwn yn darparu ystod o ymyriadau penodol ar newid ymddygiad ac ymyriadau tymor hirach, yn ogystal ag ymyriadau y bydd angen i ni eu cefnogi a chydweithio gyda chyrrff eraill i annog pobl i wneud dewisiadau teithio mwy craff a chynyddu'r defnydd o ddulliau cynaliadwy o drafndiaeth. Caiff yr ymyriadau hyn eu hamlinellu isod:

### Darparu

I fynd i'r afael â thagfeydd traffig, cynigiwn y dilynol:

- Creu mapiau cerdded a llwybrau bus twristiaeth Dyffryn Gwy sy'n cyfuno bysus ar gyfer y daith yno a cherdded i ddychwelyd.
- Hyrwyddo digwyddiad 'Diwrnod Dim Ceir'. Bydd hyn yn gydnaws gyda Diwrnod Dim Ceir y Byd ac yn dangos sut olwg fyddai ar Sir Fynwy fwy cynaliadwy.
- Ardoll parcio gweithle; cynigiwn godi tâl ar gyflogwyr am barcio gweithle, allf yr arian hwn wedyn i sicrhau gwelliannau arbennig i drafndiaeth leol.
- Costau parcio amrywiol; bydd costau parcio yn selliedig ar faint cerbydau neu eu hallyriadau.

### Cynllunio

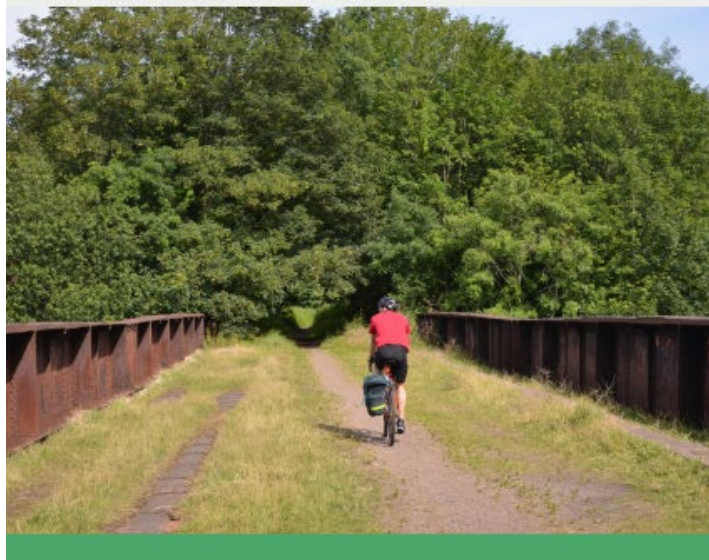
I ategu buddsoddiad sellwaith, rydym wedi datblygu nifer o fesurau newid ymddygiad meddal yn selliedig ar y cynllun sy'n cynnwys:

- Addysg, hyfforddiant a chyhoeddusrwydd ar ddogelwch ffordd
- Cynllunio teithio ar gyfer aelwydydd a gweithleoedd
- Cynllunio teithio ar gyfer twristiaeth

### Cefnogi

I hyrwyddo mwy o newid ymddygiad, caiff cynlluniau ac ymyriadau eu cefnogi drwy'r cynlluniau dilynol:

- Darparu brandio unedig ar gyfer trafndiaeth a system docynnau integredig
- Darparu ap 'Trafndiaeth Cymru fel Gwasanaeth'
- Ymgyrch newid ymddygiad teithio llesol
- Ymgyrch cyhoeddusrwydd ymwybyddiaeth ansawdd aer



## Cludiant Rhwng y Cartref a'r Ysgol

Pan oeddem yn ymgynghori gyda rhanddeiliaid ar ddatblygu'r Cynllun Trafnidiaeth Lleol, soniodd rhai am gludiant rhwng y cartref a'r ysgol fel maes ffocws ar gyfer Sir Fynwy a fedral hwyluso cynyddu ymwybyddiaeth ac arferion o amgylch teithio iach a chynaliadwy i'r ysgol. Felly cynigir yr uchelgais polisi dilynol:

*Rhai blaenoriaeth i deithio cynalladwy ar gyfer trafndiaeth rhwng y cartref a'r ysgol, gan sicrhau fod y rhan fwyaf o driplau ysgol uwchradd a choleg, a bron bob trip ysgol gynradd yn cael eu gwneud drwy gerdded, seiclo neu drafnidiaeth gyhoeddus.*

Gall annog teithio llesol a gostwng traffig cerbydau o amgylch ysgolion greu amgylchedd mwy diogel, iach a glân ar gyfer cenedlaethau yfory. Gan fod amserau dechrau a gorffen ysgol yn cyd-daro gyda'r amserau brig ar gyfer teithio i'r gwaith, bydd gan y polisi hwn hefyd y fantais o ostwng tagfeydd ar gyfer defnyddwyr trafndiaeth eraill yn Sir Fynwy.

I gyflawni'r polisi hwn byddwn yn:



### Darparu

- Darparu strydoedd ysgol ar draws y sir i greu gofodau teithio llesol diogel yn agos at ysgolion.

### Cynllunio

- Ymgrych teithio llesol ac amrywio amseriadau ar gyfer bysus ysgol.

### Parhau

- Dynodi llwybrau teithio llesol diogel i ysgolion a'u hybu
- Gweithio gydag ysgolion i ddatblygu cynlluniau teithio a gosod targedau rhannu dulliau teithio

### Cefnogi

- Gweithio gyda gweithredwyr i sicrhau mynediad addas i gyfleusterau addysg





## Cynllunio Defnydd Tir

Mae Sir Fynwy yn sir wledig gan bennaf. Mae'r patrymau presennol o ddefnydd tir gwasgaredig a datblygu wedi arwain at ddibyniaeth uchel ar geir ac amgylchedd sy'n gwneud darpariaeth trafniadaeth gynaliadwy yn her. Felly, er mwyn cyflawni diben creiddiol y cyngor o ddod yn sir ddi-garbon ac i gyflwyno datblygiadau newydd yn unol â pholisi cenedlaethol Cymru'r Dyfodol, mae'n hollbwysig fod gan unrhyw safleoedd datblygu newydd a gynigir gysylltiadau da gyda thrafnidiaeth gyhoeddus a theithio llesol. Gan ystyried hyn, cyniglwn wella'r cysylltiad rhwng cynllunio defnydd tir a thrafnidiaeth o fewn ein sir gyda'r uchelgais polisi ddilynol:

*Mae'n rhaid i gynigion datblygu hyrwyddo dulliau cynaliadwy, carbon isel a diogel o drafnidiaeth sy'n gostwng yr angen i deithio mewn car, cynyddu darpariaeth ar gyfer cerdded a seiclo a gwella darpariaeth trafniadaeth gyhoeddus, gan gyflwyni targedau rhannu dulliau teithio o'r dechrau cyntaf.*

I gyflawni hyn, byddwn yn:

- Parhau i gymeradwyo ceisiadau cynllunio yn unol ag arfer gorau ar gyfer hyrwyddo trafniadaeth gynaliadwy.
- Lleoli datblygiad yn agos at gyfleusterau trafniadaeth gyhoeddus a dylunio datblygiadau i wella seilwaith trafniadaeth gyhoeddus
- Datblygu rôl Prif Aneidiadau Sir Fynwy yn unol â Chynllun Rhanbarthol De Ddwyrain Cymru
- Sicrhau fod datblygiadau yn ymgorffori a/neu yn galluogi defnydd cerbydau allyriad isel lawn drwy ddarparu'r seilwaith gwefru sylfaenol
- Sicrhau fod egwyddorion creu lle yn sylfaen i bob datblygiad newydd i ddarparu lleoedd deniadol a hygyrch
- Sicrhau fod datblygiadau mewn ardaloedd gwledig yn galluogi datrysiadau i broblemau trafniadaeth gwledig tebyg i gysylltiadau trafniadaeth gyhoeddus, seilwaith digidol a datrysiadau arloesol.

Fel rhan o'r polisi hwn mae'r Cyngor yn ymrwngwmo i'r ymyriadau dilynol:

- Gostwng safonau parcio ar gyfer datblygiadau newydd, yn arbennig mewn ardaloedd lle cafodd amgennau i geir eu gwella.
- Hyrwyddo storfeydd ansawdd uchel a diogel ar gyfer beiciau ar gyfer datblygiadau newydd
- Annog datblygiadau i gynnwys datrysiadau symudedd a galff eu rhannu, tebyg i rannu e-feiciau a baeau rhannu ceir
- Hyrwyddo datblygiadau mewn ardaloedd trefol a maestrefol i ostwng blerdwf, caiff datblygu hefyd ei hyrwyddo o amgylch gorsafoddd rheilffordd, gorsafoddd bws a hybiau trafniadaeth eraill
- Defnyddio goblygiadau cynllunio a chyfraniadau datblygwyr i hyrwyddo cysylltiadau a gwasanaethau trafniadaeth gyhoeddus ansawdd uchel drwy'r dydd a'r nos



## Cysylltedd Digidol

Yn nhermau llygredd aer ac allyriadau carbon, y daith fwyaf cynaliadwy yw'r un na wnawn. Mae pandemig Covid-19 wedi dangos yr ystod eang o weithgareddau y gellir eu gwneud o bell, a fyddai'n osgoi teithiau. Felly mae hyrwyddo seilwaith digidol ac arloesol mewn ardaloedd gwledig a hefyd ardaloedd trefol yn faes ffocws ar gyfer y Cynllun Trafnidiaeth Lleol hwn. Bydd hyn yn galluogi gweithio o bell ar gyfer y rhai a all wneud hynny ac yn gostwng yr angen i deithio i'r gweithle ar sail dydd-i-ddydd. Cynigiwn yr uchelgais polisi dilynol:

*Byddwn yn gwella cysylltedd digidol a chefnogi mwy o gyfleusterau a wasanaethau lleol, fel y gall pobl weithio gartref neu'n agos gartref a chael mynediad i wasanaethau yn lleol yn rheolaidd yn hytrach na theithio pellter maith.*

Bydd ffocws y polisi hwn o amgylch tri maes allweddol,

**Cysylltedd digidol:** Ar hyn o bryd mae cyflymder cyfartalog y rhwyngwyd yn Sir Fynwy yn 84 megabyte yr eiliad, sydd 39% yn is na chyfartaledd y DU o 117 megabyte. Gan weithio gyda phartneriaid, byddwn yn gwella cyflymder ar draws y sir a rhol blaenoriaeth i wella mewn ardaloedd lle mae cysylltedd band eang neilltuol o wael. Bydd hyn yn sicrhau fod cysondeb yn y cysylltedd ar draws y sir, gan roi cyfle cyfartal ar gyfer gweithio o bell, hyblau gweithio lleol ac apwyntiadau dros y ffôn.

**Gweithio o bell:** Byddwn yn sicrhau cysylltiadau band eang ansawdd uchel a chyflymder addas i alluogi pobl i weithio gartref, mewn hyblau gweithio lleol neu gael mynediad i wasanaethau digidol. Byddwn yn hyrwyddo datblygiad hyblau gwaith ym mhob rhan o Sir Fynwy, bydd hyn yn galluogi pobl i orfod teithio llai i'r hyblau hyn ar gyfer gwaith. Bydd hyn yn cyfrannu at gyflawni uchelgais Llywodraeth Cymru i 30% o weithlu Cymru i weithio gartref neu'n agos at eu cartefi.

**Gofal Iechyd:** Bu'r GIG yng Nghymru yn arbrofi gydag apwyntiadau dros y ffôn ac apwyntiadau rhithiol. Canfu adolygiad diweddar fod telefeddygaeth yn gostwng ôl-troed carbon gofal iechyd gan hyd at 372kgCO<sub>2</sub>e fesul ymgynghoriad. Felly byddwn yn cefnogi mynediad i wasanaethau gofal iechyd lleol o bell drwy wella cysylltedd a chyflymder band eang.

I gyflawni'r polisi hwn byddwn yn:

### Darparu

Hyrwyddo hyblau gweithio ystwyth

### Cefnogi

Gwella cysylltedd a chyflymder band eang

## Cludo Nwyddau a Logisteg

Mae trafndiaeth cludo nwyddau yn gyfrifol am draean o'r holl allyriadau o drafndiaeth yn y Deyrnas Unedig, gyda chludo nwyddau ar ffordd yn 77% o'r cyfanswm hwn. Mae nifer o ymdrechion yn mynd rhagddynt ar lefel genedlaethol a diwydiant i ddatgarboneiddio cludo nwyddau, fodd bynnag mae hefyd waith y gallwn ei wneud ar lefel lleol i ostwng effaith dosbarthu lleol. Mae cam terfynol dosbarthu parselli rhwng depots lleol a chartrefi yn un o elfennau sy'n achosi mwyaf o lygredd yn y cadwyn cyflenwi manwerthu, ac mae'r polisi yn anelu i ostwng allyriadau ar y cam hwn. Cynigiwn yr uchelgais polisi dilynol:

*Byddwn yn cefnogi datblygu rhwydwaith cystadleuol, ymatebol a chydnerth o wasanaethau dosbarthu nwyddau a logisteg sy'n gostwng yr angen i deithio a chyfrannu at ein uchelgais llesiant ehangach.*

I gyflawni hyn byddwn yn:

### Darparu

- Cypyrddau parselli mewn trefi a phentrefi ar draws y sir; bydd llawer o'r cypyrddau hyn yn cynnig mynediad 24/7 yn defnyddio technoleg tebyg i godau QR a llwyfannau negeseuon symudol. Caiff cypyrddau hefyd eu gosod mewn ardaloedd lle mae rhwydwaith teithio llesol da, mewn hyblau a chyfnwdfeydd trafndiaeth cyhoeddus lle gall pobl godi a gadael eu parcel ar y ffordd i'r gwaith a'r ysgol.

- Beiciau e-cargo ar gyfer busnesau bach i ddosbarthu'n lleol, bydd hyn yn gostwng nifer dosbarthiadau mewn fan sydd â buddion yn gysylltiedig ag ansawdd aer

- Strategaeth ar gyfer canolfannau dosbarthu i gyfuno parselli ymhellach i lai o driplau cerbyd

## Cysylltu â ni

### Cysylltwch â ni a dweud eich barn

#### Cyflwynwch eich adborth erbyn 23:59 ar 05 Ionawr 2024 os gwelwch yn dda

Rydym yn awr yn gofyn am eich adborth ar ein Cynllun Trafnidiaeth Lleol a chynigion cysylltiedig.

Gallwch roi eich barn drwy lenwi arolwg ar-lein sydd ar gael drwy'r arddangosfa rithiol.

Yn lle hynny, gallech argraffu, llenwi a dychwelyd copi o'r arolwg neu ysgrifennu atom yn defnyddio cyfeiriad post 'FREEPOST MCC LOCAL TRANSPORT PLAN' (dim angen stamp) neu drwy e-bost: [mclocaltransportplan@arup.com](mailto:mclocaltransportplan@arup.com)

Gallwch hefyd siarad gyda thim y prosiect neu ofyn am gopi caled a fformatau eraill o'n harolwg neu ddeunyddiau ymgynghori drwy gysylltu â thim y prosiect ar gyfeiriad e-bost [mclocaltransportplan@arup.com](mailto:mclocaltransportplan@arup.com) neu rif ffôn 01172401529

Mae'r ymgynghoriad yn cael ei ymestyn ac rydym yn gofyn i chi anfon eich adborth erbyn 23:59 ddydd Gwener 05 Ionawr 2024.

Efallai na chaiff adborth a dderbynnir ar ôl yr amser hwnnw ei ystyried.

#### Diogelu Data Cyffredinol

Mae Rheoliadau Cyffredinol ar Ddiogelu Data (GDPR) yn ei gwneud yn ofynnol i ni esbonio sut y caiff eich data personol ei ddefnyddio a'i storio. Rydym yn casglu data personol yn yr arolwg hwn i helpu llunio datblygiad y Cynllun Trafnidiaeth Lleol. Caiff data personol a gesglir gan dîm y prosiect ei brosesu a'i gadw gan Gyngor Sir Fynwy neu ei bartneriaid ar y Cynllun hwn nes bydd y Cynllun wedi ei gwblhau.

Mae gennych yr hawliau dilynol dan y rheoliadau GDPR:

1. Hawl mynediad i'r data (cals mynediad at y testun gan y gwrthrych)
2. Hawl i unioni camgymeriadau
3. Hawl i ddileu data personol – nid yw hyn yn hawl absoliwt dan y ddeddfwriaeth
4. Hawl i gyfyngu prosesu neu wrthwynebu prosesu
5. Hawl i gludadwyedd data

Os yw Cyngor Sir Fynwy neu ei bartneriaid ar y Cynllun Trafnidiaeth Lleol yn bwriadu ar unrhyw adeg i brosesu'r data personol a ddaliwn ar gyfer diben heblaw'r hyn y cafodd ei gasglu ar ei gyfer yn wreiddiol, byddwn yn dweud wrthyhych beth yw'r diben arall hwnnw. Gwnawn hynny cyn unrhyw brosesu pellach a bydd yn cynnwys unrhyw wybodaeth ychwanegol berthnasol, yn cynnwys eich hawl i wrthwynebu i'r prosesu pellach.

Bydd eich adborth yn cynnwys unrhyw sylwadau yn ddi-enw tu allan i dîm y prosiect a chaiff ei ddefnyddio i'n helpu i gwblhau ein cynigion. Gellid cyhoeddi cofnod o sylwadau. Ni fyddir yn priodoli sylwadau i unrhyw unigolyn na sefydliad os yw hyn yn digwydd.

Mae Cyngor Sir Fynwy yn cydymffurfio gyda'r holl ddeddfwriaeth yn ymwneud â diogelu data personol, yn cynnwys Deddf Diogelu Data 2018 a Rheoliadau Diogelu Data Cyffredinol (GDPR) y DU. Bydd yr wybodaeth personol a roddwch ar y ffurflen hon yn parhau'n gyfrinachol a dim ond gyda Chyngor Sir Fynwy y caiff ei rhannu. Caiff yr wybodaeth hon ei chadw a'i defnyddio yn unol â'n polisi cadw. I gael mwy o wybodaeth am breifatrwydd eich i: [www.monmouthshire.gov.uk/your-privacy](http://www.monmouthshire.gov.uk/your-privacy)



A.2 Consultation Questionnaire English and Welsh

## Welcome

We've produced consultation materials to accompany this survey, which describes the proposals we are seeking your feedback on. The information is available to view within our virtual exhibition room: [mcclocaltransportplan.virtual-engage.com](https://mcclocaltransportplan.virtual-engage.com)

Paper or accessible copies are also available on request. If you would like to make a request or talk to the project team, please email: [mcclocaltransportplan@arup.com](mailto:mcclocaltransportplan@arup.com) or call: **01172401529**

The consultation has now been extended, and we ask that you please provide your feedback to us on or before **Friday 05 January 2024** .

You can have your say by completing our online survey available via the virtual exhibition. Alternatively, you can return a copy of the survey, or write to us using the postal address '**FREEPOST MCC LOCAL TRANSPORT PLAN**'\* or by email: [mcclocaltransportplan@arup.com](mailto:mcclocaltransportplan@arup.com)

*\*the address must be written in capital letters and you do not need a stamp. Given the free text boxes are limited in size, you can attach additional sheets of paper if needed. However, please clearly state on any additional paper provided which question you are responding to.*



## 1.0 Aim and objectives

### 1.1 To what extent do you agree with our overarching aim for the Local Transport Plan?

*An integrated transport and land use system that prioritises sustainable travel, enables transition to a zero-carbon county, and supports well-being, health and dignity for everyone at every stage of life.*

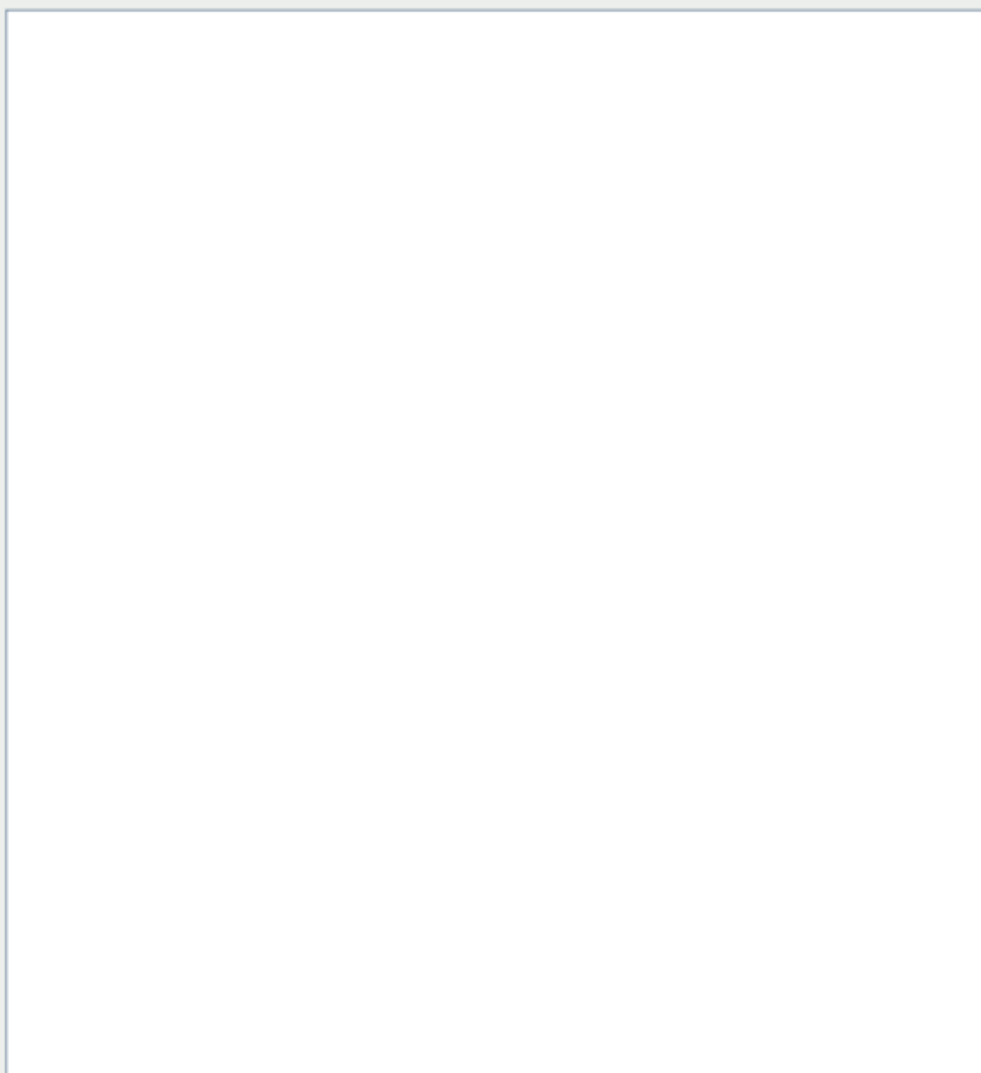
- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

### 1.2 To what extent do you agree with our objectives for the Local Transport Plan?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

Do you have any other comments on our aim or objectives of the Local Transport Plan?

1.3



2

## 2.0 Active Travel

### 2.1 To what extent do you agree with our Active Travel policy ambition?

*Continuously develop a network of local routes to connect people with the places they travel to for everyday journeys to support walking, cycling and wheeling becoming the normal choice for shorter journeys.*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

### 2.2 To what extent do you agree with our Active Travel objectives?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

Please select the specific active travel initiatives you most support?

2.3

- Abergavenny to Llanfoist Active Travel scheme. This involves incorporating a new Active Travel bridge across the River Usk and associated links.
- Severnside spinal route which includes the conversion of a disused MOD railway to an Active Travel path and links through Caldicot town to the railway station. In addition to Active Travel improvements from Undy to Rogiet alongside the B4245 and Active Travel improvements from Newport to Magor along the A4810.
- Monmouth spinal route which includes a new Active Travel bridge across the River Wye with associated links and routes through to Kingswood Gate.
- Initial Active Travel Network Schemes within Usk, Gilwern, Chepstow, Monmouth, Magor and Undy and Abergavenny and Llanfoist.
- All of the above
- None of the above
- Other

If you selected other, please specify

2.4

Please select which factors would increase your likelihood of walking, cycling or wheeling for daily trips:

- Improved signage and mapping
- Removal of barriers to active travel
- Improvement of crossings for pedestrians and cyclists
- The identification of safe routes to and from school for communities
- Improving active travel links to town centres
- Improving active travel links to neighbouring authorities
- E-bike charging scheme
- Provision of cycle hire
- Provision secure cycle parking
- Traffic relief and active travel improvements along main roads
- Cross-border links with Newport
- All of the above
- None of the above
- Other

If you selected other, please specify:

Please explain your choices here or provide any other comments about our active travel policy and initiatives:

2.5

3.0

## Bus

3.1

To what extent do you agree with our Bus policy ambition?

*Ensure that there is a stable and coherent network of frequent, reliable and affordable bus services that are fully integrated with other modes of public transport enabling residents to access key destinations including town centres, healthcare, schools and workplaces.*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

3.2

Please select the specific bus initiatives you most support:

- Improved bus links to and from the Grange University Hospital
- Improvement in quality of bus services between Chepstow/Caldicot and Newport
- Improved bus frequencies between Monmouth and Chepstow
- Bus Priority over other road traffic at Severn Tunnel Junction Station
- Rural bus routes e.g., Abergavenny – Monmouth
- Improved Monmouth bus and coach stop with considerations for tourist coach parking.
- Improved Abergavenny bus and coach stop with considerations for tourist coach parking.
- Improved public transport links between Monmouthshire and Avonmouth
- All of the above
- None of the above



Please select which factors are most likely to encourage you to use the bus more frequently in Monmouthshire:


3.3

- Improved Bus information including real time information.
- Bus infrastructure measures along key routes such as bus lanes and bus priority at junctions
- Local Bus Service upgrades such improved frequency.
- Bus stop upgrades
- Integrated ticketing and timetable across all bus services
- Improved access to bus services in rural area
- Improved long distance express bus services connecting to the wider region.
- All of the above
- None of the above
- Other

If you selected other, please specify

**3.4**

Please explain your choices here, or provide any other comments about our bus policy and initiatives?

A large, empty rectangular box with a thin blue border, intended for the respondent to provide their explanation or comments regarding the bus policy and initiatives.

## Rail

4.0

To what extent do you agree with our rail policy ambition?

4.1

*An integrated, accessible rail network with increased frequency of trains to key destinations.*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

4.2

Please select which factors are most likely to encourage you to use rail more frequently

- Improved services frequencies which link Abergavenny, Caldicot, Chepstow and Severn Tunnel Junction with each other and connect onwards to Cardiff, Bristol and Gloucester.
- Provision of faster, more frequent and joined-up services across the region.
- Improved accessibility for all at railway stations to address issues faced by disabled passengers and passengers facing mobility restraints (such as heavy luggage or pushchairs).
- New or reopened station locations
- Fairer fares for trains
- Provision of an overbridge at Chepstow railway station.
- Delivery of Magor & Undy walkway station to advance accessibility and interchange improvements.
- All of the above
- None of the above
- Other

If you selected other, please specify:

Please explain your choices here, or provide any other comments about our rail policy and initiatives

4.3



## 5.0 Community & On demand services

### 5.1 To what extent do you agree with our community & on demand services policy ambition?

*Ensure a thriving set of on-demand and community transport services that meet the needs of local communities and delivers wider social, economic, environmental and cultural benefits.*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

### 5.2 Would you be more likely to travel using on demand services if the interventions were implemented?

- Yes
- Somewhat
- Neutral
- No

If yes, which on demand services are you more likely to use?

5.3

- Community/village car clubs
- Car lift and share schemes
- Wye Valley tourism Fflecsi and Sherpa services
- All of the above
- None of the above

To what extent do you agree with expanding flexible bus services geographically and temporally?

5.4

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

To what extent do you agree with the proposal to explore flexible rural transport options to stations?

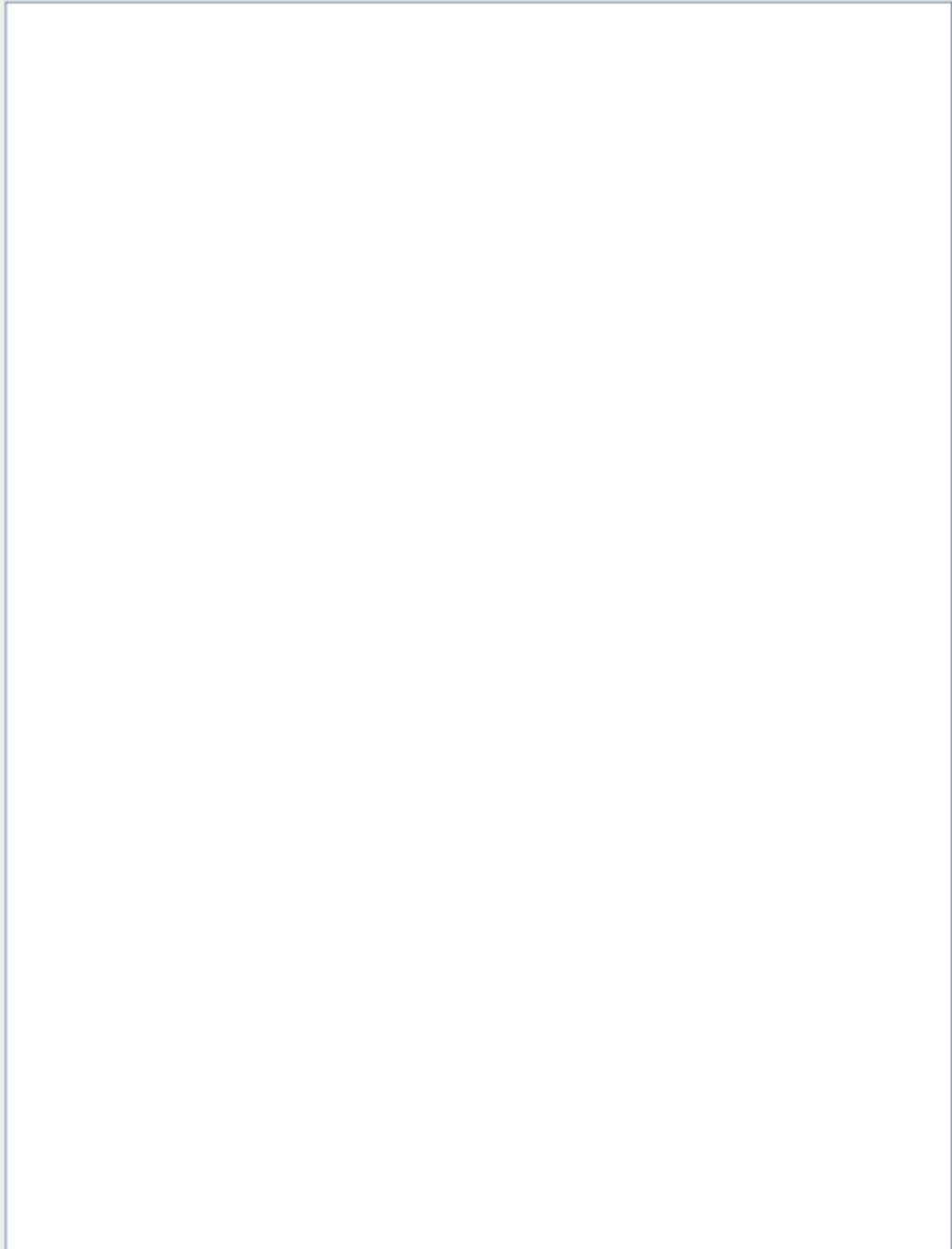
5.5

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree



5.6

Do you have any other comments on our community & on demand service policy and initiatives?

A large, empty rectangular box with a thin blue border, intended for users to provide their comments on the community and demand service policy and initiatives.

## 6.0

# Mobility hubs and interchanges

To what extent do you agree with our mobility hubs and interchanges policy ambition?

6.1

*Mobility hubs and station facilities that support interchange between bus and rail services and facilitate first and last mile journeys by a range of sustainable transport modes.*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

Please select the mobility hub and interchange initiatives you most support:

6.2

- Bus and active travel integration with the Welsh Marches Line
- The provision of a Chepstow Transport Hub
- Sustainable travel improvements at Abergavenny Railway Station
- Transport interchange improvements at Severn Tunnel Junction
- All of the above
- None of the above

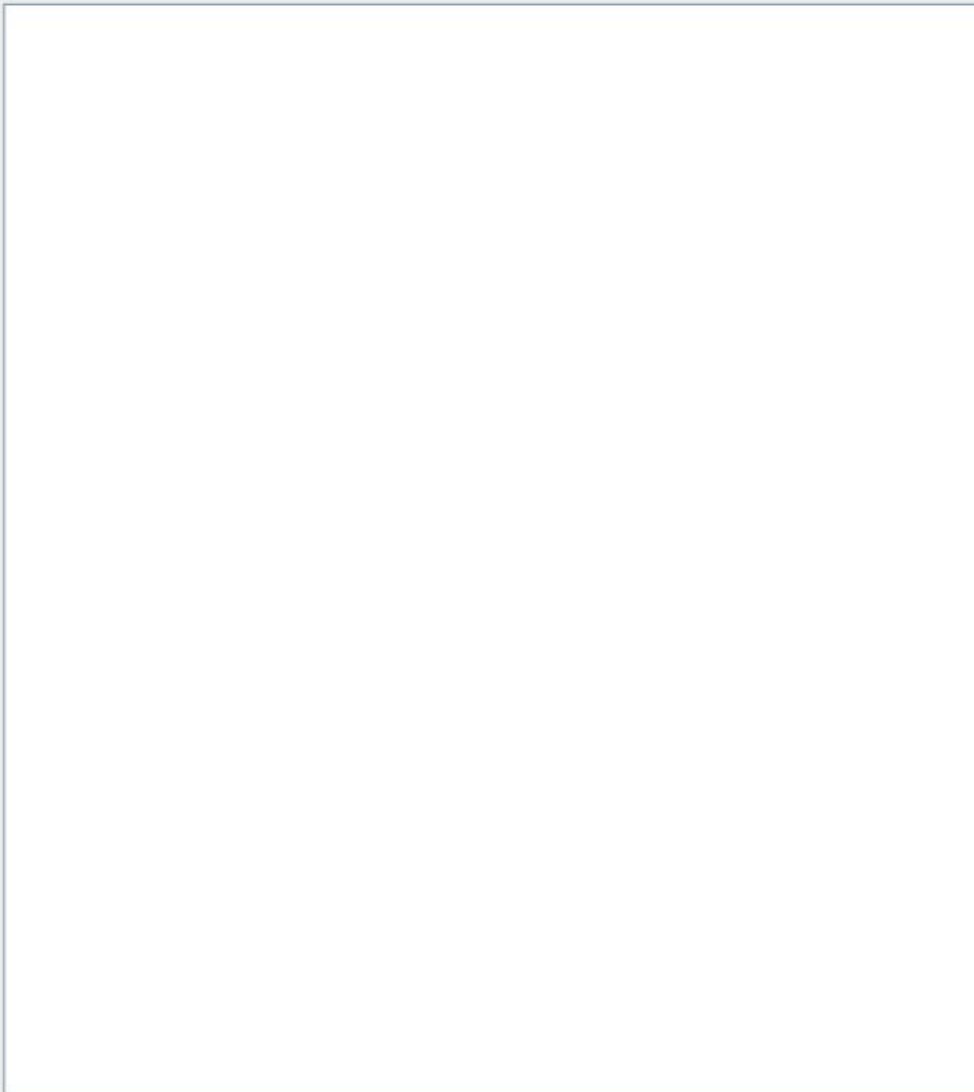
**6.3** Please select which factors are most likely to help you use sustainable modes of transport?

- Having an interchange between timetabled bus services and on-demand services
- Cycle parking at bus stops
- Cycle storage at interchanges
- Security and welfare provision for passengers at interchange locations
- The coordination of rails and bus timetables and routes
- Active Station Network Plan for all stations
- All of the above
- None of the above
- Other

If you selected other, please specify:

Please explain your choices here, or provide any other comments about mobility hubs and interchanges policy and initiatives:

6.4



## 7.0 Roads Streets and Parking

### 7.1 To what extent do you agree with our Roads Streets and Parking policy ambition?

*Ensure that roads and streets are safe, well-maintained and managed for all road users, and support sustainable transport options including active travel and public transport.*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

### 7.2 Please select which Road Streets and Parking initiatives you most support:

- Tackle pavement parking and street clutter, so that streets are safer for all.
- Reallocate road space, particularly within the four market towns, prioritising pedestrians, cyclists, and public transport, creating safer and more accessible environments.
- Magor Walkway station parking strategy to prevent commuter parking on nearby streets
- Optimise kerbside usage, considering sustainable modes and spaces for pedestrians while accommodating disabled parking needs.
- A speed limit strategy that incorporates reduced speed limits on rural roads, and a safer environment for walking, cycling, and riding.
- Road safety schemes to enhance overall safety infrastructure.
- An integrated strategy for HGV parking and driver welfare.
- A strategy for congestion and emissions zones that promote cleaner air.
- All of the above
- None of the above

Please explain your choices here, or provide any other comments about our Road Streets and Parking policy and initiatives:

7.3

## 8.0 EV charging infrastructure

### 8.1 To what extent do you agree with our EV charging infrastructure policy ambition?

*Ensure that MCC continues to lead the transition to electric vehicles in Wales by ensuring that fair and equitable charging infrastructure is available for residents and visitors.*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

### 8.2 Please select the following factors which may impact or alter your view on electric vehicle ownership:

- An increase EV charging in residential areas
- An increase in EV charging within carparks
- An increase in EV charging for tourism at public sector sites
- The provision of EV charging at public sector workplaces
- The provision of fast charging stations at rail station car parks
- All of the above
- I already own an electric vehicle, but additional charging facilities are important to me
- None, I already own an electric vehicle, but additional charging would not be of interest
- None, I don't own/use a car and I do not intend to own/use one in the future.
- No, I intend to retain a petrol/diesel vehicle



Please explain your choices here, or provide any other comments about our EV charging and infrastructure policy and initiatives:

8.3

## 9.0 Behaviour Change & Information

### 9.1 To what extent do you agree with our Behaviour Change & Information policy ambition?

*Ensure that residents and visitors to Monmouthshire are fully informed about sustainable travel options, allowing them to plan, pay for and undertake journeys using information available in their preferred medium.*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

### 9.2 To what extent do you agree that our behaviour change and information initiatives will encourage a shift to sustainable transport?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

What factors do you consider most important when encouraging you or others to shift to more sustainable modes of transport?

9.3

- Promotion of a 'No Car Day'
- Workplace parking levy
- Variable parking charges
- Provision of walking and bus route maps
- Provision of travel planning for residents and workplaces
- Provision of travel planning for tourism
- Awareness campaigns
- Improved road safety education
- Unified transport branding and an integrated ticketing system
- Provision of a transport service app.
- All of the above
- None of the above

Please explain your choices here, or provide any other comments about our behaviour change and information policy and initiatives?

9.4

## 10.0 Home to School Transport

### 10.1 To what extent do you agree with our Home to School Transport policy ambition?

*Prioritise sustainable travel for home to school transport, ensuring that most secondary school and college trips, and nearly all primary school trips are made by walking, cycling or public transport.*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

### 10.2 To what extent do you agree that our Home to School transport initiatives will encourage sustainable travel to school?

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

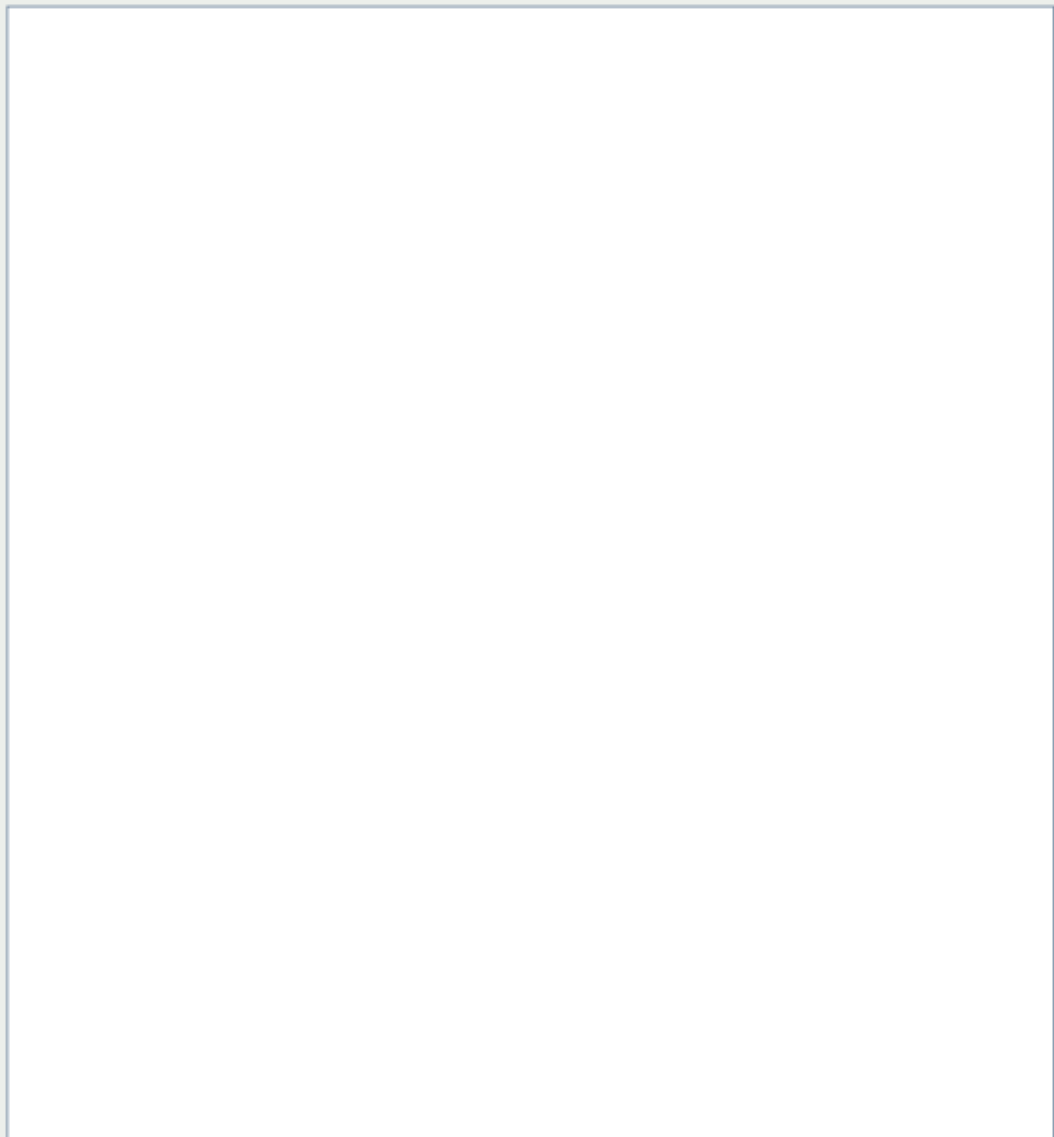
What factors do you consider the most important to reducing vehicle traffic around schools and creating a safer environment?

10.3

- Deliver school streets across the county to create safe active travel spaces in the vicinity of schools
- Active Travel campaign and staggered timings for school buses
- Identify safe active travel routes to schools and enhance these
- Work with schools to develop travel plans and set mode share targets
- Work with operators to ensure suitable access to education facilities
- All of the above
- None of the above

**10.4**

Please explain your choices here, or provide any other comments about our Home to School policy and initiatives?



## 11.0 Land use planning

To what extent do you agree with our Land use planning policy ambition?

11.1

*Development proposals must promote sustainable, low carbon, safe forms of transport which reduce the need to travel by car, increase provision for walking and cycling and improve public transport provision, delivering mode share targets from the outset.*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

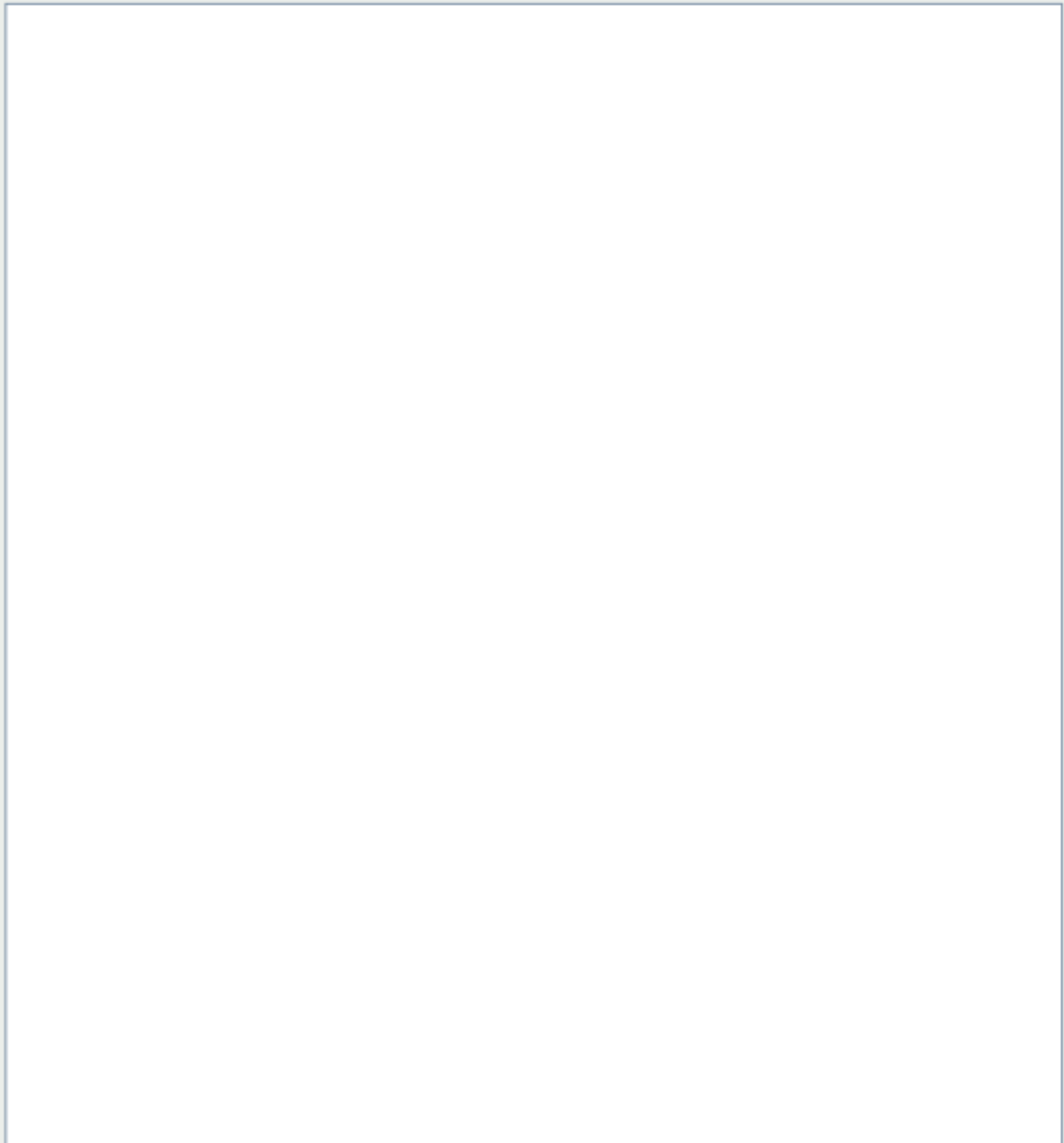
To what extent do you agree that our interventions will improve the interaction between land use planning and transport?

11.2

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

**11.3**

Please explain your choices here, or provide any other comments about our Land Use policy and initiatives?

A large, empty rectangular box with a thin blue border, intended for the respondent to provide their explanation or comments regarding the land use policy and initiatives.



## 12.0 Digital connectivity

To what extent do you agree with our digital connectivity policy ambition?

12.1

*We will enhance digital connectivity and support more local facilities and services, so people can work from or near home and access services locally on a regular basis instead of travelling long distances.*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

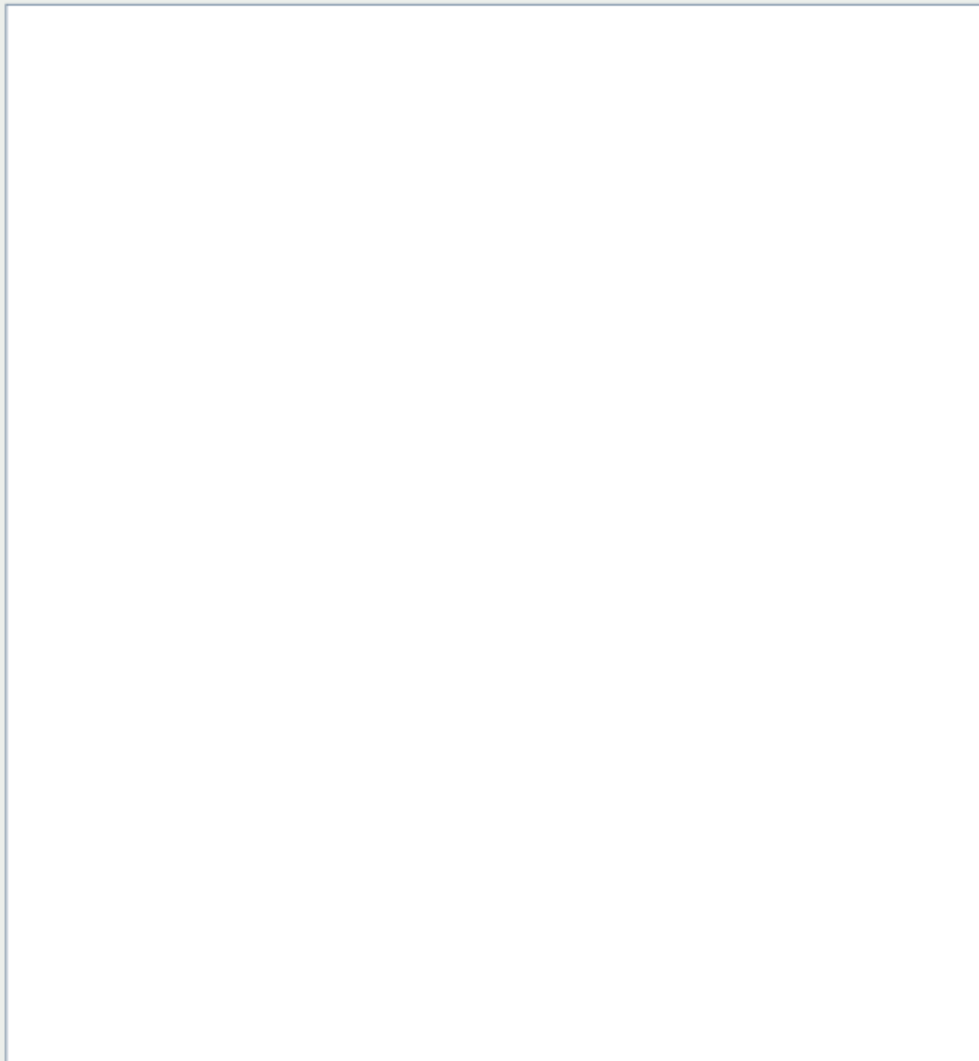
If broadband speeds and connectivity across the county is improved, would this impact the amount you travel, e.g working from home or local working hubs, shopping online, access to healthcare?

12.2

- Yes, the amount I travel to work and other services would greatly reduce
- Somewhat, my travel would only slightly decrease
- No, my travel patterns would not change

**12.3**

Please explain your choices here, or provide any other comments about our Digital Connectivity policy and initiatives:

A large, empty rectangular box with a thin black border, intended for the respondent to provide their explanation or comments regarding the Digital Connectivity policy and initiatives.

## 13.0 Freight and logistics

To what extent do you agree with our Freight and Logistics policy ambition?

13.1

*We will support the development of a competitive, responsive and resilient network of freight and logistics distribution service, that reduce the need to travel and contribute to our wider well-being ambitions*

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

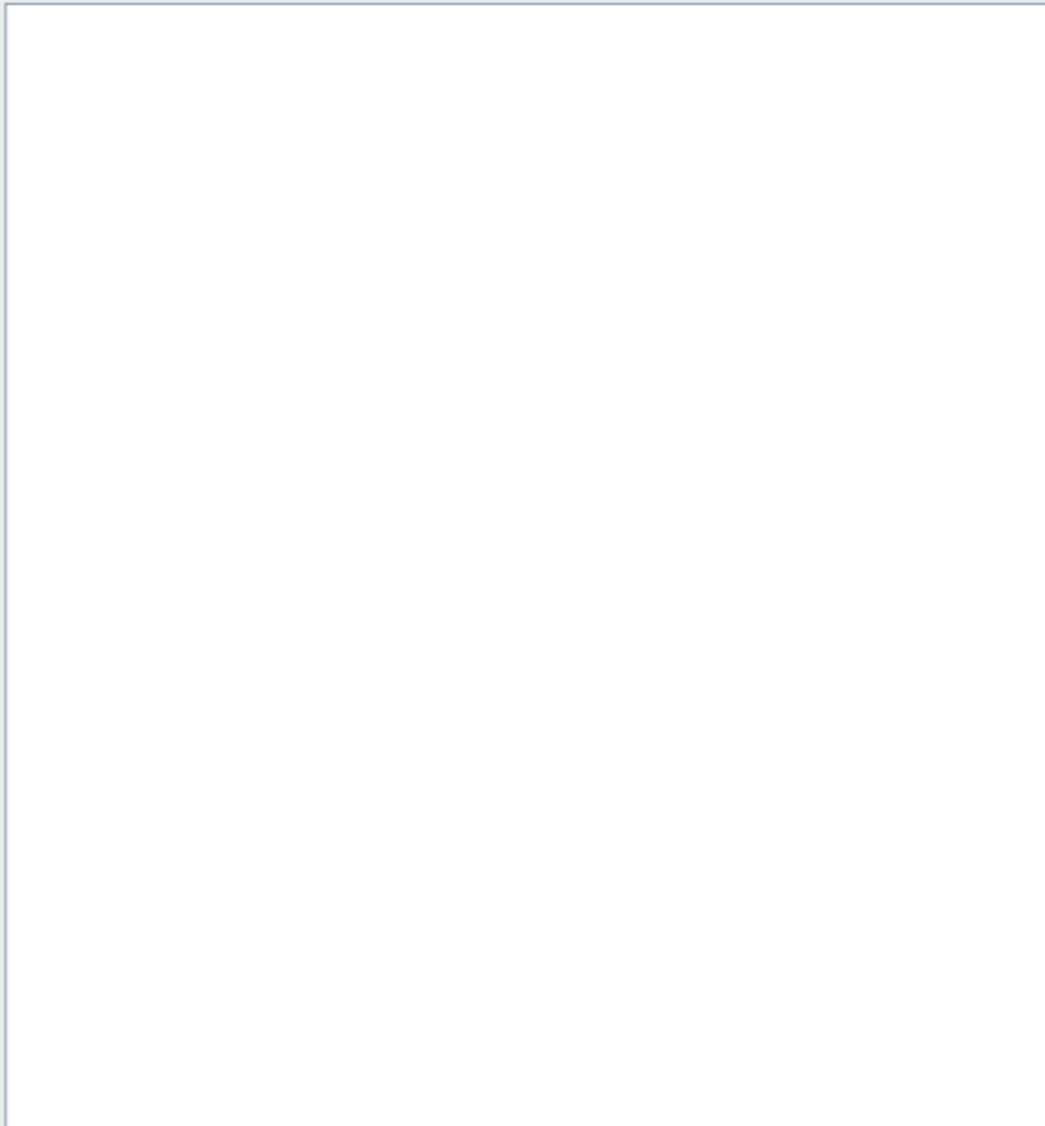
If located at transport interchanges, public transport hubs and at other suitable locations, how likely are you to use parcel lockers which offer 24/7 access?

13.2

- Always (most days)
- Often (at least once a week)
- Sometimes (less than once a month)
- Rarely (once a year or less)
- Never

**13.3**

Please explain your choices here, or provide any other comments about our Freight and logistics policy and initiatives:

A large, empty rectangular box with a thin blue border, intended for the respondent to provide their explanation or comments regarding the freight and logistics policy and initiatives.

## About You

The following information is optional, but by providing us with this data it will enable us to provide you with the outcomes of this consultation and the next steps.

If you do not want to complete this section of the form, please only provide us with your postcode.

Postcode:

Name:

Email address

Postal address:

Are you responding  
on behalf of an  
organisation?

If yes, which  
organisation:

## Data protection

The General Data Protection Regulations (GDPR) requires us to explain to you how your personal data will be used and stored. We are collecting personal data in this survey to help shape the development of this study. Personal data collected by the project team will be processed and retained by Monmouthshire County Council or its partners on this study until the study is complete. Under the GDPR regulations you have the following rights:

1. Right of access to the data (Subject Access Request)
2. Right for the rectification of errors
3. Right to erasure of personal data – this is not an absolute right under the legislation
4. Right to restrict processing or to object to processing
5. Right to data portability

If, at any point, Monmouthshire County Council or its partners on this study plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

Your feedback including any comments will be anonymised outside of the project team and used to help us finalise our proposals. A record of comments may be produced that could be published. Comments will not be made attributable to any individual or organisation if this happens.

Data Protection and Confidentiality – Monmouthshire County Council comply with all legislation governing the protection of personal information, including the Data Protection Act 2018 and the UK: General Data Protection Regulations (GDPR). The personal information you supply in this form will remain strictly confidential and will only be shared with Monmouthshire County Council. This information will be held and used in line with our retention policy. For more information about privacy, please visit: <https://www.monmouthshire.gov.uk/your-privacy/>.

# MSF Cynllun Trafnidiaeth Lleol

## Holiadur Ymgynghori





## Croeso

Rydym wedi paratoi deunyddiau ymgynghori i gyd-fynd â'r arolwg hwn, sy'n disgrifio'r cynigion gofynnwn am eich adborth arnynt. Mae'r wybodaeth ar gael i'w gweld yn ein hystafell arddangos rithiol: [mcclocaltransportplan.virtual-engage.com](https://mcclocaltransportplan.virtual-engage.com)

Mae copiâu papur neu hygyrch hefyd ar gael drwy wneud cais. Os hoffech wneud cais neu siarad gyda thîm y prosiect, anfonwch e-bost at: [mcclocaltransportplan@arup.com](mailto:mcclocaltransportplan@arup.com) neu ffonio: **01172401529**

Mae'r ymgynghoriad yn cael ei ymestyn ac rydym yn gofyn i chi anfon eich adborth erbyn 23:59 ddyd Gwener **23:59 ar ddydd Gwener 05 Ionawr 2024**.

Gallwch hefyd roi eich sylwadau drwy lenwi ein harolwg ar-lein sydd ar gael drwy'r arddangosfa rithiol. Fel arall, gallwch ddychwelyd copi o'r arolwg, neu ysgrifennu atom yn defnyddio cyfeiriad post 'FREEPOST MCC LOCAL TRANSPORT PLAN'\* neu drwy e-bost: [mcclocaltransportplan@arup.com](mailto:mcclocaltransportplan@arup.com)

\*mae'n rhaid ysgrifennu'r cyfeiriad mewn priflythrennau ac nid ydych angen stamp. Gan fod maint y blychau geiriad rhydd yn gyfyngedig, gallwch atodi dalenni ychwanegol o bapur os oes angen. Fodd bynnag, gofynnir i chi nodi yn glir ar unrhyw bapur ychwanegol a roddwch pa gwestiwn yr ydych yn ymateb iddo.

## 1.0 Nod ac amcanion

### 1.1 I ba raddau ydych chi'n cytuno â'n nod cyffredinol ar gyfer y Cynllun Trafnidiaeth Lleol?

*System integredig ar gyfer trafndiaeth a defnydd tir sy'n rhoi blaenoriaeth i deithio cynaliadwy, yn galluogi symud i fod yn sir sero-carbon ac yn cefnogi llesiant, iechyd ac urddas ar gyfer pawb ar bob cam o fywyd.*

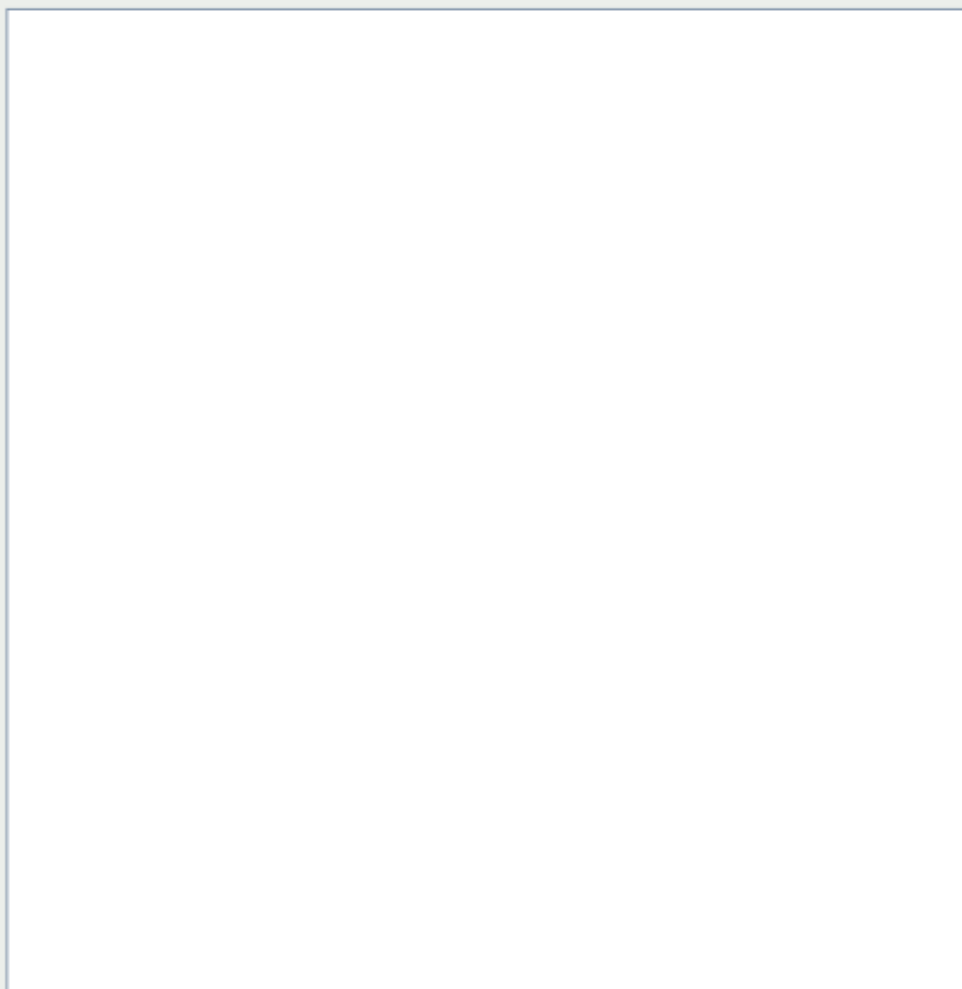
- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

### 1.2 I ba raddau ydych chi yn cytuno gyda'r amcanion ar gyfer y Cynllun Trafnidiaeth Lleol?

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

A oes gennych unrhyw sylwadau eraill ar amcanion neu weledigaeth y Cynllun Trafnidiaeth Lleol?

1.3



2

## 2.0 Teithio Llesol

### 2.1 I ba raddau ydych chi yn cytuno gydag uchelgais ein polisi Teithio Llesol?

*Parhau i ddatblygu rhwydwaith o ffyrdd lleol i gysylltu pobl gyda'r lleoedd y maent yn teithio iddynt ar gyfer teithiau bob dydd i gefnogi cerdded, seiclo ac olwyno yn dod y dewis cyntaf ar gyfer teithiau llai.*

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

### 2.2 I ba raddau ydych chi'n cytuno gyda'n hamcanion Teithio Llesol?

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

### Nodwch y cynlluniau teithio llesol penodol yr ydych yn eu cefnogi fwyaf

2.3

- Cynllun teithio llesol y Fenni i Lan-ffwyst. Mae hyn yn cynnwys pont newydd teithio llesol ar draws yr afon Wysg a dolenni cyswllt.
- Llwybr canolog Glannau Hafren sy'n cynnwys trawsnewid hen orsaf y Weinyddiaeth Amddiffyn i fod yn llwybr teithio llesol a chysylltiadau drwy dref Cil-y-coed i'r orsaf reilffordd, yn ogystal â gwelliannau teithio llesol o Gwndy i Rogiet ar hyd y B4245 a gwelliannau teithio llesol o Gasnewydd i Fagwyr ar hyd yr A4810.
- Llwybr canolog Trefynwy sy'n cynnwys pont teithio llesol newydd ar draws yr Afon Gwy gyda dolenni cyswllt i Kingswood Gate.
- Cynlluniau Rhwydwaith Teithio Llesol dechreuol o fewn Brynbuga, Gilwern, Cas-gwent, Trefynwy, Magwyr a Gwndy a'r Fenni a Llan-ffwyst.
- Pob un o'r uchod
- Dim un o'r uchod
- Arall

Os gwnaethoch ddewis 'arall', rhowch fanylion os gwelwch yn dda

## 2.4

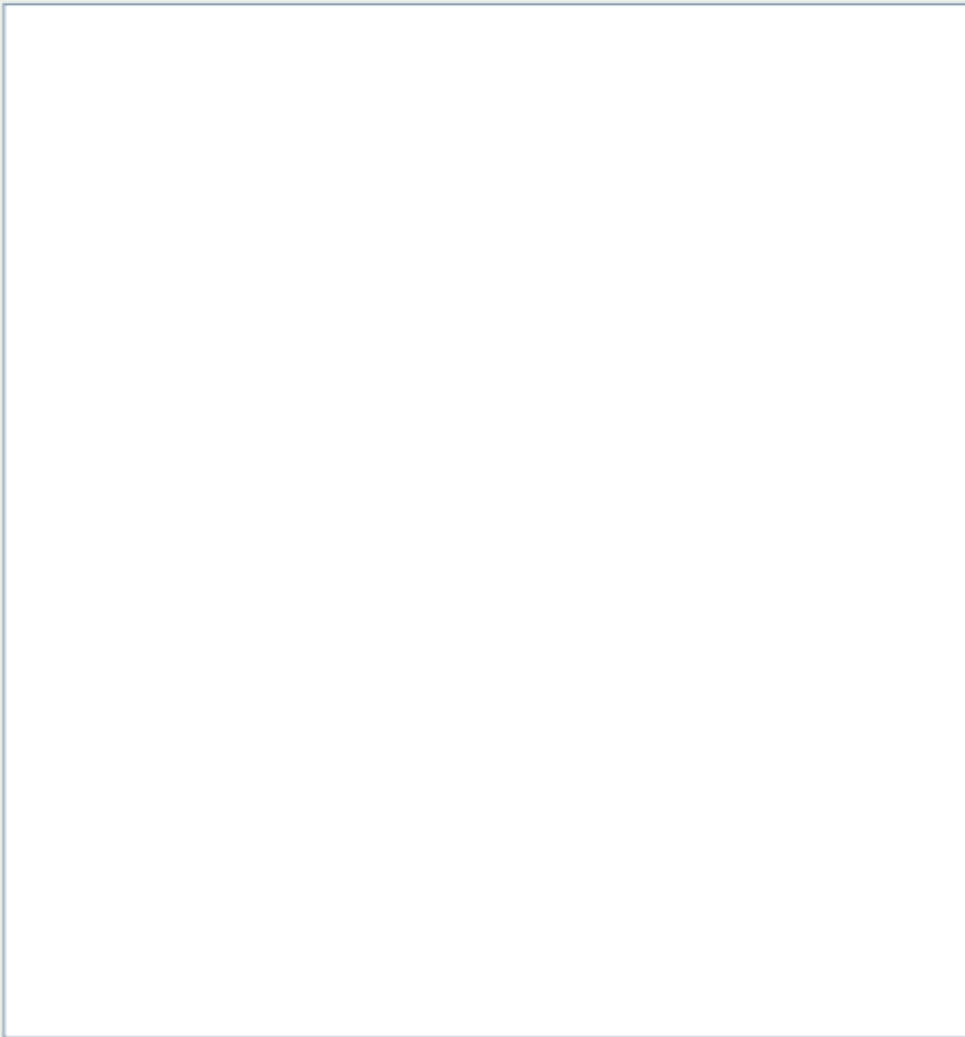
Nodwch pa ffactorau fyddai'n ei gwneud yn fwy tebygol y byddech yn cerdded, seiclo neu olwyno ar gyfer teithio dyddiol

- Gwella arwyddion a mapiau
- Dileu rhwystrau i deithio llesol
- Gwella croesiadau ar gyfer cerddwyr a seiclwyr
- Dynodi llwybrau diogel i ac o'r ysgol ar gyfer cymunedau
- Gwella cysylltiadau teithio llesol i ganol trefi
- Gwella cysylltiadau teithio llesol i awdurdodau cyfagos
- Cynllun gwefru e-feiciau
- Darparu beiciau ar log
- Darparu parcio diogel i feiciau
- Gwelliannau llacio traffig a theithio llesol ar hyd prif ffyrdd
- Cysylltiadau trawsffiniol â Chasnewydd
- Pob un o'r uchod
- Dim un o'r uchod
- Arall

Os gwnaethoch ddewis 'arall', rhowch fanylion os gwelwch yn dda

Esboniwch eich dewisiadau yma os gwelwch yn dda neu roi unrhyw sylwadau eraill am ein polisi a chynlluniau teithio llesol.

2.5



6

## 3.0 Bws

### 3.1 I ba raddau ydych chi yn cytuno gydag uchelgais ein polisi ar Fysus?

*Sicrhau fod rhwydwaith sefydlog a chydlynus o wasanaethau bws cyson, dibynadwy a fforddiadwy a gaiff eu hintegreiddio'n llawn gyda dulliau eraill o drafnidiaeth gyhoeddus gan alluogi preswylwyr i gyrraedd cyrchfannau allweddol yn cynnwys canol trefi, gofal iechyd, ysgolion a gweithleoedd.*

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

### 3.2 Dewiswch y cynlluniau bws penodol yr ydych yn eu cefnogi fwyaf:

- Gwella cysylltiadau bws i ac o Ysbyty Prifysgol y Faenor
- Gwella ansawdd gwasanaethau bws rhwng Cas-gwent/Cil-y-coed a Chasnewydd
- Bysus mwy aml rhwng Trefynwy a Chas-gwent
- Blaenoriaeth i fysus dros drafnidiaeth ffordd arall yng Ngorsaf Cyffordd Twnnel Hafren
- Llwybrau bws gwledig e.e. y Fenni – Trefynwy
- Gwella safleoedd bws a choetsis yn Nhrefynwy gan roi ystyriaeth i barcio coetsis twristiaid
- Gwella safleoedd bysus a choetsis y Fenni gan roi ystyriaeth i barcio coetsis twristiaid
- Gwella cysylltiadau trafnidiaeth gyhoeddus rhwng Sir Fynwy ac Avonmouth
- Pob un o'r uchod
- Dim un o'r uchod



Dewiswch pa ffactorau sydd fwyaf tebygol o'ch annog i ddefnyddio bysus yn fwy aml yn Sir Fynwy:

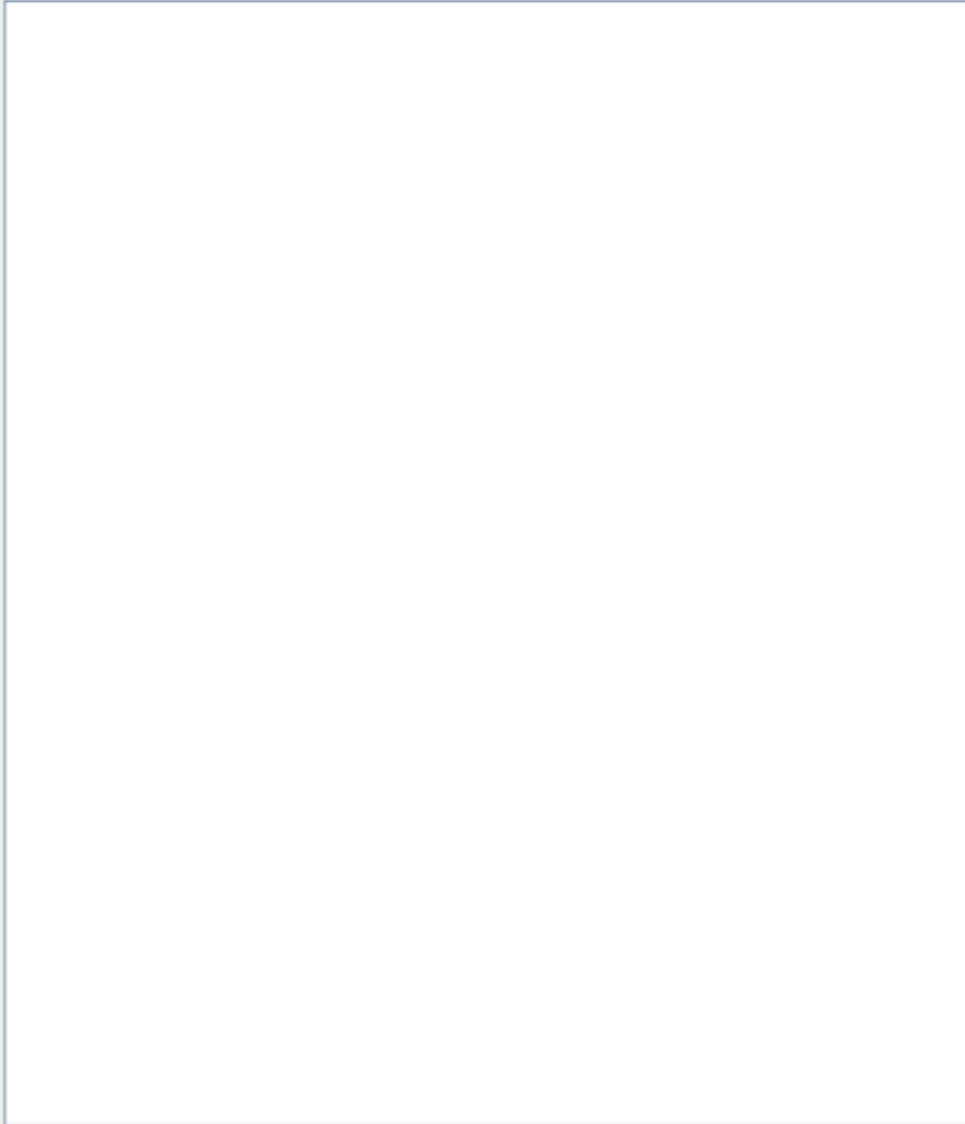
3.3

- Gwella gwybodaeth bysus yn cynnwys gwybodaeth amser real
- Mesurau seilwaith bysus ar hyd llwybrau allweddol tebyg i lonau bws a blaenoriaeth i fysis ar gyffyrdd
- Uwchraddio gwasanaethau bws lleol tebyg i fysis mwy aml
- Uwchraddio safleoedd bysus
- Tocynnau ac amserlen integredig ar draws pob gwasanaeth bws
- Gwella mynediad i wasanaethau bws mewn ardal wledig
- Gwella gwasanaethau bws cyflym pellter hir yn cysylltu gyda'r rhanbarth ehangach
- Pob un o'r uchod
- Dim un o'r uchod
- Arall

Os gwnaethoch ddewis 'arall', rhowch fanylion os gwelwch yn dda:

### 3.4

Esboniwch eich dewisiadau yma neu roi unrhyw sylwadau eraill am ein polisi a cynlluniau bysus:



## 4.0

# Rheilffordd

I ba raddau ydych chi'n cytuno gydag uchelgais ein polisi ar reilffyrdd?

## 4.1

*Rhwydwaith reilffyrdd integredig a hygyrch gyda threnau yn rhedeg yn amlach i gyrchfannau allweddol.*

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

## 4.2

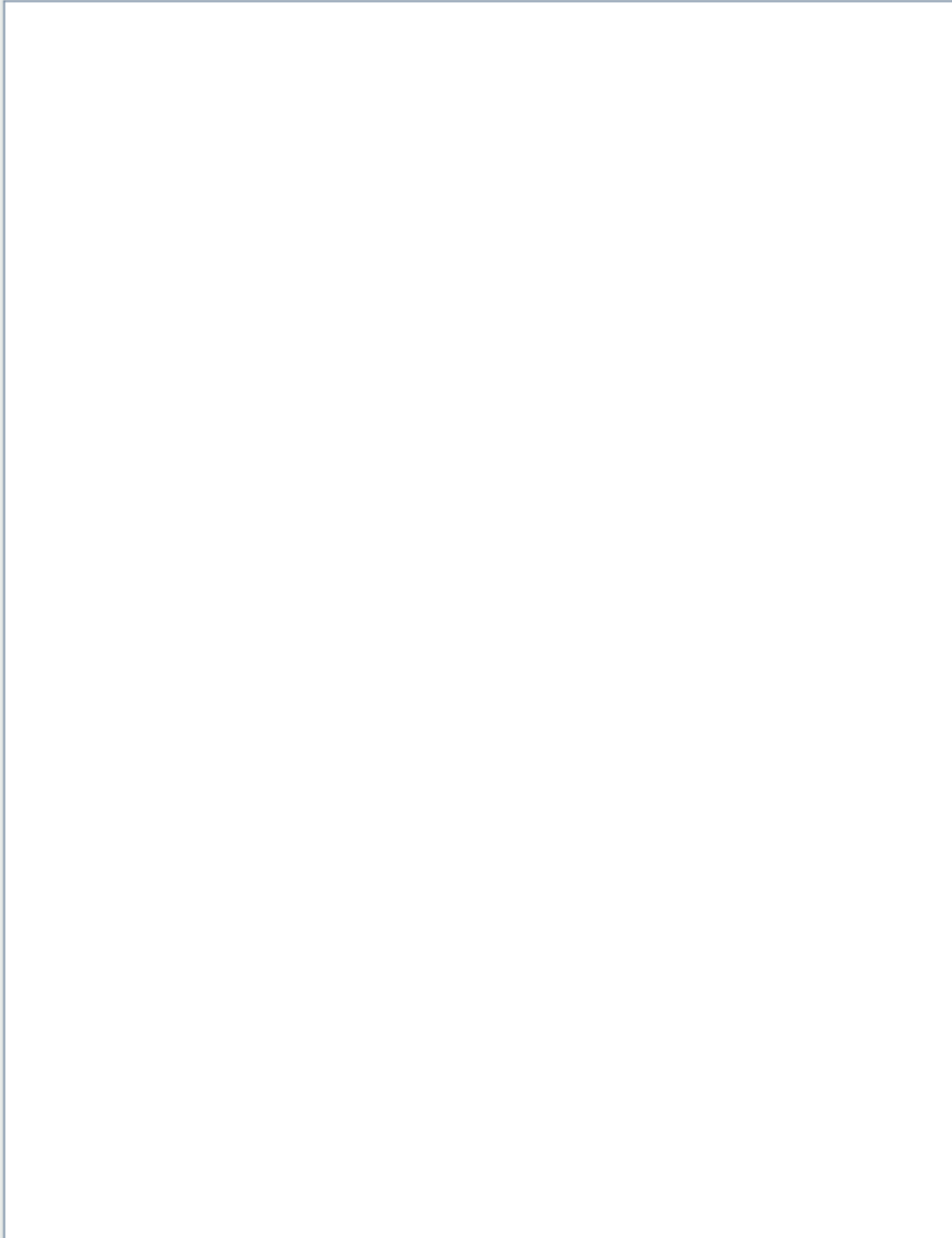
Dewiswch pa ffactorau sydd fwyaf tebyg o'ch annog i ddefnyddio rheilffyrdd yn fwy aml:

- Gwasanaethau amlach sy'n cysylltu y Fenni, Cil-y-coed, Cas-gwent a Chyffordd Twnnel Hafren gyda'i gilydd a chysylltiadau ymlaen i Gaerdydd, Casnewydd, Lydney, Caerloyw, Bryste a Chaerfaddon
- Darparu gwasanaethau cyflymach, mwy cyson a chydlynus ar draws y rhanbarth
- Gwella hygyrchedd i bawb mewn gorsafoedd rheilffordd i drin problemau sy'n wynebu teithwyr anabl a theithwyr sydd â chyfyngiadau ar eu symudedd (tebyg i baciau trwm neu gadeiriau gwthio)
- Safleoedd gorsaf newydd neu ail-agor gorsafoedd
- Prisiau tocynnau tecach ar gyfer trenau
- Darparu trosbont yng ngorsaf reilffordd Cas-gwent
- Darparu gorsaf rhodfa Magwyr a Gwyndy i gynyddu hygyrchedd a gwelliannau cyfnewid
- Darparu tybiau plannu a gwyrddni mewn gorsafoedd
- Pob un o'r uchod
- Dim o'r uchod
- Arall

Os gwnaethoch ddewis 'arall', rhowch fanylion os gwelwch yn dda:

Esboniwch eich dewisiadau yma neu roi unrhyw sylwadau eraill am ein polisi a chynlluniau rheilffordd:

4.3



## 5.0 5. Gwasanaethau cymunedol ac ar alw

### 5.1 I ba raddau ydych chi'n cytuno gydag uchelgais ein polisi ar wasanaethau cymunedol ac ar alw?

*Sicrhau set ffyniannus o wasanaethau trafnidiaeth ar-alw a chymunedol sy'n diwallu anghenion cymunedau lleol ac yn darparu buddion cymdeithasol, economaidd, amgylcheddol a diwylliannol ehangach.*

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

### 5.2 Fyddech chi'n fwy tebygol o ddefnyddio gwasanaethau ar alw pe gweithredid yr ymyriadau?

- Byddwn
- Rhywfaint
- Niwtral
- Na

Os byddech, pa wasanaethau ar alw fydddech chi fwyaf tebygol o'u defnyddio?

5.3

- Clybiau ceir cymunedol/pentref
- Cynlluniau lifft a rhannu ceir
- Gwasanaethau Fflecsi a Sherpa twristiaeth Dyffryn Gwy
- Pob un o'r uchod
- Dim un o'r uchod

I ba raddau ydych chi'n cytuno gyda gwasanaethau bws hyblyg yn ddaearyddol ac yn dymhorol?

5.4

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

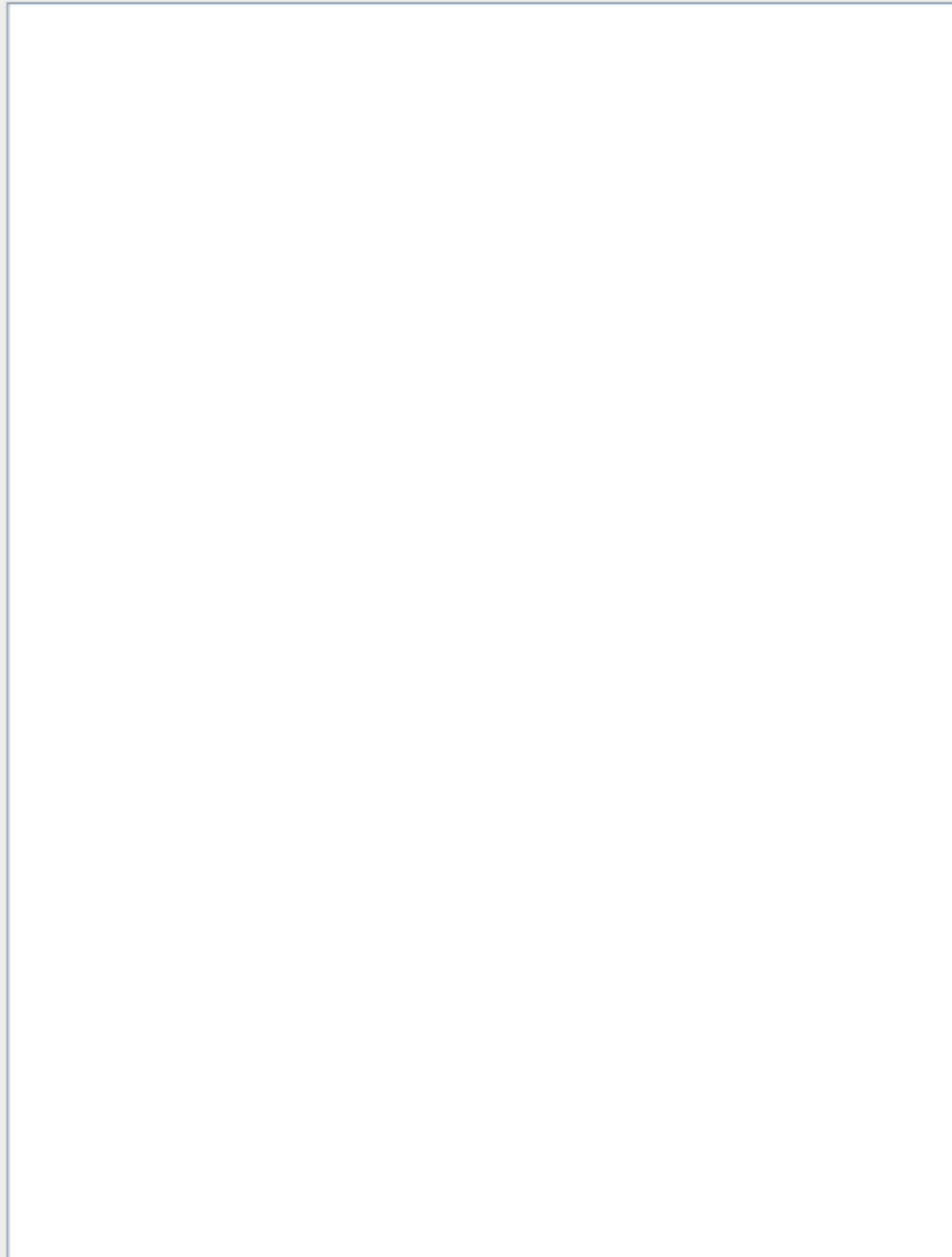
I ba raddau ydych chi'n cytuno gyda'r cynnig i ymchwilio opsiynau teithio gwledig hyblyg i orsafoedd?

5.5

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

**5.6**

Esboniwch eich dewisiadau yma os gwelwch yn dda neu roi unrhyw sylwadau eraill am ein polisi a chynlluniau gwasanaethau Cymunedol ac Ar Alw:





## 6.0 Hybiau symudedd a chyfnwifeydd

I ba raddau ydych chi'n cytuno gydag uchelgais ein polisi am hybiau symudedd a chyfnwifeydd?

6.1

*Hybiau symudedd a chyfleusterau gorsaf sy'n cefnogi cyfnwifed rhwng gwasanaethau bus a rheilffordd ac yn hwyluso teithiau milltir gyntaf a milltir olaf drwy ystod o ddulliau trafndiaeth gynaliadwy. Strongly agree*

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

Dewiswch y cynlluniau hyb symudedd a chyfnwifeydd yr ydych yn eu cefnogi fwyaf:

6.2

- Integreiddio bysus a theithio llesol gyda Rheilffordd Gororau Cymru
- Darparu hyb trafndiaeth yng Nghas-gwent
- Gwelliannau teithio cynaliadwy yng ngorsaf reilffordd y Fenni
- Gwelliannau cyfnwifedfa trafndiaeth yng nghyffordd Twannel Hafren
- Pob un o'r uchod
- Dim un o'r uchod

### 6.3

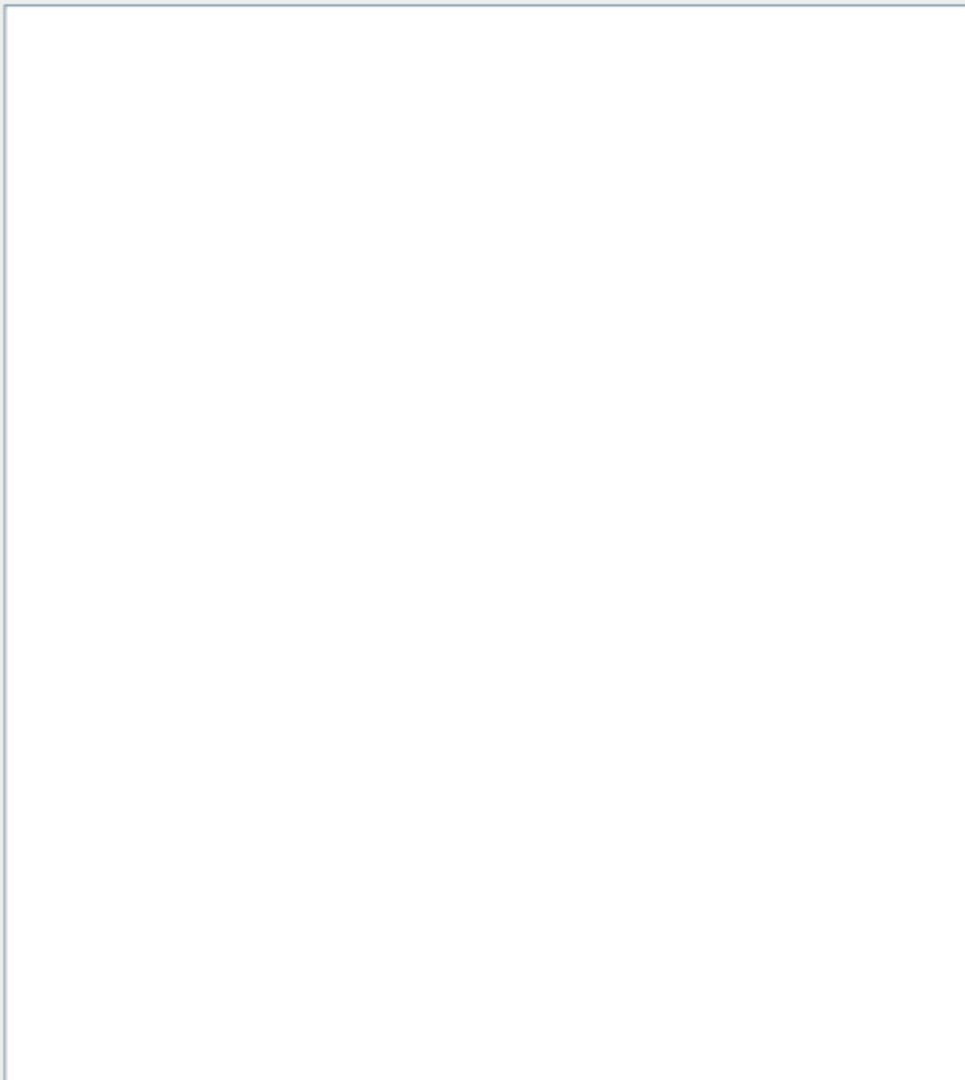
Dewiswch pa ffactorau sydd fwyaf tebygol o'ch helpu i ddefnyddio dulliau cynaliadwy o deithio?

- Cael cyfnewidfa rhwng gwasanaethau bws amserlen a gwasanaethau ar alw
- Parcio i feiciau mewn safleoedd bws
- Storfa beiciau mewn cyfnewidfeydd
- Darpariaeth diogelwch a llesiant i deithwyr mewn safleoedd cyfnewidfa
- Cydlynu amserlenni a llwybrau rheilffordd a bws
- Cynllun Rhwydwaith Gorsaf Llesol ar gyfer pob gorsaf
- Pob un o'r uchod
- Dim un o'r uchod
- Arall

Os gwnaethoch ddewis 'arall', rhowch fanylion os gwelwch yn dda

Esboniwch eich dewisiadau yma os gwelwch yn dda neu roi unrhyw sylwadau eraill am bolisi a chynlluniau hybiau symudedd a chyfnewidfeydd:

6.4



## 7.0 Ffyrdd, Strydoedd a Pharcio

### 7.1 I ba raddau ydych chi'n cytuno gydag uchelgais ein polisi ar Ffyrdd, Strydoedd a Pharcio?

*Sicrhau fod ffyrdd a strydoedd yn ddiogel, eu bod yn cael eu cynnal a'u cadw a'u rheoli'n dda ar gyfer pawb sy'n defnyddio ffyrdd, a chefnogi opsiynau trafnidiaeth gynaliadwy yn cynnwys teithio llesol a thrafnidiaeth gyhoeddus.*

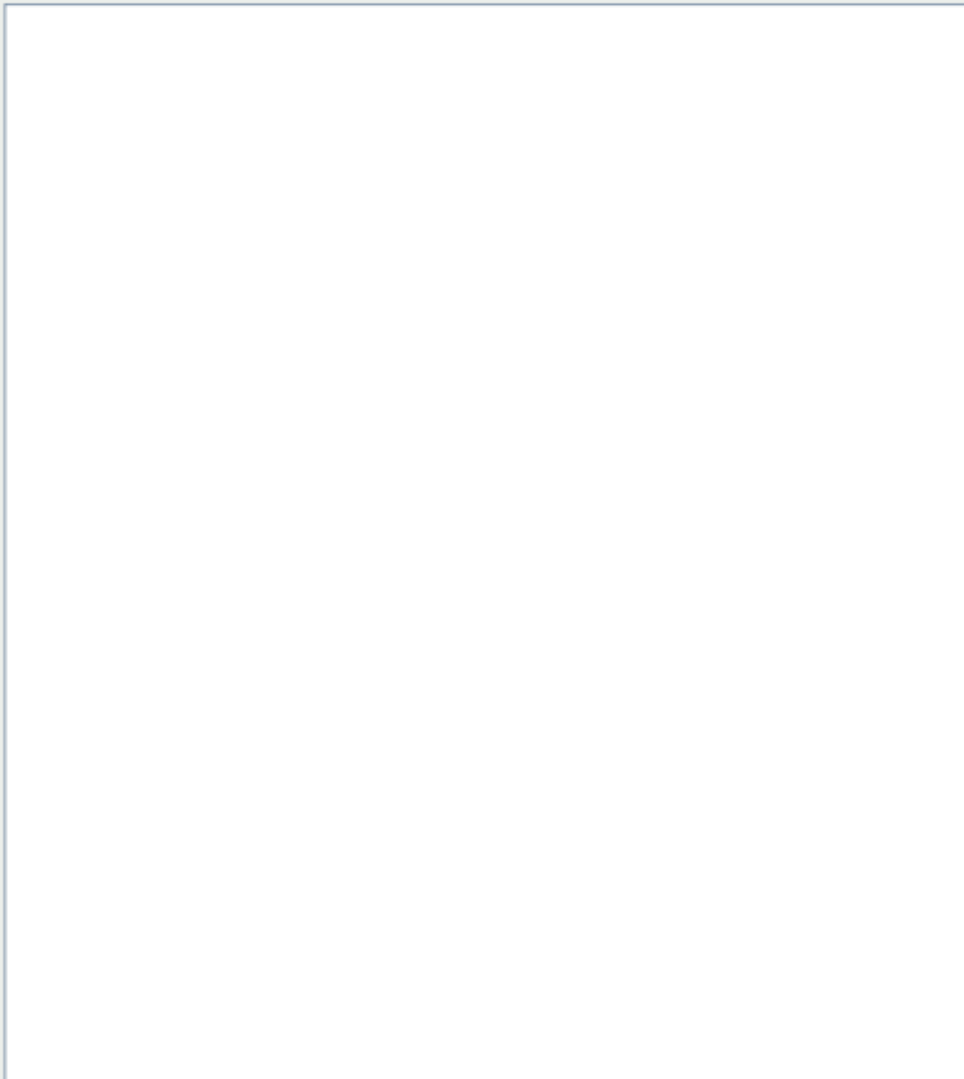
- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

### 7.2 Dewiswch pa gynlluniau Ffyrdd, Strydoedd a Pharcio yr ydych yn eu cefnogi fwyaf:

- Mynd i'r afael â pharcio ar balmentydd a rhwystrau stryd eraill, fel bod strydoedd yn fwy diogel i bawb.
- Ailddyrannu gofod ffordd, yn neilltuol o fewn y pedair tref marchnad, gan roi blaenoriaeth i gerddwyr, seiclwyr a thrafnidiaeth gyhoeddus, gan greu amgylcheddau mwy diogel a mwy hygyrch
- Strategaeth parcio gorsaf Rhodfa Magwyr i atal cymudwyr rhag parcio ar strydoedd cyfagos
- Gwneud y defnydd gorau o balmentydd, yn cynnwys dulliau cynaliadwy a gofodau ar gyfer cerddwyr tra'n darparu ar gyfer anghenion parcio i'r anabl
- Strategaeth terfyn cyflymder sy'n cynnwys gostwng terfyn cyflymder ar ffyrdd gwledig ac amgylchedd mwy diogel ar gyfer cerdded, seiclo a marchogaeth
- Cynlluniau diogelwch ffordd i wella seilwaith diogelwch yn gyffredinol
- Strategaeth integredig ar gyfer parcio HGV a llesiant gyrwyr
- Strategaeth ar gyfer tagfeydd ac allyriadau sy'n hyrwyddo aer lanach
- Pob un o'r uchod
- Dim un o'r uchod

Esboniwch eich dewisiadau yma neu roi unrhyw sylwadau eraill am ein polisi a chynlluniau ar ffyrdd, strydoedd a pharcio:

7.3



## 8.0

**Seilwaith gwefru cerbydau trydan**

## 8.1

I ba raddau ydych chi'n cytuno gydag uchelgais ein polisi ar seilwaith gwefru cerbydau trydan?

*Sicrhau fod Cyngor Sir Fynwy yn parhau i arwain y symud i gerbydau trydan yng Nghymru drwy sicrhau fod seilwaith gwefru teg a chyfartal ar gael ar gyfer preswylwyr ac ymwelwyr.*

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

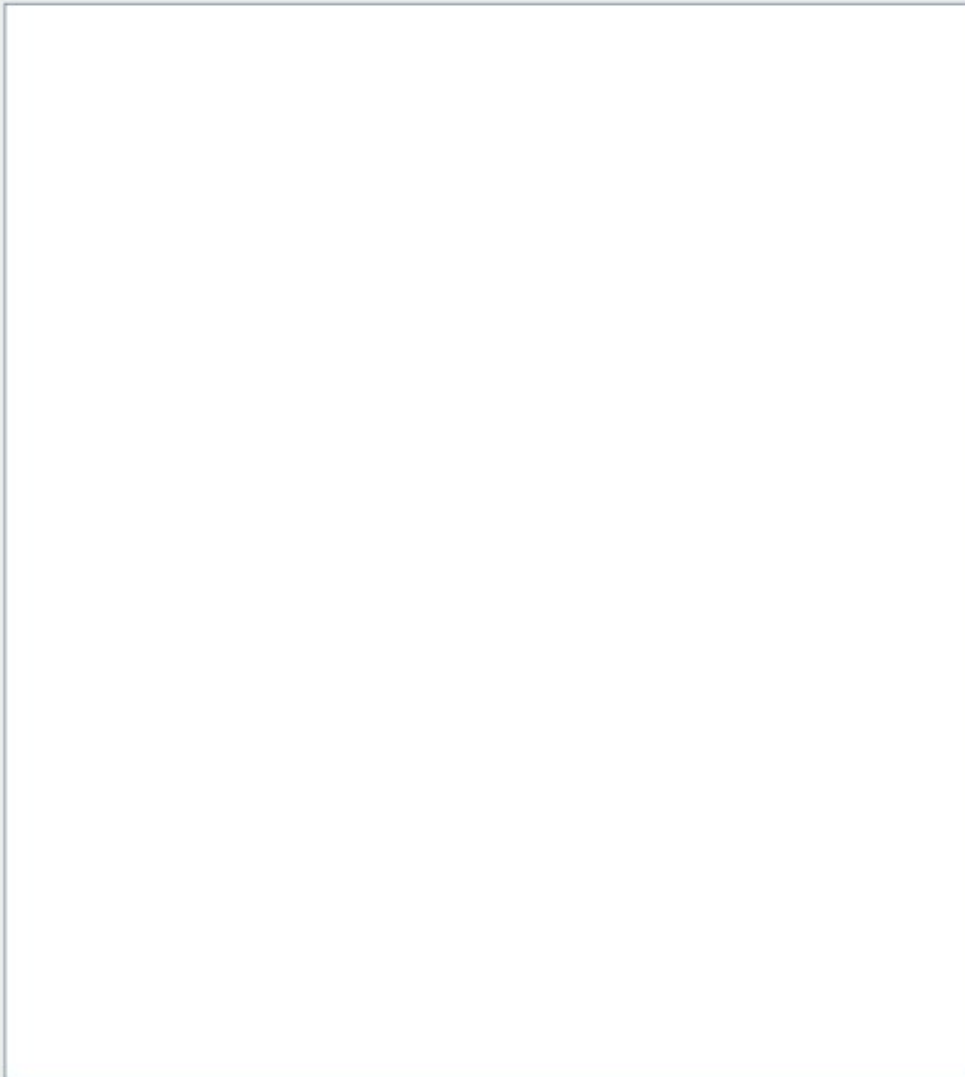
## 8.2

Dewiswch y ffactorau dilynol a allai effeithio neu newid eich barn ar fod yn berchen cerbyd trydan?

- Cynyddu manau gwefru cerbydau trydan mewn ardaloedd preswyl
- Cynyddu manau gwefru cerbydau trydan mewn meysydd parcio
- Cynyddu manau gwefru cerbydau trydan mewn safleoedd sector cyhoeddus ar gyfer twristiaeth
- Darparu manau gwefru cyflym mewn meysydd parcio gorsafoedd rheilffordd
- Pob un o'r uchod
- Rwyf eisoes yn berchen cerbyd trydan ond mae mwy o fannau gwefru yn bwysig i fi
- Dim, rwyf eisoes yn berchen cerbyd trydan ond ni fyddai mwy o fannau gwefru o ddiddordeb
- Dim, nid wyf yn berchen car a dim yn bwriadu prynu/defnyddio un yn y dyfodol
- Na, rwyf yn bwriadu cadw cerbyd petrol/diesel

Esboniwch eich dewisiadau yma os gwelwch yn dda neu roi unrhyw sylwadau eraill am ein polisi a chynlluniau ar fannau gwefru a seilwaith cerbydau trydan:

8.3



## 9.0 Newid Ymddygiad a Gwybodaeth

### 9.1 I ba raddau ydych chi yn cytuno gydag uchelgais ein polisi ar newid ymddygiad a gwybodaeth?

*Sicrhau bod preswylwyr ac ymwelwyr yn Sir Fynwy yn cael gwybodaeth lawn am opsiynau teithio cynaliadwy, gan eu galluogi i gynllunio, talu am ac ymgymryd â theithiau yn defnyddio'r wybodaeth sydd ar gael iddynt yn y cyfrwng a ddewisant.*

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

### 9.2 I ba raddau ydych chi'n cytuno y bydd cynlluniau newid ymddygiad a gwybodaeth yn annog symud i drafnidiaeth gynaliadwy?

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf



Pa ffactorau ydych chi'n ystyried yw'r rhai mwyaf pwysig wrth eich annog chi neu bobl eraill i symud i ddulliau mwy cynaliadwy o drafnidiaeth?

9.3

- Hyrwyddo 'Diwrnod Dim Ceir'
- Ardoll parcio gweithle
- Costau parcio amrywiol
- Darparu mapiau llwybrau cerdded a bws
- Darparu cynllunio teithio ar gyfer preswylwyr a gweithleoedd
- Darparu cynllunio teithio ar gyfer twristiaeth
- Ymgyrchoedd ymwybyddiaeth
- Gwell addysg diogelwch ffordd
- Brandio trafndiaeth unedig a system docynnau integredig
- Darparu ap gwasanaeth trafndiaeth
- Pob un o'r uchod
- Dim un o'r uchod

Esboniwch eich dewisiadau yma os gwelwch yn dda neu roi unrhyw sylwadau eraill am ein polisi a chynlluniau newid ymddygiad a gwybodaeth:

9.4

24

## 10.0 Cludiant Rhwng yr Ysgol a'r Cartref

### 10.1 I ba raddau ydych chi'n cytuno gydag uchelgais ein polisi Cludiant Rhwng yr Ysgol a'r Cartref

*Rhoi blaenoriaeth i deithio cynaliadwy ar gyfer trafnidiaeth rhwng y cartref a'r ysgol, gan sicrhau fod y rhan fwyaf o dripiâu ysgol uwchradd a choleg, a bron bob trip ysgol gynradd yn cael eu gwneud drwy gerdded, seiclo neu drafnidiaeth gyhoeddus.*

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

### 10.2 I ba raddau ydych chi'n cytuno y bydd ein cynlluniau Cludiant Rhwng y Cartref a'r Ysgol yn annog teithio mwy cynaliadwy i'r ysgol?

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

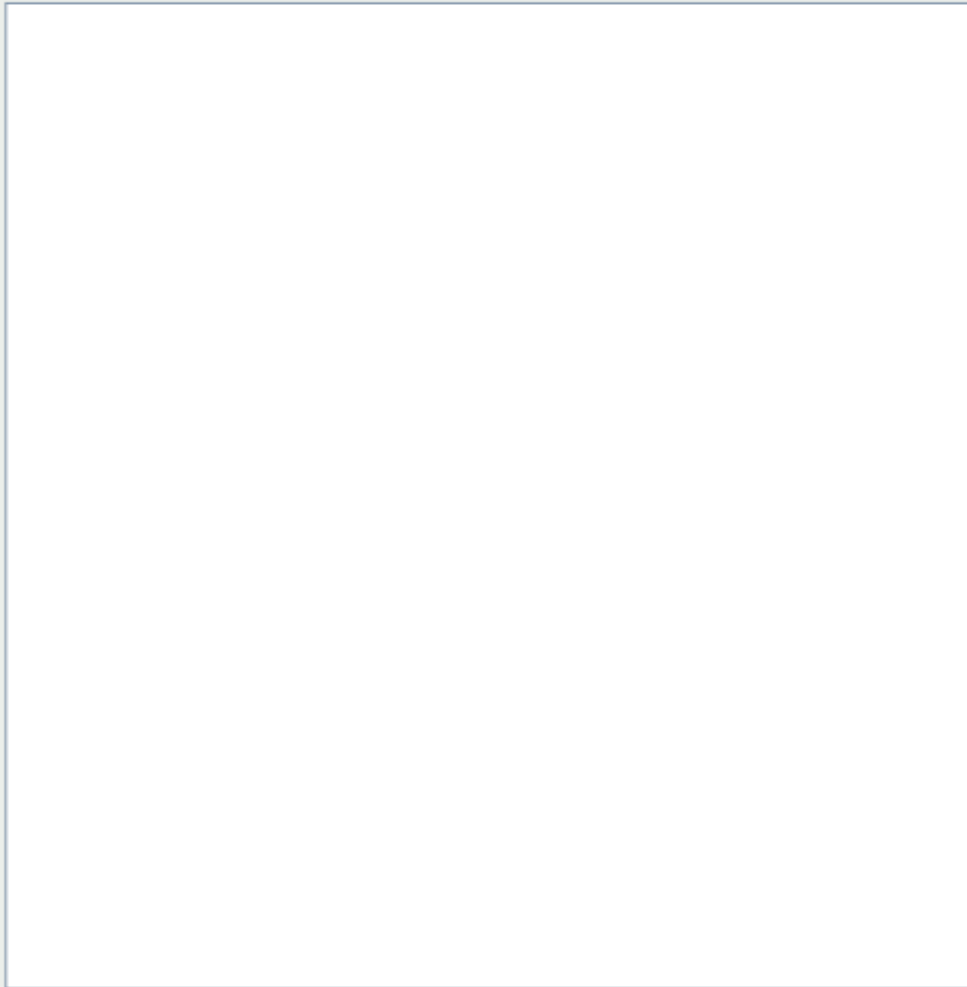
Pa ffactorau ydych chi'n ystyried yw'r rhai pwysicaf wrth ostwng traffig cerbydau modur o amgylch ysgolion a chreu amgylchedd mwy diogel?

10.3

- Darparu strydoedd ysgol ar draws y sir i greu gofodau teithio llesol diogel yn agos at ysgolion
- Ymgrych teithio llesol ac amrywio amseriadau ar gyfer bysus ysgol
- Dynodi llwybrau teithio llesol i ysgolion a'u hybu
- Gweithio gydag ysgolion i ddatblygu cynlluniau teithio a gosod targedau rhannu dulliau teithio
- Gweithio gyda gweithredwyr i sicrhau mynediad addas i gyfleusterau addysg
- Pob un o'r uchod
- Dim un o'r uchod

**10.4**

Esboniwch eich dewisiadau yma neu roi unrhyw sylwadau eraill am ein polisi a chynlluniau ar Gludiant Rhwng yr Ysgol a'r Cartref?



## 11.0 Cynllunio defnydd tir

I ba raddau ydych chi'n cytuno gydag uchelgais ein polisi ar gynllunio Defnydd Tir?

11.1

*Mae'n rhaid i gynigion datblygu hyrwyddo dulliau cynaliadwy, carbon isel a diogel o drafnidiaeth sy'n gostwng yr angen i deithio mewn car, cynyddu darpariaeth ar gyfer cerdded a seiclo a gwella darpariaeth trafnidiaeth gyhoeddus, gan gyflenwi targedau rhannu dulliau teithio o'r dechrau cyntaf.*

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

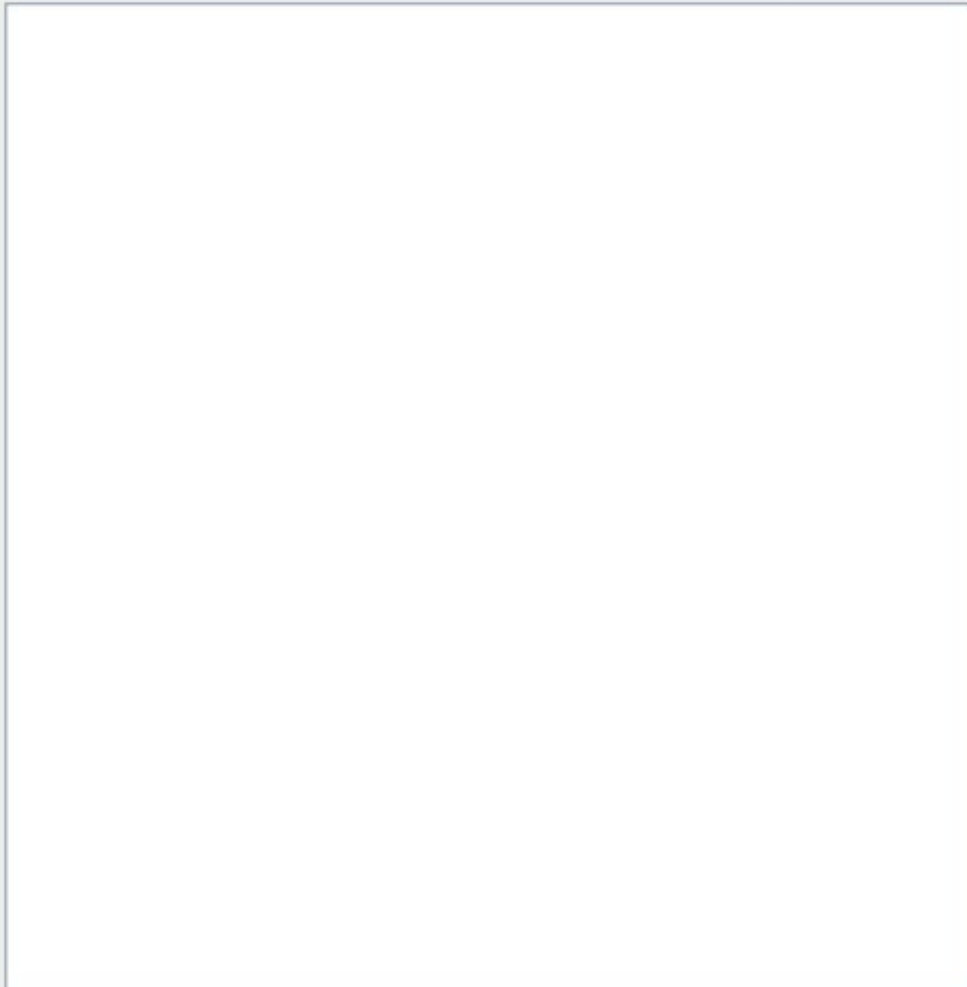
I ba raddau ydych chi'n cytuno y bydd ein ymyriadau yn gwella'r rhyngweithio rhwng cynllunio defnydd tir a thrafnidiaeth?

11.2

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

**11.3**

Esboniwch eich dewisiadau yma os gwelwch yn dda neu roi unrhyw sylwadau eraill am ein polisi a chynlluniau ar Ddefnydd Tir:



## 12.0 Cysylltedd digidol

I ba raddau ydych chi yn cytuno gydag uchelgais ein polisi ar gysylltedd digidol?

12.1

*Byddwn yn gwella cysylltedd digidol a chefnogi mwy o gyfleusterau a gwasanaethau lleol, fel y gall pobl weithio gartref neu'n agos gartref a chael mynediad i wasanaethau yn lleol yn rheolaidd yn hytrach na theithio pellter maith.*

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

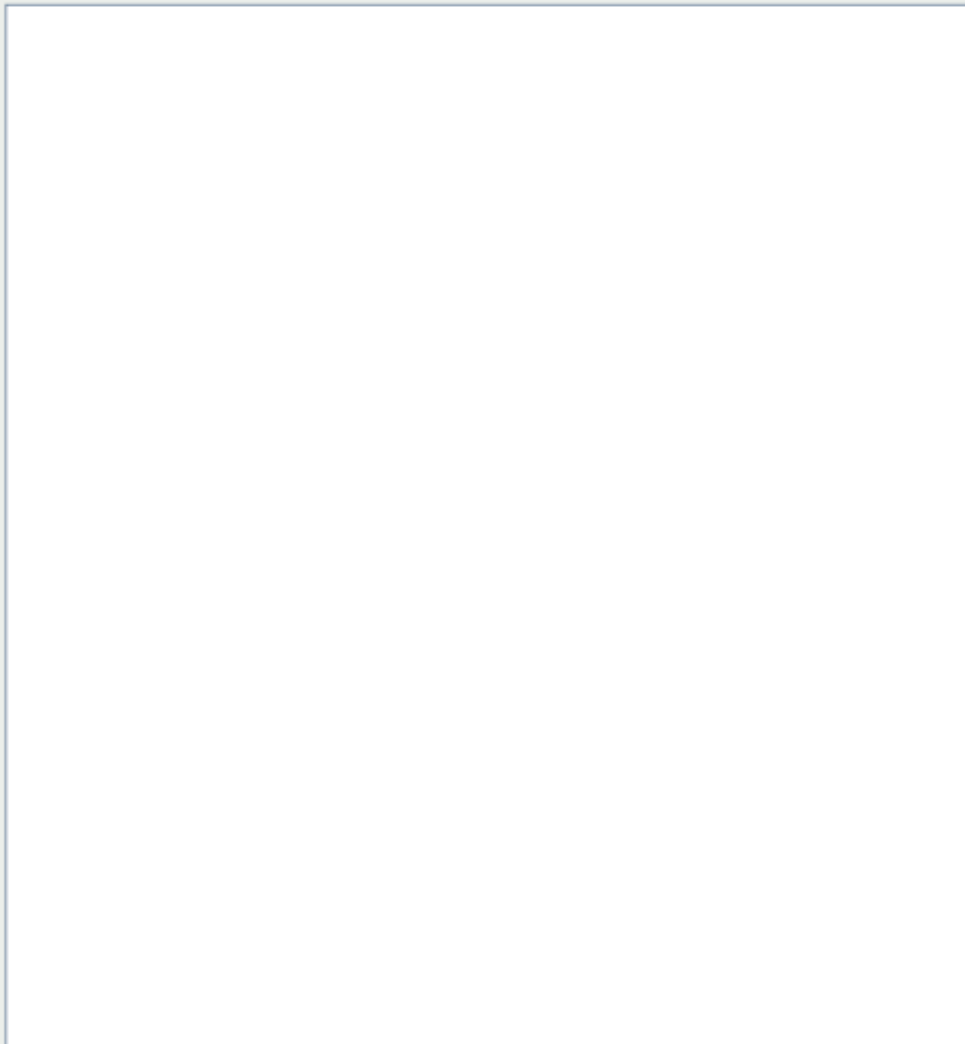
Pe byddai cyflymder band eang a chysylltedd digidol ar draws y sir yn gwella, a fyddai hyn yn effeithio ar faint ydych yn deithio, e.e. gweithio gartref neu mewn hybiau gweithio lleol, siopa ar-lein, mynediad i ofal iechyd?

12.2

- Byddai, byddai gostyngiad mawr yn faint rwy'n teithio i'r gwaith a gwasanaethau eraill
- Rhywfaint, dim ond gostyngiad bach fyddai yn faint rwy'n deithio
- Na, ni fyddai fy mhatrymau teithio yn newid

### 12.3

Esboniwch eich dewisiadau yma neu roi unrhyw sylwadau eraill am ein polisi a chynlluniau Cysylltedd Digidol:





## 13.0 Cludo nwyddau a logisteg

I ba raddau ydych chi yn cytuno gydag uchelgais ein polisi cludo nwyddau a logisteg?

13.1

*Byddwn yn cefnogi datblygu rhwydwaith cystadleuol, ymatebol a chydnerth o wasanaethau dosbarthu nwyddau a logisteg sy'n gostwng yr angen i deithio a chyfrannu at ein huchelgais llesiant ehangach.*

- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

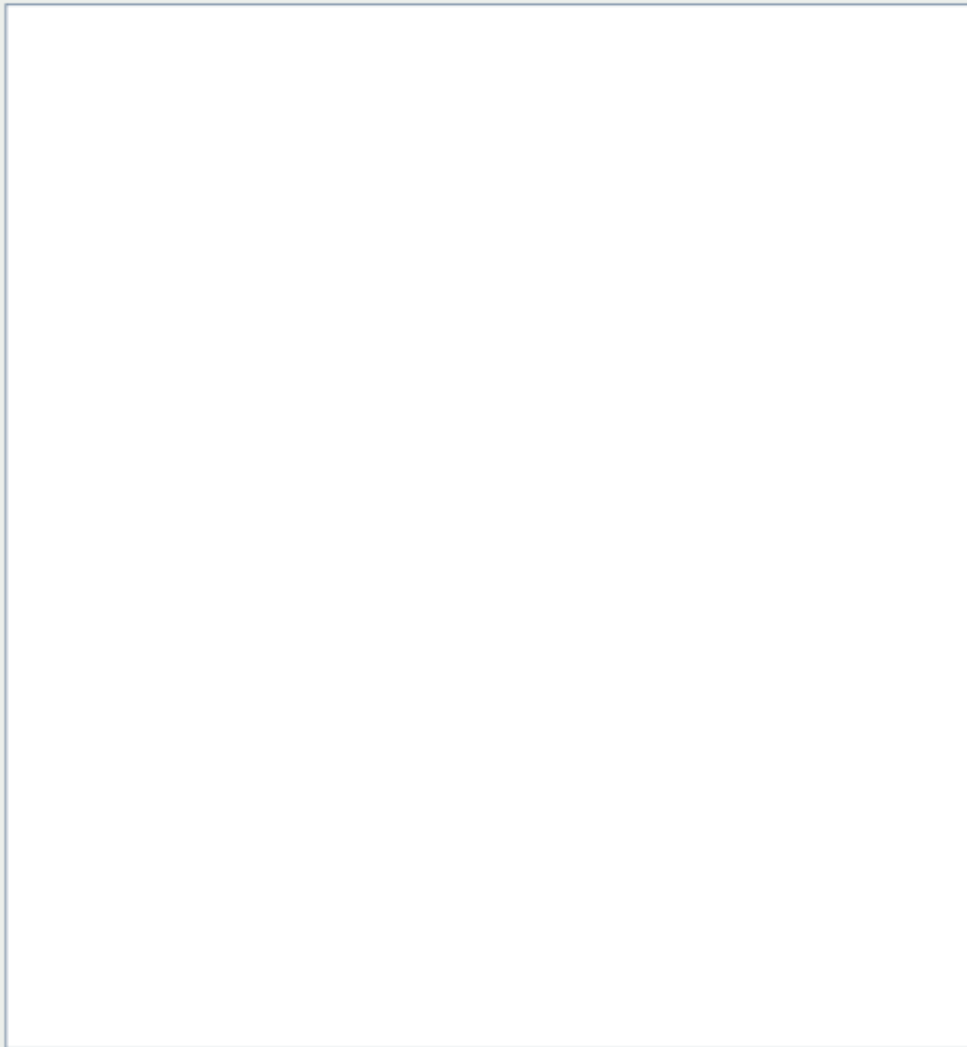
Pe byddent ar gael mewn cyfnewidfeydd trafnidiaeth, hybiau trafnidiaeth gyhoeddus neu fannau addas eraill, pa mor debygol fydddech chi o ddefnyddio cypyrddau parseli sy'n cynnig mynediad 24/7?

13.2

- Bob amser ( y rhan fwyaf o ddyddiau)
- Yn aml (o leiaf unwaith yr wythnos)
- Weithiau (llai nag unwaith y mis)
- Anaml (unwaith y flwyddyn neu lai)
- Byth

### 13.3

Esboniwch eich dewisiadau yma neu roi unrhyw sylwadau eraill am ein polisi a chynlluniau ar gludo nwyddau a logisteg:



## Amdanoch chi

Mae'r wybodaeth ddilynol yn ddewisol, ond byddai rhoi'r data hwn yn ein galluogi i'ch hysbysu am ganlyniadau'r ymgynghoriad a'r camau nesaf.

Os nad ydych eisiau llenwi'r adran hon o'r ffurflen, rhowch eich cod post yn unig os gwelwch yn dda.

Cod post:

Enw:

Cyfeiriad E-bost:

Cyfeiriad post:

Ydych chi'n ymateb ar  
ran sefydliad neu fudiad?

Os ydych, pa sefydliad  
neu fudiad:

## Diogelu data

Mae Rheoliadau Cyffredinol Diogelu Data yn ei gwneud yn ofynnol i ni esbonio sut y caiff eich data personol ei ddefnyddio a'i storio. Rydym yn casglu data personol yn yr arolwg hwn i helpu llunio datblygiad y Cynllun Trafnidiaeth Lleol. Caiff data personol a gesglir gan dîm y prosiect ei brosesu a'i gadw gan Gyngor Sir Fynwy neu ei bartneriaid ar yr astudiaeth hon nes bydd yr astudiaeth wedi ei chwblhau. Mae gannych yr hawliau dilynol dan y rheoliadau GDPR:

1. Mynediad i'r data (cais mynediad at y testun gan y gwrthrych)
2. Hawl i unioni camgymeriadau
3. Hawl i ddileu data personol – nid yw hyn yn hawl absoliwt dan y ddeddfwriaeth
4. Hawl i gyfyngu prosesu neu wrthwynebu i brosesu
5. Hawl i gludadwyedd data

Os yw Cyngor Sir Fynwy neu ei bartneriaid ar y Cynllun Trafnidiaeth Lleol yn bwriadu ar unrhyw bwynt i brosesu'r data personol a ddaliwn ar gyfer diben heblaw hyn y cafodd ei gasglu ar ei gyfer yn wreiddiol, byddwn yn dweud wrthyhych beth yw'r diben arall hwnnw. Gwnawn hynny cyn unrhyw brosesu pellach a bydd yn cynnwys eich hawl i wrthwynebu i'r prosesu pellach hwnnw.

Bydd eich adborth yn cynnwys unrhyw sylwadau yn ddi-enw tu allan i dîm y prosiect a chaiff ei ddefnyddio i'n helpu i gwblhau ein cynigion. Gellid cyhoeddi cofnod o sylwadau. Ni fyddir yn priodoli sylwadau i unrhyw unigolyn na sefydliad os yw hyn yn digwydd.

Mae Cyngor Sir Fynwy yn cydymffurfio gyda'r holl ddeddfwriaeth yn ymwneud â diogelu data personol, yn cynnwys Deddf Diogelu Data 2018 a Rheoliadau Diogelu Data Cyffredinol (GDPR) y DU. Bydd yr wybodaeth personol a roddwch ar y ffurflen hon yn parhau'n gyfrinachol a dim ond gyda Chyngor Sir Fynwy y caiff ei rhannu. Caiff yr wybodaeth hon ei chadw a'i defnyddio yn unol â'n polisi cadw. I gael mwy o wybodaeth am breifatrwydd ewch i: [www.monmouthshire.gov.u/your-privacy](http://www.monmouthshire.gov.u/your-privacy)

## A.3 Virtual Engage Environment



# A.4 Social Media Posts

Channel	Date	English Text	Welsh Text	Image
Facebook / X(Twitter)	17 Nov, 2023	<p>Monmouthshire County Council has today launched a public consultation on our draft Local Transport Strategy , which will shape our vision and ambition for transport in and around our County</p> <p><a href="https://www.monmouthshire.gov.uk/2023/11/consultation-on-the-monmouthshire-local-transport-Strategy/">https://www.monmouthshire.gov.uk/2023/11/consultation-on-the-monmouthshire-local-transport-Strategy/</a></p>	<p>Mae Cyngor Sir Fynwy wedi lansio ymgynghoriad cyhoeddus heddiw ar ein Cynllun Trafnidiaeth Lleol, a fydd yn llywio ein gweledigaeth ac uchelgais ar gyfer trafndiaeth ar draws Sir Fynwy</p> <p><a href="https://www.monmouthshire.gov.uk/cy/2023/11/ymgynghoriad-ar-gynllun-trafnidiaeth-lleol-sir-fynwy/">https://www.monmouthshire.gov.uk/cy/2023/11/ymgynghoriad-ar-gynllun-trafnidiaeth-lleol-sir-fynwy/</a></p>	Link image from constultation
Facebook / X(Twitter)	18 Nov, 2023	<p>Yesterday we launched our consultation on the Local Transport Strategy ! Open until 11:59pm on 15 December 2023, please visit our virtual exhibition room and provide your feedback on our proposals <a href="https://mcclocaltransportStrategy.virtual-engage.com/">https://mcclocaltransportStrategy .virtual-engage.com/</a></p>	<p>Ddoe, fe wnaethom lansio ein hymgynghoriad ar y Cynllun Trafnidiaeth Lleol! Agored tan 11:59yh ar 15 Rhagfyr 2023, ewch i'n ystafell arddangosfa rithiol a rhannwch eich barn ar ein cynigion <a href="https://mcclocaltransportStrategy.virtual-engage.com/">https://mcclocaltransportStrategy .virtual-engage.com/</a></p>	
Facebook / X(Twitter)	24 Nov, 2023	<p>It's time to have your say!</p> <p>We're seeking your view on our proposals for Monmouthshire's Local Transport Strategy .</p> <p>Visit the virtual exhibition room here: <a href="https://mcclocaltransportStrategy.virtual-engage.com">mcclocaltransportStrategy .virtual-engage.com.</a></p> <p>The deadline for responses is 23:59pm on 15 December 2023.</p>	<p>Mae'n amser i chi ddweud eich dweud!</p> <p>Rydym am glywed ganddo'ch ar ein cynigion ar gyfer Cynllun Trafnidiaeth Lleol Sir Fynwy.</p>	

Facebook / X(Twitter) 30 Nov, 2023

It's time to have your say!

Mae'n amser i chi ddweud eich dweud!

We're seeking your view on our proposals for Monmouthshire's Local Transport Strategy .

Rydym am glywed ganddo'ch ar ein cynigion ar gyfer Cynllun Trafnidiaeth Lleol Sir Fynwy.

Visit the virtual exhibition room here:  
[mcclocaltransportStrategy.virtual-engage.com](https://mcclocaltransportstrategy.virtual-engage.com).

The deadline for responses is 23:59 on 15 December 2023.



Have your say!

We've extended the period for the Local Transport Strategy public consultation!

The consultation is still open and will now close at 23:59 on Friday 5 January 2024.

Visit the virtual exhibition room here:  
[mcclocaltransportStrategy .virtual-engage.com](https://mcclocaltransportStrategy.virtual-engage.com)

## A.5 Website Updates

Consultation on the Monmouthshire Local Transport Plan

# Consultation on the Monmouthshire Local Transport Plan

Article last updated: 17th November 2023, Under category: [News](#)

Monmouthshire County Council has today (17 November 2023) launched a public consultation on our draft Local Transport Plan, which will shape our vision and ambition for transport in and around our County.

With a focus on creating a sustainable, integrated and accessible transport network, the Monmouthshire County Council is seeking your views on its proposed vision, objectives and strategic framework for the future development of Monmouthshire's transport network.

The Local Transport Plan will also inform the emerging replacement Local Development Plan and Regional Transport Plan, which is being developed by the Cardiff Capital Region.

To view the proposals and provide your feedback, visit the online exhibition here:

[mcclocaltransportplan.virtual-engage.com](https://mcclocaltransportplan.virtual-engage.com)

Access to IT is freely available to Monmouthshire Community Hubs and Libraries, located in Abergavenny, Caldicot, Chepstow, Monmouth and Usk. Membership is free and will give you access to all the services and support our hubs can offer.

We are keen to hear all the voices of our community and urge everyone to share their thoughts and feedback, which will be used to inform the final Local Transport Plan.

The consultation is open for four weeks and closes at 23:59 on Friday, 15 December 2023.

Tags: [Local Transport Plan](#), [Monmouthshire](#)[Edit This](#)

## A.6 Consultation Launch Stakeholder Email

Diolch unwaith eto am eich cyfraniad at ddatblygiad y Cynllun Trafnidiaeth Lleol gwirfoddol drafft ar gyfer Cyngor Sir Fynwy.

Wrth inni symud ymlaen, rydym yn falch o gyhoeddi bod cynnod ymgynghori cyhoeddus y cynllun bellach wedi dechrau.

I gymryd rhan yn yr ymgynghoriad, ewch i'r platfform pwrpasol gan ddefnyddio'r ddolen ganlynol: <https://mcclocaltransportplan.virtual-engage.com/>. Yma, fe welwch gyfres o fyrddau arddangos sy'n cynnwys gwybodaeth hanfodol, ac rydym yn eich annog i rannu eich barn trwy gwblhau'r holiadur a ddarparwyd.

Y dyddiad cau ar gyfer cyflwyno eich adborth yw 23:59 ar 15 Rhagfyr 2023. Gallwch ddewis ymateb i gwestiynau penodol ar y byrddau arddangos neu ddilyn y cyfarwyddiadau ar ein holiadur; naill ffordd neu'r llall mae eich mewnbwn yn werthfawr i'n helpu i greu Cynllun Trafnidiaeth Lleol ar gyfer rhwydwaith trafniadaeth diogel, integredig ac effeithlon.

Diolch unwaith eto am eich ymrwymiad parhaus i wella seilwaith trafniadaeth Sir Fynwy. Edrychwn ymlaen at dderbyn eich adborth a pharhau i weithio gyda'n gilydd i gyflawni'r weledigaeth o system trafniadaeth a defnydd tir integredig sy'n blaenoriaethu teithio cynaliadwy, galluogi trawsnewid i sir ddi-garbon, a chefnogi llesiant, iechyd ac urddas i bawb ar bob cam o fywyd.

Thank you again for your contribution to the development of the draft voluntary Local Transport Plan for Monmouthshire County Council.

As we move forward, we are pleased to announce that the plan has entered the public consultation phase.

To participate in the consultation, please visit the dedicated platform using the following link: <https://mcclocaltransportplan.virtual-engage.com/>. Here, you will find a series of exhibition boards containing essential information, and we encourage you to share your thoughts by completing the provided questionnaire.

The deadline for submitting your feedback is 23:59 on 15 December 2023. Whether you choose to respond to specific questions on the exhibition boards or follow the instructions on our questionnaire, your input is invaluable in helping us create a Local Transport Plan for a safe, integrated, and efficient transport network.

Thank you once again for your ongoing commitment to the betterment of Monmouthshire's transport infrastructure. We look forward to receiving your feedback and continuing to work together to achieve the vision of an integrated transport and land use system that prioritises sustainable travel, enables transition to a zero-carbon county, and supports well-being, health and dignity for everyone at every stage of life.

[Alison Simpson](#)

she/her/hers

Senior Transport Planner

MSc BSc

[arup.com](https://www.arup.com)

Helo pawb,

Yn dilyn fy e-bost blaenorol, rydym yn ysgrifennu atoch i ddweud wrthyhch fod yr ymgynghoriad bellach wedi'i ymestyn am 3 wythnos arall. Y dyddiad cau ar gyfer cyflwyno eich adborth nawr yw 23:59 ar 05 Ionawr 2024.

Gallwch rannu eich adborth trwy ymateb i gwestiynau penodol ar y byrddau arddangos neu anfon copi o'r holiadur wedi'i gwblhau at [mcclocaltransportplan@arup.com](mailto:mcclocaltransportplan@arup.com).

Os oes gennych unrhyw ymholiadau neu wybodaeth arall yr hoffech ei rhannu, anfonwch e-bost at y cyfeiriad uchod, fel arall gallwch ffonio 01172401529.

Diolch yn fawr  
Alison

Hi all,

Following on from my previous email, we are writing to tell you the consultation has now been extended for a further 3 weeks. The deadline for submitting your feedback is now **23:59 on 05 January 2024**.

To provide us with your feedback you can respond to specific questions on the exhibition boards or send a copy of the completed questionnaire to [mcclocaltransportplan@arup.com](mailto:mcclocaltransportplan@arup.com).

As always, if you have any other queries or information you would like to share, please email the address above, alternatively you can call 01172401529.

Many thanks,  
Alison



A.7 Press Release Evidence from MCC

# Consultation on the Monmouthshire Local Transport Plan

Article last updated: 8th December 2023, Under category: [News](#)

## Update

**Monmouthshire County Council has extended the period for the Local Transport Plan public consultation!**

**Thank you to everyone who has provided feedback so far. The consultation is still open and will now close at 23:59 on Friday 5 January 2024.**

Monmouthshire County Council has today (17 November 2023) launched a public consultation on our draft Local Transport Plan, which will shape our vision and ambition for transport in and around our County.

With a focus on creating a sustainable, integrated and accessible transport network, the Monmouthshire County Council is seeking your views on its proposed vision, objectives and strategic framework for the future development of Monmouthshire's transport network.

The Local Transport Plan will also inform the emerging replacement Local Development Plan and Regional Transport Plan, which is being developed by the Cardiff Capital Region.

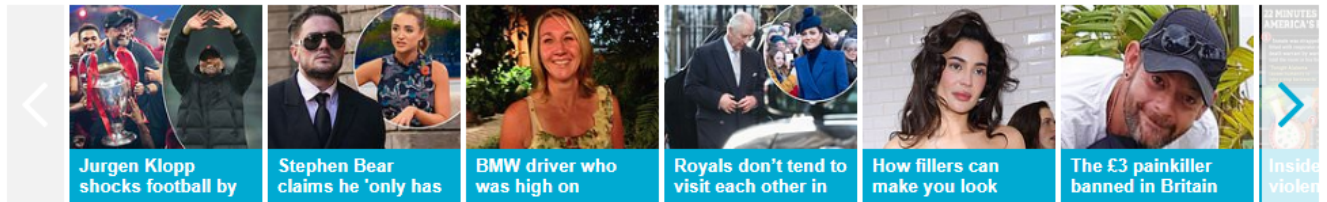
To view the proposals and provide your feedback, visit the online exhibition here: [mcclocaltransportplan.virtual-engage.com](https://mcclocaltransportplan.virtual-engage.com)

Access to IT is freely available to Monmouthshire Community Hubs and Libraries, located in Abergavenny, Caldicot, Chepstow, Monmouth and Usk. Membership is free and will give you access to all the services and support our hubs can offer.

We are keen to hear all the voices of our community and urge everyone to share their thoughts and feedback, which will be used to inform the final Local Transport Plan.

The consultation is open for four weeks and closes at 23:59 on Friday, 15 December 2023.

Tags: [Local Transport Plan](#), [Monmouthshire](#)



## Welsh Labour council moves to reintroduce tolls on the Severn bridges which critics say would have a 'devastating' impact on families and businesses

- Council hopes to bring back levy and reduce traffic between Bristol and Wales

By RYAN HOOPER and GUY ADAMS  
 PUBLISHED: 23:58, 28 December 2023 | UPDATED: 00:02, 29 December 2023

[f](#) Share 
 [m](#)
[whatsapp](#)
[twitter](#)
[reddit](#)
[email](#)
[share](#)
**288** shares 
 **499** View comments

A Welsh **Labour** council is lobbying to reintroduce tolls on the Severn bridges in a fresh attack on hard-up motorists.

Monmouthshire County Council wants to persuade the **UK Government** to bring back the controversial levy to try to reduce traffic between Bristol and south Wales, five years after the hated tolls were scrapped.

Site 
  Web 
 Enter your search

ADVERTISEMENT

**RADISSON HOTELS DUBLIN**



W News > Latest Wales News > Traffic and Travel

# Welsh council to consider calling for reintroduction of tolls on Severn bridges

Details are included in the council's local transport plan but the council leader says the wording could be misinterpreted

NEWS By Twm Owen & Jonathon Hill News reporter  
17:26, 29 DEC 2023 | UPDATED 17:32, 29 DEC 2023

Bookmark



Comments 188

Enter your postcode for local news and info

Enter your postcode

Go

In YourArea



The M4 Severn bridge, or Prince of Wales bridge (Image: WalesOnline/Rob Browne)

ADVERTISEMENT





Follow us

Connect with Nation.Cymru on Facebook and Twitter



NEWS

David TC Davies says his local county council is planning congestion charges

05 Jan 2024 5 minute read



David TC Davies

Martin Shipton

Welsh Secretary David TC Davies has renewed his attack on his local county council's transport plan, accusing it of planning to introduce congestion charges in four market towns.

Mr Davies has already highlighted a proposal in Monmouthshire County Council's draft Local Transport Plan 2024-29 that would see tolls reintroduced for environmental reasons on the Severn bridges that link England and Wales.

Although the idea appears in the transport plan, the county council does not have the power to bring back tolls on the M4 and M48. Such power is held by the UK Government.

Advertisement for Cambria Stories, a platform for Wales-based writers, featuring serialisations, short fiction, poetry, and articles. Includes a 'FREE to SUBSCRIBE' button and the website cambriastories.net.



Foreword by Jon Gower

Review: "Ben's pen is a spike on which he skewers the empty, self-regarding, never-to-be-enlightened heads of those who have power." Niall Griffiths

















This page is intentionally left blank

## Annex B

### Qualitative responses to MCC Local Transport Strategy Public Consultation

Reference:

| 15 February 2024

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 296492-00

**Ove Arup & Partners Limited**  
4 Pierhead Street  
Capital Waterside  
Cardiff  
CF10 4QP  
United Kingdom  
[arup.com](http://arup.com)

## Document Verification

**Project title**           MCC LTS Consultation  
**Document title**        Design response to general comments on proposed LTS  
**Job number**            296492-00  
**Document ref**  
**File reference**

Revision	Date	Filename	Description		
			<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
		<b>Name</b>	Anna Fahey/ Tom Lewis	Allan Pitt	Ben Pritchard
		<b>Signature</b>			
		<b>Filename</b>			
		<b>Description</b>			
			<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
		<b>Name</b>			
		<b>Signature</b>			
		<b>Filename</b>			
		<b>Description</b>			
			<b>Prepared by</b>	<b>Checked by</b>	<b>Approved by</b>
		<b>Name</b>			
		<b>Signature</b>			

Issue Document Verification with Document

## Contents

---

A.1	Introduction	1
A.2	Aims and Objectives	2
A.3	Active Travel	6
A.4	Bus	13
A.5	Rail	21
A.6	Community and On-demand Services	24
A.7	Mobility Hubs and Interchanges	27
A.8	Roads, Streets and Parking	32
A.9	EV Charging Infrastructure	40
A.10	Behaviour Change and Information	45
A.11	Home to School Transport	48
A.12	Land Use Planning	55
A.13	Digital Connectivity	58
A.14	Freight and Logistics	61

### Tables

Table 1: Responses to general comments on proposed Aims and Objectives	2
Table 2: Design response to general comments on proposed Active Travel Initiatives in the LTS	6
Table 3: Design response to general comments on proposed Bus initiatives in the LTS	13
Table 4: Design response to general comments on proposed Rail initiatives in the LTS	21
Table 5: Design response to general comments on proposed Community and On-Demand service initiatives in the LTS	24
Table 6: Design response to general comments on proposed Mobility Hubs and Interchange initiatives in the LTS	27
Table 7: Design response to general comments on proposed Roads, Streets and Parking initiatives in the LTS	32
Table 8: Design response to general comments on proposed EV Charging Infrastructure initiatives in the LTS	40
Table 9: Design response to general comments on proposed Behaviour Change and Information initiatives in the LTS	45
Table 10: Design response to general comments on proposed Home to School Transport Initiatives in the LTS	48
Table 11: Design response to general comments on proposed Land Use Planning initiatives in the LTS	55
Table 12: Design response to general comments on proposed Digital Connectivity initiatives in the LTS	58
Table 13: Design response to general comments on proposed Freight and Logistics initiatives in the LTS	61

### Figures

**No table of figures entries found.**

### Drawings

**No table of figures entries found.**

## **Pictures**

**No table of figures entries found.**

## **Photographs**

**No table of figures entries found.**

## **Attachments**

**No table of figures entries found.**

## A.1 Introduction

This Annex presents the qualitative responses received as part of the public consultation informing the Monmouthshire County Council (MCC) Local Transport Strategy (LTS).

Each qualitative consultation response has been analysed and reviewed by the project team, summarised and assigned a common theme where appropriate, with a response provided by the project team and MCC officials.

## A.2 Aims and Objectives

**Table 1: Responses to general comments on proposed Aims and Objectives**

Theme	Consultation Response	Project/ Design Response
Accessible communities	Participants suggest that MCC funds should be focusing on creating accessible communities which do not persecute those that drive as AT is not accessible to all. As part of this, suggest that access to hospitals other than the Grange should be considered.	Section 6.6 addresses this "Develop schemes in partnership with local people and prioritise safe and accessible pathways that cater to individuals of all abilities and backgrounds." as well as AT13. Access to all healthcare facilities including by sustainable modes of travel is important. The revised Strategy will clarify that position.
Active Travel	Participants suggest that the LTS should consider e-scooters	We are committed to considering accessibility by all modes of travel. E-scooters will be considered as a future travel mode, however are not currently legal on roads.
Ambitions and visions of the Strategy	Some Participants were in support of the LTS and considers it to be ambitious and welcomes the interventions. Also agree with the visions and objectives of the Strategy and that the LTS outlines key issues in Monmouthshire, however, suggests more focus and consideration for the aging population.	The Strategy seeks to improve accessibility for all groups of people.
Behaviour change	Participants consider behaviour change proposals to be patronising to adults.	Behaviour change is a key component of the Strategy aligned to Welsh Government policy and ambitions to help decarbonise the transport system.
Carbon Assessment	Participants consider carbon neutrality should be the lowest priority. Does not agree with the carbon assessment. Do not support man made climate change and states Co2 emissions fell 20% between 2002 and 2020 but the temperature didn't. According to figures which actually have no impact on global warming, Wales contributes 0.04% towards co2 emissions. Considers Wales makes no contribution to global warming. Considers the LTS should have a longer term strategy and states that there is a lack of detail in the policies. States consideration should be had for beyond Monmouthshire. The LTS should focus should be on the movement of people rather than decarbonisation	The Strategy aligns with wider Welsh Government policy on climate change and reflects the nation's ambitions of reducing greenhouse gas emissions.  This Local Transport Strategy will help inform the emerging Regional Transport Strategy (RTP) and has hence been prepared at a suitably and proportionately high level, considering the further work that MCC will need to undertake as part of the CJC when preparing its RTP.
Collaboration	Participants suggest working more closely with the UK Government to deliver improved rail infrastructure.	This is a key element of the second Welsh Government Carbon Budget, which MCC fully supports. MCC are working with the Burns Delivery Unit to improve rail frequency and stopping on the South Wales Mainline and Marches line. We are also lobbying for the proposed Magor walkway station.

Theme	Consultation Response	Project/ Design Response
Consultation Approach	Participants express general opposition to the approach taken to consultation including the use of the VE platform, publicising of the proposals and timescales.	The public consultation was hosted online with a virtual exhibition environment, supported by telephone, email, and postal options to help people have their say. The deadline for responses was extended to account for the Christmas period.
Cross – border services	Participants request improved public transport connections within Wales and cross border. Services should be reliable and serve an aging population. Focus of the Strategy should be on making an integrated public transport system, not active travel. Suggests the Strategy should focus more on public transport and road issues to key areas of employment before active travel interventions, through provision of a motorway bypass around Newport, and an M4 upgrade, for example. Participants also do not support flexible lane management on the A466 Severn Bridge Approach, will still be bottlenecks.	Improved public transport connections are covered in detail in the LTS; see vision, section 6.7 (bus) and 6.8 (rail) as key items but also sections such as Mobility Hubs and interchanges. Cross border travel is specifically covered in interventions BUS17 and BUS 18 as well as R7. The order of modes is based on the Welsh Transport Strategy road user hierarchy and MCC is committed to improving accessibility for all groups of people but recognises that active travel is not always an option. RSP 9 - road maintenance programme is a continuing commitment of MCC. Works to the M4 is a matter for the Welsh Government, whilst the Strategy sets out a series of road-based measures to help improve accessibility for all groups of people. A466 lane management is under review with no planned or committed measures at this stage
Deliverability	Participants express concern surrounding the ability to deliver the plan, including funding, cost, and implementation of proposals. Consider for how much the proposals will cost little will be done to tackle climate change. Some Participants consider the LTS to be idealistic and the policies need to be revisited as there is general lack of understanding of where the local community commute to.	The Strategy aims to be ambitious but deliverable. The Strategy aims to be ambitious but deliverable. MCC acknowledge that the plans proposals are ambitious and will continue to work with partners to access funding to enable interventions to be implemented. The Strategy is underpinned by a comprehensive evidence based including original-destination trip data, and further work will be undertaken as part of the SEWCJC to understand local and regional movements as part of the emerging RTP.
Demand Responsive Transport	Participants would like clarification on what demand responsive transport is, does this affect insurance? Under the impression it is lift sharing between neighbours. Concern this will affect those living in Usk as there is an ageing population.	Demand responsive transport refers to bus-like services that do not run on a specified timetable but instead can be requested by users as required. As this is a form of public transport there is no impact on private insurances.
Digital connectivity	Participants consider digital connectivity often means excluding connectivity for older people and there is too much emphasis on major changes. Instead suggests tweaking existing usage to make improvements.	MCC is supportive of the Welsh Government's ambitions for ensuring all groups of people have access to the internet, and will work to help ensure residents and businesses in the county can get online to meet their needs.



Theme	Consultation Response	Project/ Design Response
Emissions Zones	Participants do not support emission zones as consider it will disadvantage oldest and poorest communities. Participants also consider that more clarification is needed surrounding how to promote EV vehicles in Monmouthshire.	The draft Strategy consultation has sought feedback on a wide range of options including how to reduce emissions from transport, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. As detailed in section 6.11 of the plan, MCC will deliver EV charging points based on their EV Charging Infrastructure strategy and will work with the SEWCJC and WG on the wider EV Charging Strategy for the region.
Objective Priority	Participants believe the Welsh language should not be considered within the LTS, focus should be put on cost effective travel. Considers the Welsh Language (Objective 3) should be a lower priority than economic prosperity. Suggests more emphasis on access to key public services, education and employment in the objectives. Considers it disproportionate to give priority to arts, culture and Welsh language.	Objectives are aligned with the WTS and are all equally as important - they are not ranked or weighted. MCC is committed to protecting and enhancing the Welsh language as part of the plan, taking into account its other objectives.
Objectives	Participants consider objective 4 should be object 1 and policy should not disadvantage any groups of people	Objectives are aligned with the WTS and are all equally as important - they are not ranked or weighted. MCC is committed to protecting and enhancing the Welsh language as part of the plan, taking into account its other objectives.
Rural Areas	Participants do not consider the LTS to be practical, feasible and there will be resources to provide public transport infrastructure and the proposals for those that live in rural areas including elderly people living there. Considers the Strategy to be very town centric. MCC needs to ensure rural areas have equal accessibility as those in the major towns, such as an emphasis on increasing sustainable travel options to tourist areas outside of main towns such as Tintern.	The LTS aims to provide better services to rural areas - see BUS6 (Rural bus routes) and section 6.9 . The Strategy aims to be ambitious but deliverable. The delivery Strategy sets out how the measures could be progressed. The draft Strategy consultation has sought feedback on a wide range of options including those that aim to improve accessibility for those living in towns and rural areas, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. MCC is committed to this and please see measure ODS 1 - Wye Valley tourism Fflecsi and Sherpa services as well as BCI 1 - Wye valley tourism walking and bus route maps.

Theme	Consultation Response	Project/ Design Response
Severn Bridge Tolls	Participants consider the initiative of the Severn Bridge Tolls should not be included in the LTS, as this is in the remit of WG.	The remit to reintroduce tolls on the Severn Bridges sits with the UK Government, not Monmouthshire County Council. MCC is not lobbying the UK Government for reintroduction and has no plans to do so. The LTS documents a long list of options that could hold significance for Monmouthshire's transport network and people. This long list was developed comprehensively to consider all potential changes to the transport network and included contributions from local stakeholders and transport industry professionals during workshops. Several options included in the long list of schemes - including the option to reinstate tolls on the Severn bridges - do not meet one or more of the appraisal criteria for inclusion in the shortlisted interventions for delivery. These will not be taken forward as part of the Strategy but are documented for completeness.
Speed limit	<p>Participants express general opposition to the 20mph blanket speed limit.</p> <p>Participants express general support for the 20mph blanket speed limit</p>	The Strategy aligns with Welsh Government legislation and policies, whilst seeking to progress measures that are ambitious and deliverable.
Status of the car	Participants consider the LTS to be anti-car and that policies focus too much on AT and moving away from the private car. Initiatives are considered a waste of money, and more focus should be given to roads and congestion issues.	The Strategy seeks to improve accessibility for all groups of people, including those who rely on the private car. MCC is committed to decarbonising transport and encouraging modal shift where and as appropriate.
Town Planning	Participants suggest revisiting development on greenfield sites around key towns as this will create transport problems.	This is a matter for the emerging revised Local Development Strategy and the LTS seeks to ensure sustainable travel links to the RLDP sites (AT15) as appropriate.
Workplace Parking Levy	Participants do not support the Workplace Parking Levy. Participants consider the Strategy to be a waste of money, should focus on business and economic growth and improved parking for economic activities. Considers the proposals to be financially unviable and concerned the proposal for a Workplace Levy will have a negative economic impact	The delivery Strategy sets out how the measures could be progressed. The draft Strategy consultation has sought feedback on a wide range of options including a workplace parking levy, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. WG has not yet introduced the legislation that would enable this scheme to be operated and this needs to be introduced at a regional level. MCC would need to undertake further due diligence to understand the potential impact of such a proposal in a rural /market town setting. The Council wishes to encourage the use of public transport in line with the WG strategy and therefore does not propose to introduce additional car parks which may encourage additional car journeys where sustainable travel options exist.

## A.3 Active Travel

**Table 2: Design response to general comments on proposed Active Travel Initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
A40, A4042, A48	Participants suggest moving the A40 out of Abergavenny centre as well as an active travel route running parallel with A4042 to connect Abergavenny to Little Milland the P & R at New Inn railway station, to encourage active travel. Participants also highlight that it is unsafe to walk and cycle on A48 Pwllmeyric.	MCC is committed to delivering on its responsibilities for active travel and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. This trunk road is however, owned by WG. A4042 and A48 active travel routes are acknowledged in Strategy measure ref AT27.
Abergavenny and Llanfoist	Responder expresses general opposition to Abergavenny-Llanfoist scheme. Disagrees that dog walkers on Castle Meadows will be expected to keep dogs on leads. As a cyclist, cyclists should always give way to pedestrians even if that means stopping. The new bridge is a positive step, but the proposals for pathways fail to recognise the dynamics between walking and cyclists sharing the same paths. asked to see the cost-benefit assessment of the proposals, without success, and the forecast uptake and assumptions regarding cycle traffic. The scheme is excessively expensive.	Dogs will not be required to be kept on leads due to this scheme. It is to be noted dogs must always be under the owner's control in public, and MCC would always advise that dogs should be under close control around children, cyclists, cattle and when entering and leaving the meadows.  Consultation through the scheme has shown a positive view from the public and path widths have been proposed as a balance between guidance and minimising impact on the Meadows. Sympathetic signage will be incorporated to remind people to share with care.
Accessibility	Participants expressed general support for increasing accessibility to active travel and suggested that the ability to take bikes on trains would increase modal shift, as well as the inclusion of bike/pram ramps.	MCC is committed to working with TFW and rail providers to ensure access for all.
Active travel interventions	Participants expressed general opposition to Active Travel (AT) interventions, consideration that none would be of use and should be rethought. Residents do not have an interest in cycling and priority should be on maintaining roads and public transport. Considers the AT proposals apply to those who only work and live in Monmouthshire. Concern that the AT proposals are expensive, threatening to those that use the car and that there are no revenue provisions for the schemes.	The plan's objectives and measures align with Welsh Government and local policies to improve active travel usage. The Strategy seeks to improve accessibility for all groups of people. The objectives of the AT interventions is "Focus on journeys shorter than 3 miles to education, employment, shopping, health destinations, bus and rail stations that can reduce everyday car journeys, and make walking, cycling and wheeling the easiest option.". The LTS equally includes road improvement (RSP 9) and improvements to the public transport network (section 6.7 & 6.8).
Active travel routes	Active travel routes need to be safe for all users. 1) Walkers should NOT be required to share paths with cyclists or e-bikes. 2) Narrowing roads and painting down cycle tracks is NOT safe provision. Need for provision of physical separation from other traffic, especially outside of towns.	MCC will always review a variety of options when considering potential active travel routes, however it will not always be possible to provide separation of cyclists from road users due to the topography, land availability etc. Such suggestions will be considered as part of any future design of the measures as they progress.

Theme	Consultation Responses	Project/ Design Responses
Active travel uptake	Participants expressed general support for AT proposals, especially cycle parking and safe cycle routes. Suggest dedicated cycle/ walking lanes alongside major roads. Also suggest improved car parking at Active Travel pinch points, where AT is located and where there are interchanges between modes.	MCC is committed to delivering on its responsibilities for active travel and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. The Strategy seeks to improve accessibility for all groups of people. Measures MHI7 and MHI11 target improved cycle parking at bus stops and interchanges to help integrate sustainable modes of travel.
Aging population	Participants expressed general opposition to active travel proposals as they discriminate against and are not accessible for the aging population, disabled or those with health issues. Suggest plans should consider OAPs and other demographics who have limited financial resources and cannot afford to buy and run EVs.	The Strategy seeks to improve accessibility for all groups of people. The Strategy includes various improvements to the bus and rail network to enable all groups of people to travel sustainably if active travel is not an option; MCC supports e-bike rental and cycle hire schemes to lower barriers to accessing these (see AT17 and OD7).
Behaviour change	Participants suggest the priority of the LTS should be to provide public transport/ active travel alternatives before trying to change habits.	The Strategy seeks to help encourage sustainable modes of travel through a range of measures including behaviour change initiatives alongside those aimed at improving active travel and public transport (see sections 6.6, 6.7 and 6.8)
Bus	Participants suggest having a regular connecting bus from Monmouth to Abergavenny to help residents who could then use the rail services to go to neighbouring towns.	Measures Bus6 and generally MHI9 seeks to support this suggestion.
Caldicot	Regarding Caldicot, Participants highlight that: <ul style="list-style-type: none"> <li>There is no current safe walking route into Caldicot.</li> <li>Reinstatement of the path linking Caldicot Station and STJ is needed as is overgrown due to neglect</li> </ul> Suggestion of AT route linking Caldicot rail station to STJ using Garthalan Drive route.	MCC is committed to delivering on its responsibilities for active travel and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. In particular measure AT4 is aimed at improving connectivity as suggested. MCC is committed to maintaining its active travel network, this route is on MCC ATNM map (AT4 / AT10) and MCC will review its condition in response to this comment. Suggested route is on MCC ATNM map (AT4 / AT10)
Chepstow	Participants consider AT proposals are impractical for Chepstow due to topography and congested through roads make all aspirations unachievable. Further concern that there are no new AT routes for Chepstow.	MCC are committed to improving active travel conditions and facilitating modal shift to reduce congestion and improve travel conditions for all groups of people. Measure AT3 includes ATNM proposals in Chepstow, and MCC is working with partners to secure funding for its active travel improvements in Chepstow.
	Participants consider ideas would work well and are necessary in larger towns, including Chepstow and Abergavenny.	

Theme	Consultation Responses	Project/ Design Responses
Community connection	Participants suggest modest improvements in smaller towns and projects linking communities through AT/ longer distance leisure routes will improve community cohesion and secure wider funding streams. Also suggest improvements to main road infrastructure to improve safety for cyclists and provide secure cycle routes. When cycling events are occurring, roads should be temporarily closed rather than shared with active traffic.	MCC is committed to delivering on its responsibilities for AT and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. Measures AT1-7 and AT10 are aimed at improving connectivity as suggested. The Strategy seeks to improve accessibility for all through a range of measures across all modes. In particular MCC's ATNM proposals seek to improve active travel for shorter and longer distances for all trips including leisure. MCC is committed to its road maintenance programme, please see measure RSP9.
Consideration of motorcycles	Participants suggest that the LTS should consider motorcycles, which are less harmful.	Motorcycles have similar requirements to motorised vehicles and hence have not been explicitly mentioned in LTS but nonetheless are considered as part of the Strategy in seeking to improve accessibility for all groups of people.
Consultation	Participants suggest that an in-person consultation event would generate more engagement.	This suggestion will be considered as part of MCC's evaluation its consultation process.
Crickhowll connections	Participants suggest a safe walking route from Crick to Caldicot through extension of the MOD railway, including ped crossing at crick, as well as a Crick-Abergavenny link.	Crick-Caldicot route is on MCC Active travel network map (AT4/AT10). Crick-Abergavenny route is on MCC Active travel network map (AT7/AT10).
Cross border links	Participants suggested cross border links with: <ul style="list-style-type: none"> <li>• Forest of Dean</li> <li>• Powys</li> <li>• Torfaen</li> </ul>	MCC holds regular discussions with its Forest of Dean and South Gloucestershire counterparts to identify opportunities to improve transport options. The Chepstow LUF project proposes new/improved routes. Powys and Torfaen routes are on MCC Active travel network map (AT7/AT10)
Cycling	Participants express general opposition to cycle and walking of any great distance due to difficulty for elderly people.  Participants express general support for cycle hire and effective cycle storage.	The Strategy seeks to improve accessibility for all groups of people. The objectives of the AT interventions is "Focus on journeys shorter than 3 miles to education, employment, shopping, health destinations, bus and rail stations that can reduce everyday car journeys, and make walking, cycling and wheeling the easiest option.". The LTS equally includes road improvement (RSP 9) and improvements to the public transport network (section 6.7 & 6.8).
Deliverability	Participants do not consider the council able to deliver the proposals so that the proposals are beneficial due to worsening congestion and no funding for maintenance of AT routes. Questions over how proposals will be funded and how much it will cost the people of Monmouthshire.	MCC is committed to delivering on its responsibilities for active travel and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. The Strategy seeks to be ambitious and deliverable, and a Delivery Strategy has been provided to assist next steps accordingly. Annual budgets are set accordingly.

Theme	Consultation Responses	Project/ Design Responses
Economic Impact	Participants raise concerns about economic impacts of initiatives and consider that the council should account for the needs of the public. Suggest all routes should be assessed to determine any low-cost improvements for safer cycling and that costs of rail and bus transport are inhibiting factors and the priority for transport must be for business and commerce.	The draft Strategy consultation has sought feedback on a wide range of options that have been subject to well-being appraisal including against economic criteria. All comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. MCC is committed to delivering on its responsibilities for active travel and its ongoing Active Travel Network Mapping exercise. MCC is in support of the "One Network, One Timetable, One Ticket" (BUS15) review of the WG and supports fairer fares for public transport (R5)
Impact of weather	Participants state that when there is bad weather, people will not use AT modes and raise concerns that the Strategy assumes all residents will be willing and able to use AT schemes. Due to weather, this makes the car the most reliable option.	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all through a range of measures across all modes.
Integration with other modes	Participants support opportunities to integrated travel modes as it delivers all the benefits of AT and public transport. Suggest that for AT to address short distance issues, integration into other transport links is needed, with facilities like cycle storage provided.	The Strategy seeks to better integrate modes of travel to support sustainable transport choices for all groups of people. See the measures for mobility hubs and interchanges at section 6.5 which explicitly mentions integration proposals and safe cycle parking
New houses	Participants suggest that new housing developments need the infrastructure planned and in place during the development phase.	The Strategy aims to provide sustainable links to RLDP sites (AT15)
Newport Road to Caldicot	Participants raised concerns that there are no current AT routes provided to Caldicot from small towns and Newport Road to Caldicot has no street lighting for a large part of the road, so how is AT supposed to improve.	MCC identify this as a highways/road safety issue. Previous At proposals for this area were strongly opposed but these comments have been noted and will be considered as part of MCC's evaluation its consultation process. The Chepstow ATNM network is covered in measure AT3.
Park and Stride	Participants suggest Park and Stride car parks on the outskirts of towns for use by rural residents. This will reduce the number of parked cars within towns, which was highlighted as a hazard to AT uptake.	MCC will consider this comment as part of its ongoing parking strategy work. Intervention RSP1 considers tackling pavement parking.
Planning	Participants suggests the planning of the town and surrounding area into Lydney, results in increased traffic on the A48 at peak times. This, in combination with poor public transport, means that even when there are improved developments, people still revert to the car.	The LTS is proposing upgrades to the public transport network to encourage modal shift and reduce congestion, alongside measures to inform and support the RLDP.

Theme	Consultation Responses	Project/ Design Responses
Practicality	Participants consider the active travel interventions to be good for leisure use but not for work, school etc. Considers the Strategy fails to consider that Wales/ Monmouthshire is wet and hilly so people will not cycle more. The car is most practical when shopping, considers the population is too elderly to walk and cycle.	The aim for active travel interventions is to "Focus on journeys shorter than 3 miles to education, employment, shopping, health destinations, bus and rail stations that can reduce everyday car journeys, and make walking, cycling and wheeling the easiest option." It also looks at improving public transport (Section 6.7 and 6.8) for those that are unable to use active travel, whilst school transport is also considered as part of the plan.
Priority for cyclists	Participants consider suggestions such as wider paths and cattle grids are not needed such as places like Castle Meadows. Considers the proposals seem to be exclusively for the benefit of cyclists	The Strategy seeks to improve accessibility for all through a range of measures across all modes.
Proposals for Monmouth	Regarding Monmouth, Participants disagree with the proposals to introduce a one-way system in Wyesham.  Regarding Monmouth, Participants agree with the proposals to improve the links to Kingswood Gate and the new bridge over the river Wye for pedestrians and cyclists. Participants suggest a new train station in Monmouth.	MCC will consider all comments including concerns about a one way system in Wyesham as part of its next steps. For the station, please refer to measure R10.
Public Transport	Participants suggest improving public transport links should be the priority as active travel is largely impractical due to scenarios outside of the Council's control such as provision of shower facilities at work	The Strategy seeks to improve accessibility for all through a range of measures across all modes. In particular relevant public transport measures are set out in sections 6.7 and 6.8 .
Rail services	Participants suggest focus should be on getting the right infrastructure and provide train service between Chepstow and Bristol.	A rail link between Chepstow and Bristol has been explored by previous studies and is difficult due to requiring movements at Severn Tunnel Junction. An improved T7 bus service (BUS13) targets this trip.
Rural areas	Overall, a lot of comments that AT proposals will not work in rural areas, where buses are too infrequent to go both ways. Suggests implementing 20mph on rural roads currently too dangerous to allow safe use by cyclists/ peds etc.	The Strategy acknowledges the rural communities and proposes improvements to rural bus services and on demand DRT services to link to the timetabled network. A speed limit strategy including for rural roads is proposed in RSP6.
Severn bridge tolls	Participants express serious opposition to reintroducing tolls on the Severn Bridge.	The remit to reintroduce tolls on the Severn Bridges sits with the UK Government, not Monmouthshire County Council. MCC is not lobbying the UK Government for reintroduction and has no plans to do so.
Severn Tunnel Junction (STJ)	Participants are let down by the Chepstow-STJ service. No realistic bus options for this journey. No cycle paths, and no changing areas at STJ Improvements in cycle paths and facilities at STJ would vastly improve the likelihood of using AT as part of journey. Similar situation for travel into Newport or Cardiff.	MCC acknowledges the need for improved connectivity and ATNM map (AT3/AT4/AT10) includes proposals for Chepstow - Caldicot routes. Measure MHI6 addresses welfare provision. Measure MHI is for rail-bus connecting services.



Theme	Consultation Responses	Project/ Design Responses
Shirenewton	Participants question is any of new bus/ cycle options even cover Shirenewton/ Itton	ATNM map (measures AT3/AT10) covers Shirenewton proposals
Signage	Participants suggests more signage will increase AT uptake	This suggestion is covered in measure AT14
Speed Limit	Participants disagree with the blanket 20 mph speed limit.	Noted
Status of the car	Participants consider everything being within 3 miles a myth, and driving is the only option for work. See proposals as anti-motorist, and using a car is the only way for most people to get to and from work, and for leisure purposes. Disagrees with the AT proposals as considers them to be an attack on car use.	MCC proposals do not mandate the use of sustainable transport options, but the proposed improvements should provide more options for those who wish to use them. MCC recognise that for some people the car may be the only viable option.
Terrain	Participants raise concern as to the terrain of the local area and that good geography is needed is needed for increase in AT use. More consideration needed for wheelchair users/ carers, as without an electric wheelchair, it is hard to push any distance. Wheelchair taxis are rare and expensive and getting a wheelchair on a bus is physically difficult.	AT improvements focus on journeys shorter than 3 miles ("Focus on journeys shorter than 3 miles to education, employment, shopping, health destinations, bus and rail stations that can reduce everyday car journeys, and make walking, cycling and wheeling the easiest option"). Demand responsive transit e.g. ODS3 aims at providing public transport to rural areas. Vehicles will be accessible.
The 65 Bus	Participants suggest improved connection and integration with bus services. The 65 Bus connects The North to Trellech where the "bus out walk back" option is regularly used to access services in Trellech.	Measure BCI1 (Wye Valley tourism walking and bus route maps) seeks to help address this suggestion.
Timetabling	Participants consider the timetabling of rail and bus transport are inhibiting factors to uptake.	Improved integration of bus and rail is part of the plan; MHI8 - timetable coordination at key points of interchange
Tintern Abbey	Participants suggests a continuous, safe pedestrian route from Tintern Abbey to The Old Station and AT links as it is a popular tourist destination	Tintern is not an active travel locality as set out in the Active Travel (Wales) 2013 Act and as such falls outside the remit of grant funding. It is noted that this route is desired and will be raised with MonLife colleagues.
To increase active travel	Participants express general support with AT interventions and infrastructure investments; consider they reflect alternative transport options which the public will use, especially if these take the same amount of time as using the car.	Focus of AT improvement is journeys of less than 3 miles = 20 minute cycle Map on page 22 shows both existing and proposed ATNM routes.
To increase active travel	Participants consider the proposals do not show how the active travel initiatives will link with existing routes/impact on residents/impact on the environment, as the map does not show any of the existing roads/routes.	
Undy to Rogiet path	Participants suggest urgent improvement to the Undy to Rogiet cycle path.	This route is on the ATNM (AT6/AT10) with design work is on-going with the Burns Delivery Unit.



Theme	Consultation Responses	Project/ Design Responses
Usk	<p>Participants raise concerns that aims are impractical for Usk, where there are more older people and less flexibility with the road systems and structure. Little mention in report about the farming community and the number of associated heavy lorries and tractors, which make cycling and walking through Usk's narrow streets a trial.</p> <p>For Usk, Participants suggest Usk/Little Mill connections cross-border (Torfaen) into the Mon-Brecon canal route, also suggests to connect to Pontypool &amp; New Inn station (the nearest station). Participants also consider bridge must happen with the development of a complete network of good walking and cycling routes on both sides of the river, otherwise will not be of full value.</p>	<p>The Strategy seeks to improve accessibility for all through a range of measures across all modes for all groups of people. Safety is a key criteria for the design of any active travel routes, which will be considered as any measure progresses.</p> <p>Usk/Little Mill route is on the ATNM (A1/AT10).</p> <p>AT bridges are linked to the wider network as per ATNM maps</p>
Usk Green Bus	<p>Participants suggest reliable 'hourly' green buses, daytimes and evening to keep Usk connected.</p>	<p>Please see section 6.7 where bus services and frequencies are considered as part of the plan. Current funding models and patronage levels do not enable MCC to provide hourly services to all communities in Monmouthshire, but this suggestion will be considered as part of MCC's evaluation its consultation process.</p>
Usk to Gwehelog	<p>Participants raised concerns that there are no pavements from Usk to Gwehelog, which makes walking and cycling dangerous, This is also felt in Usk more widely.</p>	<p>Gwehelog is not within the Usk Settlement boundary. A long term desire exists to connect secondary rural settlements in to their main towns, but WG funding is currently focussed within towns to promote the biggest gains in modal shift.</p>
Western Monmouthshire and Torfaen	<p>Participants highlight the importance of connectivity between western Monmouthshire and Torfaen (Cwmbran, Pontypool, New Inn) which does not seem to be recognised in the plan</p>	<p>The Strategy seeks to improve accessibility within and between key destinations outside the county by a range of modes</p>
Wye Valley Greenway	<p>Participants question why MCC opposed Wye Valley Greenway which was so popular across the Wye in Gloucester and suggest improving active travel links in the south end of the Wye Valley Greenway,</p>	<p>Unclear who has objected to what proposals - more information is required to be able to respond to this comment. Wye Valley Greenway ends in Gloucestershire so MCC can only support this (AT26) and has plans for better AT infrastructure on the Welsh side - see the ATNM</p>

## A.4 Bus

**Table 3: Design response to general comments on proposed Bus initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
Abergavenny Shuttle Bus	Participants suggest Abergavenny needs a frequent shuttle bus service to enable links to the railway to encourage onward travel to wider regions	This is covered in MHI9 rail-bus link services
Abergavenny-Monmouth	Participants suggest smaller buses or alternative routes should be considered as currently buses through rural areas between Abergavenny and Monmouth take unsuitable roads causing congestion.	MCC will work with operators to help ensure key facilities and services are accessible to residents across the County using appropriate routes. MCC are improving bus stop infrastructure as funding becomes available. For those that do not have access to a car, public transport is a key transport mode and we will continue to work on proposals to improve this provision.
Accessibility	Participants agree with the proposals of the bus services being disabled access	MCC work with operators to ensure all vehicles are accessible. MCC have recently been awarded UK government funding to deliver sustainable transport improvements in Chepstow. One of the project strands is public bus infrastructure and your comments will be considered as part of this work.
Ageing population	Participants disagree with the proposals as considers elderly people will not want to wait at the bus stop and bus stops will be vandalised.	Noted
Bristol-Gloucester	Participants raise concern that the improvements seem to get workers from southern corridor to Bristol and Gloucester which is no good for rest of county	The Strategy seeks to improve accessibility within and between key destinations outside the county. All public service vehicles should be taking cash. The demand responsive Grass routes service does not take cash and users of the service are advised that they can pay via contactless. We want to ensure that using sustainable transport is easy for all users and will work with bus operators to establish potential storage solutions for cycles.
Bus policy	Participants suggest to add 'welcoming" to policies to promote positive passenger experience on the bus.	Noted
Bus provision to hospitals	Participants suggest bus provision not only to the Grange hospital, but also to the Royal Gwent and Neville Hall hospitals. This includes provision from Chepstow	Access to all healthcare facilities including by sustainable modes of travel is important. The revised Strategy will clarify that position.
Bus provision to Llanover	Participants suggest improved bus services from Llanover	The Strategy supports this suggestion, please refer to the vision map

Theme	Consultation Responses	Project/ Design Responses
Bus service frequency	Participants state existing bus services are infrequent and are not encouraging a shift from existing car travel. States increased and improved bus services are key, the rest of what is in the Strategy is not critical. Bus should be made a priority in the plan	On-demand / flexible DRT services are proposed for rural areas. Links to regional cities and integration with rail are targeted in the Strategy (e.g. BUS6, BUS7, BUS16, BUS18, MHI1, MHI8, MHI9). MCC will consider the hours of operation with service providers as part of the next steps for bus franchising in Wales. There are a number of operators already using electric buses in Monmouthshire and we will work with operators to identify appropriate charging infrastructure to support further transition.
	Participants express support of the increased frequency of bus services	
Bus service provision	Participants consider current bus services as insufficient. Suggests having bus stops and routes near houses. Suggests using school car parks in the summer to provide space for extra demand.	MCC supports bus stops and routes servicing residential areas. MCC are working with TfW on the roll out of real time digital displays. MCC continue to apply for funding for bus shelter infrastructure and will undertake improvements as funding becomes available.
	Participants support the provision of increased buses and bus services.	
Bus service to Bristol	Participants suggest improving buses to Bristol, but also working with the Forest Council too. The current public transport options to Bristol are inconvenient, as well as challenges around parking at bus/stations, they run at times that do not allow for things like school drop off to happen and then an onward trip to work arriving at 9am.	The Strategy seeks to improve bus connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7. Improved timings and scheduling as well as integration with other modes are also covered in vision and section 6.7 of the plan.
Bus shelters	Participants suggest the aim should be shelters at every Bus Stop	Measure BUS12 aims to achieve this where possible
Car Parking	Participants state currently unable to use present bus route as there is no parking at bus stops	Bus routes and services should serve residential areas and in rural areas to assist integration, on demand services will link rural locations to the timetabled bus network (ODS3)
Chepstow	Responder suggests providing smaller, more frequent services around Chepstow. Close the road bridge over the River Wye adjacent to the railway bridge. This will enable Chepstow to be accessible to the residents and create a much safer environment. Eradication of all gradients will also assist in this aim.	As per vision map, town services will connect surrounding areas to town centres. Recent studies into improvements in and around Chepstow have been completed with measures currently subject to funding applications
Cost of tickets	Requests cheaper bus travel taking the car is much cheaper and more flexible.	MCC is in support of the "One Network, One Timetable, One Ticket" (BUS15) review of the WG and supports fairer fares for public transport (R5) - whilst the payment methods are currently a matter for operators
Crickhowll- Caldicot	Participants support a bus linking Crick to Caldicot, as is long overdue as are Sunday and Late services Crick to Caldicot & Chepstow to allow access to events such as Sunday Markets & Riverside events.	This is generally covered under rural bus services (Bus6). MCC will consider the bus routes with service providers as part of the next steps for bus franchising in Wales.

Theme	Consultation Responses	Project/ Design Responses
Cross border commuting	Participants consider buses are irrelevant to the modern working populations which may live in the county but work all over Wales & England and further afield. Suggest Bus times need to be more aligned to people's working days. Lack of stops near people's places of work (and cross-border connectivity is a big issue).	The Strategy seeks to improve accessibility within and between key destinations outside the county by a range of modes, for example acknowledging that rail may be a better option for longer distance intra-urban trips. The Strategy seeks to improve bus connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7. Improved timings and scheduling are also covered in vision and section 6.7 of the plan.
Cycle storage	Participants suggest cycle storage at bus stops.	This is covered in measure MHI7
Deliverability	Participants question the deliverability of proposals, disagree that bus services will become franchised, as the current operators seem to be reducing rather than increasing services it can be assumed they see no profit. How will these increased services be funded? Considering improving bus services for Monmouth to an acceptable level is likely to be impossible. There is no interest from National Express to stop at Monmouth with 8 coaches a day that pass.	We're supportive of the Welsh Government proposals to reshape the way bus services in Wales are governed through local franchising. Bus operators would provide services under contract, on behalf of local authorities. This would give local councils greater control over bus timetables, routes and fares, making them better meet local needs. Please refer to the proposals for One network, one timetable, one ticket.
Electric/ Hydrogen Buses	Participants suggest the LTS should include electric/ hydrogen buses. For the provision of electric buses, suggest 2-way engagement with passengers and communities that raises the status of bus services and promotes a positive narrative.	MCC supports the decarbonisation of the bus fleet and is committed to working with operators to expedite use of zero-emission vehicles. The strategy seeks to improve sustainable transport connectivity throughout the County.
General Bus improvements	Participants suggest maintaining or reintroducing availability of cash payments on buses - not all of us have smart phones, providing capacity on buses to carry bicycles on buses outside peak hours, especially for longer journeys linking rural areas with towns, where cycling the whole distance may be impractical	MCC is in support of the "One Network, One Timetable, One Ticket" (BUS15) review of the WG and supports fairer fares for public transport (R5) - whilst the payment methods are currently a matter for operators. It is not realistic to provide a funded bus model as proposed by the respondent.
Gilwen	Participants suggest a direct bus service from Gilwen to Drs surgery after closure of Gilwern surgery.	MCC will work with operators to help ensure key facilities and services are accessible to residents across the County. MCC will work with neighbouring authorities to support opportunities to improve sustainable transport options for cross border movement.
Govilon	Participants suggest buses between Govilon and all the various destinations mentioned in the LTS	MCC will work with operators to help ensure key facilities and services are accessible to residents across the County
Goytre Fawr	Participants state a major issue in Goytre Fawr that none of our bus stops on the A4042 (15 of them) have dropped kerbs and are inaccessible- forces wheelchair and mobility scooter users to have to use their cars when they don't want to	MCC is committed to ensuring services are accessible to all.

Theme	Consultation Responses	Project/ Design Responses
Increase in congestion	Participants are concerned that bus lanes will increase congestion for other road users and increase pollution.	Bus lanes are one tool to help improve bus connectivity and accessibility. Assessments would be undertaken for any proposals to fully understand their suitability and potential impacts.
Integrated transport modes	Participants consider integrating transport will increase congestion, as more transport modes on the roads	The aim of the intervention is to facilitate modal shift away from the private car by making it easier for people to make sustainable travel choices, in turn reducing congestion. MCC does monitor patronage data and will make evidence based decisions to propose changes.
	Suggests physically bring bus and rail services to the same place. To have regional and local bus and rail service terminals on same site would greatly enhance value. Suggests a fully integrated bus/ rail service, linking to Cardiff and London. Bus/ rail interchange at Abergavenny. Those who have a regular commute should be encouraged to develop sharing networks. Ride share points could be developed. Drivers should have some vetting. Local taxi services need to be protected. They could form part of a flexi pick up scheme around towns and villages.	MCC supports this suggestion and please refer to proposals in section 6.5. MCC support these suggestions and seek to improve connectivity with on-demand and community services
Live updates	Participants express support to getting updates over the internet is a good idea as is on demand services. Considers better bus information would encourage our use of the bus as well as better links with Bristol and Newport to support work.	Bus route improvements and improving real time information sharing is considered in section 6.7. On demand services are proposed where there is not a scheduled service.
Local Government Workers	Participants suggest the use of buses should be encouraged for Local Government workers commuting to and from their homes to place of work. Removal of car user allowances will greatly assist with this encouragement.	MCC encourages its employees to make sustainable travel choices. MCC have recently undertaken a bus re-tender exercise and will work with operators to maximise the opportunities to increase patronage.
Lydney – Chepstow	Participants suggest the LTS needs to include the bus links from Lydney to Chepstow to Bristol to help with the traffic congestion problem in Chepstow.	MCC will work as part of the SEWCJC to help ensure sustainable access between key destinations as part of the Regional Transport Plan. MCC is undertaking a separate parking review
Monmouth- Abergavenny	Participants disagree that Monmouth-Abergavenny is a rural route	The draft Strategy provided this example for BUS6 given the rural nature of destinations along the route. MCC recognise that for some journeys there will be a continuing need to use cars due to the current limited nature of sustainable transport infrastructure. This strategy proposes to improve this provision to provide more opportunities for people to travel via public transport or active travel

Theme	Consultation Responses	Project/ Design Responses
Monmouth-Newport-Bristol	Participants suggest direct bus services from Monmouth to Newport and Bristol that do not involve changing bus at Chepstow.	MCC will work as part of the SEWCJC to help ensure sustainable access between key destinations as part of the Regional Transport Plan. MCC recognise that for some journeys there will be a continuing need to use cars due to the current limited nature of sustainable transport infrastructure. This strategy proposes to improve this provision to provide more opportunities for people to travel via public transport or active travel.
Monmouthshire – Torfaen	Participants highlight the importance of connectivity between Monmouthshire and Torfaen which is not in the Strategy at present. Pontypool and Cwmbran provide many of the health and retail facilities needed for people in this area and are much nearer than the main Monmouthshire towns.	The Strategy seeks to improve bus connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7. MCC recognise that for some journeys there will be a continuing need to use cars due to the current limited nature of sustainable transport infrastructure. This strategy proposes to improve this provision to provide more opportunities for people to travel via public transport or active travel.
One ticket, one timetable	Participants support the one ticket one timetable as it is important to simplify the service. States electronic displays showing next buses would improve confidence. Improvements to bus shelters needed.	BUS9 refers to real time information. BUS12 covers bus stop upgrades incl shelters. MCC recognise that for some journeys there will be a continuing need to use cars due to the current limited nature of sustainable transport infrastructure. This strategy proposes to improve this provision to provide more opportunities for people to travel via public transport or active travel.
Provision of parking	Participants consider the Strategy should focus on better parking free parking	MCC will consider this comment as part of its review into parking in the County. MCC will work with neighbouring authorities to improve cross border connectivity
Public transport proposals	Supports the improved public transport proposals and currently public transport is unreliable	MCC will work with health care providers to help them ensuring key facilities and services are accessible to residents across the County
Raglan - Usk	Participants suggest bus service to Raglan and Usk to be routed via Llandenny	This is supported in the plan, please see vision map.
Ross – Monmouth	Participants suggest improving the bus service between Ross and Monmouth - many children who attend Monmouth Comprehensive and other schools traffic in the morning/after school could be reduced if there was a service from Monmouth to Ross on Wye.	Improving school transport services is part of the Strategy and MCC will review provision as part of its next steps

Theme	Consultation Responses	Project/ Design Responses
Rural Areas	<p>Participants do not consider bus services in rural areas to be viable as Many buses in rural areas would be running empty at a loss as timings never work for everyone. Think practically and about costings, maybe some improvements could be made in towns. Considers Bus service in rural Monmouthshire is very poor, infrequent, starts too late and stops too early in the day and not on weekends. Considers 2 hourly intervals is not good enough.</p> <p>Participants are supportive of any measures that mean residents in rural communities can access better bus services. States the current rural bus service is poor and young people can't socialise as no service after 5pm, with the service often cancelled last minute</p>	On-demand / flexible DRT services are proposed for rural areas. On demand services will link rural locations to the timetabled bus network (ODS3).
Rural Areas	Suggests rural bus services need to be given priority. As Rural bus services are unreliable there needs to be cheaper and more frequent bus services in these areas. Would like the new strategy to include a rural bus service from Abergavenny to Monmouth which uses the B4233 which connects several settlements in North Monmouthshire. Supports the improved frequency and numbers of buses especially in rural areas. Suggests in the long term they would need to increase further than hourly between 8am and 6pm as in reality that is still a very short time table for commuters/workers. Suggests less focus on bus stations and more focus on more bus routes through the rural communities as once or twice a day transport will not entice any workforce to use rurally. Further, a 20 minute walk to the bus stop followed by a 30 minute bus ride vs a 25 minute car journey will always be a no-brainer. Suggests that due to the rural nature of Monmouthshire, we need the ability to park near key bus stops, as we are not able to walk/cycle to them due to their location.	On-demand / flexible DRT services are proposed for rural areas. On demand services will link rural locations to the timetabled bus network (ODS3). MCC will consider the bus routes and hours of operation with service providers as part of the next steps for bus franchising in Wales. We will work with neighbouring authorities to improve cross border connectivity
Shuttle Bus provision	Participants suggest a half hourly shuttle service from Cwmbran town centre to the Grange and back. Immediate benefit to all	MCC will work as part of the SEWCJC to help ensure sustainable access to healthcare facilities as part of the Regional Transport Plan. Bus lanes are one tool to help improve bus connectivity and accessibility. Assessments would be undertaken for any proposals to fully understand their suitability and potential impacts.
Speed limit	Participants consider the 20mph will damage the bus provision. 20mph etc will make operators divert to other destinations.	This is a Welsh Government piece of legislation and a speed limit strategy is proposed in RSP6. Increasing access to sustainable transport will enable more people to transition away from their vehicles, albeit that we recognise that the car will still be the most viable option for some journeys



Theme	Consultation Responses	Project/ Design Responses
Status of the car	Currently it is impossible to live without a car as bus service is poor and there are no choice of bus routes one way to Newport via a circuitous route and the other way to Chepstow. Currently elderly residents living on no bus route ( or even prospective bus route) are reliant cars for shopping in my local town of Cwmbran.	The Strategy seeks to improve bus connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7. TfW is in the process of procuring a real-time information back office for all Welsh bus services
Supporting data	Participants suggest detailed surveys of residents and their travel habits. Services can then be tailored where people need. Questions if any research been carried out into the demand for increased services? Surely it makes sense to make best use of the current services before delivering increased services where there is no demand.	Public consultations would be carried out on schemes being progressed from the plan, whilst data is collected and analysed as set out in the plan. MCC regularly monitors usage of bus services and will seek increases in frequency where it can be justified.
The 65 bus	Participants strongly support improved bus frequencies for the 65 Bus between Monmouth and Chepstow. key recommendation of the Wye Villages Project Report. This should also include an improved Saturday timetable and a Sunday service. "useability" by running reliably to a timetable matches local need- this requires at least 6 return journeys per day. important that the timetable includes services at the beginning and end of the working/school day.	The Strategy seeks to improve bus connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7
Ticket price	Participants suggest that decreasing ticket pricing will increase the use of the bus.	MCC is in support of the "One Network, One Timetable, One Ticket" (BUS15) review of the WG and supports fairer fares for public transport (R5) - whilst the payment methods are currently a matter for operators. Monmouth has direct bus services to Newport, and these are currently being improved. Direct services to Bristol are being considered but require better reliability between Chepstow and Bristol
Timetable and route change	<p>Participants consider the bus not to be a practical options due to the lack of provision at the times we need to travel, as well as a lack of stops where we need to alight and poor connections. Suggests rethinking bus timetables and provide more stops where people actually work and need to alight. Considers timetable and route changes have made bus travel increasingly impractical. In particular, the former X3 route has now been changed and split, with much longer journey times and no thought to connections to complete what was once a single journey.</p> <p>Participants welcome the reintroduction of Sunday services and bus stations with up-to-date timetables and information. Agree residents of small towns in Monmouthshire need frequent, reliable services, with clear timetabling if they are to give up car use.</p>	<p>Improved timings and scheduling are covered in vision and section 6.7; specific route suggestion to consider in Regional Transport Plan.</p> <p>MCC is in the process of introducing a faster Abergavenny - Monmouth service, and a separate service for the rural areas between Abergavenny and Raglan</p>



Theme	Consultation Responses	Project/ Design Responses
Timetable and route change	Participants consider the aim of an hourly bus services on main routes during the day and two hourly in the evening is unambitious and insufficient to encourage greater use of buses. A minimum half hourly service at peak times and during school holidays for routes with major visitor attractions is necessary. Suggests The frequency of buses should be consulted on to ensure it meets the needs of users.	The Strategy seeks to be ambitious but deliverable. Realistic service and frequency measures are set out for the county, and consultation would take place as part of further assessment work as any schemes are progressed
Western Monmouthshire	Participants suggest improving bus links between western Monmouthshire (Usk, Little Mill etc) and Cwmbran, including rail stations	The Strategy seeks to improve accessibility within and between key destinations outside the county. MCC is in the process of simplifying bus fares for its contracted network and fully supports the "One Network, One Timetable and One Fare" review being undertaken by Welsh Government

## A.5 Rail

**Table 4: Design response to general comments on proposed Rail initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
Abergavenny Station	Participants support improvements and increased reliability of Abergavenny station as is a busy rail hub, good provision to Cardiff.	MCC is working on proposals to improve bus access to Abergavenny, Chepstow and STJ stations.
Accessibility	Participants consider there are accessibility issues at Chepstow station. Suggest lift at Chepstow station and improve underpass to meet mobility impaired needs. Wider agreement for general improvement at all rail stations for bike/wheelchair/ mobility scooter access.	The Strategy supports access for all at all stations (R1) and MCC will work with station owners and leases to help ensure access for all. MCC is currently progressing plans for the Chepstow Transport Hub.
Bus as priority	Participants suggest regular EV bus services to Bristol Parkway, Bristol Temple Meads, STJ and Newport as an alternative to rail.	This suggestion is considered in measure BUS18 and generally MHI9
Chepstow-Caldicot-STJ	Participants state consideration must be given to a review of the journey from Chepstow, Caldicot, Portskewett to Severn Tunnel Junction. The bus journey is no longer coordinating with the train times due to the slowness of the 20mph areas.	MCC will work as part of the SEWCJC to consider regional travel and better integration of services and mode. As set out in R10, MCC supports exploring the opportunities to reopen new railway stations and lines. Amend R10 to include "and lines"
Collaboration	Participants express opposition to rail improvements being included in the Strategy as MCC do not have the responsibility to deliver this.	The Strategy acknowledges the role of MCC and the delivery Strategy considers how partnership working could help improve rail trail within and connecting the county.
Cost	Participants express overall concern with the cost of rail travel. Currently it is cheaper travel from Ebbw Vale than Abergavenny & no fee to park in car parks.	MCC supports fairer fares for rail journeys (R5); LTS proposes better bus links to stations to reduce pressure on parking. MCC is working on proposals to improve both walking, cycling and bus access to Abergavenny station, which should reduce demand for parking, as well as improved P+R at the station
	Responder express support for fairer fares and states the train service needs to be cost-effective, reliable and on time.	
Deliverability	Participants consider the limited rail network within Monmouthshire means this is not something which can be considered a daily issue for residents, other than this possibly commuting further afield. Questions how the interventions will be funded, and the distribution of funding should be more even been rail and bus services.	The Strategy seeks to improve access to all modes for all groups of people and acknowledges the role of MCC and working with partners to help improve rail travel within and beyond the county.
Frequency and Capacity	Participants express support for increased frequency and capacity will increase rail use. Supports more frequent train services are required on the Newport to Abergavenny route to provide alternatives to road journeys. Supports improvements to make the area more accessible for business and easier to work from. Agree that more trains should stop at STJ. Agrees that more night services between Cardiff and Abergavenny are needed. Supports improved services which link Bristol, Bath and London direct from Chepstow. Areas reliability of these services and alternatives are vital in encouraging adoption.	MCC support service improvements and extensions and will engage with TfW and other providers to help make improvements. Additionally the T7 bus service (see intervention BUS13) covers the route Chepstow - Bristol. MCC supports fairer fares for rail journeys (R5). LTS proposes better bus links to stations to reduce pressure on parking. MCC is working on proposals to improve bus access to and P+R at Abergavenny station.

Theme	Consultation Responses	Project/ Design Responses
Haulage	Participants suggests restricting train usage to haulage of goods as the use of Chepstow, Abergavenny, Caldicot and STJ is minimal.	The Strategy seeks to make it easier for people to make sustainable travel choices and also considers how to help improve and decarbonise the movement of goods as well as people. The Strategy supports access for all at all stations (R1). Network Rail Wales and TfW are currently seeking funding for access for all at Chepstow, and MCC has formally supported these plans. MCC has raised the need to improve Caldicot station with TfW.
Improved rail system	Participants express support for the proposals and consider better trains would reduce car travel.	MCC will work with the Burns Delivery Unit and the SEWCJC to improve train services on the South East Wales Mainline
Increase parking	Participants state most things proposed in the LTS in relation to Rail are out of MCC control, however, suggest increased parking at rail stations, and sufficient car parks and access for the disabled/elderly.	The Strategy proposes improved connectivity at stations to reduce pressure on parking and MCC will review parking provision at stations; MCC supports fairer fares for rail journeys (R5).
Integrated transport modes	Participants express opposition to moving Chepstow bus station to the train station and consider a stop at the train station would be sufficient. States people to be in the centre of Chepstow visiting shops and hospitality outlets. Suggest connections at STJ for Chepstow and Bristol are too long and bus connections need to be direct to stations.	This is covered in measures MHI2, MHI8, MHI9. MCC supports half-hourly service on all Monmouthshire routes, and better early morning, late evening and Sunday services. MCC has previously asked for a experimental direct peak service from Chepstow to Bristol Temple Mead as well as better connections at STJ. MCC are currently progressing plans at Chepstow further to recent studies into improving public transport and active travel in the area
	Participants express support for integrated transport modes as considers improved rail services are pointless without the support at either end of the journey in terms of public transport.	
Local Journeys	Participants consider improved rail transport for trunk routes will work but not for local journeys	Section 6.7 sets out proposals focused on local journeys by public transport, whilst the Strategy seeks to better integrate all modes of travel to help people make sustainable travel choices
LTS	Participants express support of the proposals if implemented	Noted
Magor and Undy walkway	Participants support a new station at Magor & Undy Walkway especially if train could combine with cycle carrying provision too	Noted
Monmouth Rail Station	Many Participants suggest reopening Monmouth railway station. The frequency and capacity of services into/out of Cardiff cannot cope when major events are running in the capital.	MCC supports fairer fares for rail journeys (R5); MCC has previously written to TfW stating that fares from Monmouthshire stations to, e.g., Cardiff should not be higher than from other South Wales station of equal distance. LTS proposes better bus links to stations to reduce pressure on parking.
Nant-y-Derry	Participants suggest supporting the campaign to reopen the rail station at Nant y Derry. community of Goytre Fawr is large enough to consider bringing back a walk on platform as the mainline runs directly through it.	MCC will support exploring opportunities to reopen decommissioned or build new railway stations (R10)
Park and Ride	States Park and ride is essential for those in rural areas and need to drive to a station but improved access to Park and ride facilities are needed.	The Strategy proposes improved bus links to stations, and on-demand solutions for rural areas. MCC will review parking at key stations with partners. The Strategy seeks to better integrate all modes of transport and MCC will review parking at key stations with partners

Theme	Consultation Responses	Project/ Design Responses
Parking at stations	Participants suggest there needs to be an increase in parking at train stations, particularly Abergavenny.	MCC will work with partners to review parking at key stations
Pontypool Station	Participants raise concerns that there are no changes to Pontypool station despite trains being unreliable. They suggest: <ul style="list-style-type: none"> <li>Improved connectivity and frequency</li> <li>Bus service to the station</li> </ul>	Clarify MHI9 to link to Pontypool / generally mention Pontypool, include text re role of RTP and seeking improved links to Pontypool and New Inn station. As set out in BUS18, MCC will work with partners in improving bus services to Bristol (in addition to improving rail service). MCC is also working at improving bus services to STJ and Newport (as part of (as part of BUS11)
Quality of rail system	Participants consider current rail systems to be good but better rolling stock for local journeys and improvements in standards/ cleanliness will increase rail travel	MCC supports introduction of new Class 197 trains (R8) and will engage with TfW and other operators to help ensure rolling stock offers a positive passenger experience
Rural areas	Participants consider that as there are no stations within 20 miles of some people, they may as well drive. Concern that there will be no where to park.	The Strategy proposes improved bus links to stations, and on-demand solutions for rural areas. MCC will review parking at key stations with partners.
Severn Tunnel Junction	Participants suggest an overbridge at STJ linking new car park to station as well as suggesting STJ should become a transport hub for wider commuting.	This is covered in MHI3 - Transport Interchange Improvements at Severn Tunnel Junction. The Strategy considers the better integration of modes and mobility hubs, whilst MCC will consider this suggestion as part of its work as part of the SEWCJC and its regional transport plan
Status of the car	Some Participants state the car is always needed. Given stations are sometimes more than 5 miles away it is considered to be easier to drive by car.	The Strategy proposes improved bus links to stations (MHI9) to help better integrate modes of travel
Usk Connection	Participants suggest the provision good transport links to/from Usk with rail so people from Usk can access rail easily	The plan seeks to improve rail connectivity in the region and MCC will work with partners to encourage improved access for all. MCC will continue to support the extension of the South Wales Metro to Chepstow and Abergavenny.
Welsh Marches Line	Participants suggest an increased evening service on the Welsh Marches Line.	This proposal falls under measure R7.

## A.6 Community and On-demand Services

**Table 5: Design response to general comments on proposed Community and On-Demand service initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
Access to health services	Participants agree with the proposals as considers the location of the hospital and rare bus times for pick up and drop off, it makes it all really impossible to achieve, so sharing and on demand seems good. It could be the best way to spend money and it might even need to be manned by people that know the whole local networks and the latest to help people Strategy the route.	Noted
Accessibility	Participants express support for Community On demand services which offer a solution to those in communities who don't or are no longer able to drive requires a different solution which could be provided by private minibus services. Suggest an accessible minibus should be considered	Please refer to measure ODS3
Advertisement	<p>Participants' express opposition stating the Strategy should consider the needs of older residents who may not have access to smartphone to access services and suggest considering how the elderly will access services.</p> <p>Participants express support for proposals. On demand bus services using social media tools have been proven in other countries and would work here too. It would help plug the gap when no fixed service is offered.</p>	<p>Community and on-demand services are considered to be part of the existing and future network to provide people with choices for all groups of people. Access to the services includes online and offline methods, subject to operators, and further information about existing options can be found here:</p> <p><a href="https://www.monmouthshire.gov.uk/buses-trains/grass-routes-community-transport/">https://www.monmouthshire.gov.uk/buses-trains/grass-routes-community-transport/</a> and <a href="https://www.fflecsi.wales/">https://www.fflecsi.wales/</a></p>
Alternative Options	Participants suggest for most villages a regular bus service with a return service within the 4 hours, as in Llanelly Hill, would be better.	On-demand services seek to help offer people choices and connect rural areas to the timetabled network. Users of Grass routes can use concessionary bus passes or pay £5 for a return journey (which cannot exceed 15 miles)
Behaviour change	Participants suggest it will take a lot for aims to get widely adopted.	Noted
Car sharing	Participants state car sharing apps were a thing some years ago, similar to proposals, but have been proven to be inflexible compared to public transport	Community and on-demand services are considered to be part of the existing and future network to provide people with choices.
Community and on demand services proposals	Participants express opposition to proposals and consider them unworkable and undeliverable.	Community and on-demand services are considered to be part of the existing and future network to provide people with

Theme	Consultation Responses	Project/ Design Responses
	Participants express support for proposals. Good to see solutions to community car sharing. Especially important for older/vulnerable people. Agree with exploration - but concerns about cost. F65B believes that there is significant for these services to fill in the extensive gaps in public bus coverage However, can fulfil a limited range of passenger needs, compared to a scheduled service	choices. Please refer to our Delivery Strategy which seeks to set out a Strategy to progress any preferred options in the future. On-demand services seek to help offer people choices and connect rural areas to the timetabled network. MCC are only considering electric cars and light commercial vehicles. We are exploring the potential for hydrogen for HGV's and larger passenger transport vehicles. River simple has been running a trial for hydrogen powered cars in the Abergavenny area.
Cost	Participants express opposition to the cost of the proposals and suggest payment for the service by those who cannot afford it should be ruled out.	Community and on-demand services are considered to be part of the existing and future network to provide people with choices. MCC will work with operators to help ensure value for money.
Demand of service	Participants question that the demand does not exist for these services and so suggest this is not something which warrants any time or money being spent on it. Considered e-bikes schemes is clearly inappropriate as can be seen from the failure of the Cardiff scheme.	MCC intends to learn lessons from other experiences to help inform future decision making on the available options
Employment	Participants consider that the proposal will be run by volunteers resulting in a loss of another type of employment to the area.	The Strategy proposes on-demand services which aren't volunteer run but will provide people with increased travel options
Extension of Grass Routes	Participants express support for grass routes scheme, especially connections between rail and bus services. Suggest scheme should be extended as is likely to be more effective than car clubs.	The proposals seek to increase travel options and better integrate modes. For information, improved bus-rail links are proposed as part of measure MHI9. Community and on-demand services are part of the existing and future network to provide people with choices. Please refer to our website for more information: <a href="https://www.monmouthshire.gov.uk/buses-trains/grass-routes-community-transport/">https://www.monmouthshire.gov.uk/buses-trains/grass-routes-community-transport/</a>
Integration of Taxis	Participants suggest that taxis should be more integrated within transport network.	Taxis are not formally considered as part of the public transport options, but are recognised as an important part of the transport offer in the county. The Strategy includes measures seeking to improve integration of services, for example as part of the mobility hubs - in particular see our plans for the Chepstow Transport Hub as an example.
Magor walkway station	Participants suggest if (when) the Magor walkway station goes ahead , an on-demand service would be essential, to get mobility impaired residents to the station	Noted
Modal shift	Participants suggest focus should be on communication with the younger generation.	MCC recognises the importance of effective engagement with all groups of people to help share travel information and promote sustainable transport choices

Theme	Consultation Responses	Project/ Design Responses
Other options	Responder suggest that while car share schemes look good on paper but wide ranging working demands may make this challenging. More clean car options, not only EV, should be considered.	The Strategy seeks to provide people with increased choices helping to encourage modal shift, as part of a package of measures including EV charging infrastructure
Reliable	Participants highlight that while these schemes may be useful, they need to be regular and reliable to be used	Noted
Rural areas	Responder express opposition to proposals, do not see them as feasible in the area. Considers the proposals to be unreliable in rural areas to be practical solution if you need to attend something of a specific time. The state of many rural roads makes them unsuitable for small buses. Considers the county has too many remote rural areas for which this is simply implausible.	Community and on-demand services are considered to be part of the existing and future network to provide people with choices. Services can utilise smaller vehicles that can access rural roads.
	Participants express support for demand services in rural areas	
Safety	Participants question safety of car share schemes is people do not know others	Safety will be a key consideration for operators of services
Status of the car	Participants oppose proposals, suggest more free car parks where people can drop off their cars and meet others for car sharing purposes. States unless there is a frequent timetabled bus service users will opt for the car. Flexi services will suit those with less pressing time constraints	Community and on-demand services are considered to be part of the existing and future network to provide people with choices. MCC review car parking provision but there are no current plans to substantially increase free car parking.
Tourism	Participants support a Wye Valley service which could promote tourism and overnight stays for cyclists and walkers and support local hospitality.	Noted
Volunteer dependent	Participants consider that community systems have not been flexible enough and depend on volunteer drivers	The Strategy proposes on-demand services which aren't volunteer run but will provide people with increased travel options

## A.7 Mobility Hubs and Interchanges

**Table 6: Design response to general comments on proposed Mobility Hubs and Interchange initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
Abergavenny/ Abergavenny Station	Participants consider the work done/ proposed in Abergavenny has allowed an increase in buses to the area but are concerned that Abergavenny is unattractive due to poor public transport options from the out of town railway station to town centre. Needs a proper shuttle bus at same frequency as train. Suggestion of one central taxi number and a frequent bus that will work if there are no taxis.	Taxis are not formally considered as part of the public transport options, but are recognised as an important part of the transport offer in the county. The Strategy includes measures seeking to improve integration of services. Community and on-demand services are also considered to be part of the existing and future network to provide people with choices. Please also refer to our proposed measures for dedicated rail-bus links (MH19).
Accessibility	Participants suggest provision of facilities/ information available for those on site. This makes it more accessible and more likely that people will use alternatives to private transport.	Please refer to measures MH16 and Bus9
Ageing population	Participants consider the LTS fails to recognize the needs of elderly/ disabled in the emphasis on walking/ cycling. needs to be secure cycle storage for bikes in town centre car parks not just next to bus and rail stations. Please do not use the free 30-minute spaces in Chepstow car park for this purpose.	The Strategy includes various improvements to the bus and rail network to enable all groups of people to travel sustainably if active travel is not an option. Cycle storage is considered an important element in helping facilitating modal shift and MCC will consider successful schemes elsewhere as well as engage user groups to help progress favourable solutions.
Car Parking	Participants oppose removing parking at the hubs/ stations/ bus stops. Suggests improved parking at stations. States without increased parking the proposals will be useless to a great many of the residents. Suggests Larger, free car parks	MCC will carefully consider the provision of sufficient car parking as part of its plans. The Strategy proposes better bus and active travel links to stations to reduce pressure on parking. MCC will work with partners to review parking at key stations but there are currently no plans to increase free car parking
Chepstow	Participants suggest eliminating the hills in Chepstow and the through traffic on the A48 was to be similarly eliminated to improve walking and cycling. Suggests adding an additional bus stop at Thomas Street	Measures for the A48 have been considered and will remain under review. Proposals for active travel improvements are covered in measure AT27 and bus infrastructure upgrades are being progressed as part of the Chepstow Transport Hub and Active Travel Improvements projects.
Chepstow Race Course	Participants suggest MCC engages with the owners of Chepstow Race course as there are possibilities of park and ride facilities if its car park was improved. Moreover, it could be used as a potential working hub for people in the locality – outside of event days.	Whilst the Racecourse is not owned by MCC, we will continue to explore options with partners to help people make more sustainable travel choices and will consider this feedback as part of its next steps



Theme	Consultation Responses	Project/ Design Responses
Chepstow Transport Hub	Participants raise concerns about moving Chepstow bus station impacting local shops/ businesses and increase traffic on the A48. Moving the National Express could work although traffic is likely to affect timetabling. removing the bus station from the town centre would need a regular shuttle bus so the elderly can still access shops/ services.	There are no proposals to move the bus station in Chepstow, rather as part of the Transport Hub project there are plans that would allow buses to service the train station.
	Participants express support for the relocation of Chepstow bus station to the railway station, however worried about cost	
Coach Travel	Participants are concerned there is a lack of information about coach travel. Chepstow is a hub for visitors using cross-country National Express coach travel and that deserves proper consideration and protection, such as with traffic light improvements.	The Strategy seeks to improve connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7. Agree, MCC fully supports the early advancement of the Magor Walkway station and this needs to feature prominently in the plan.
Cost	Participants highlight concern over proposal costs being too high	Please refer to the Delivery Strategy where sources of funding at this stage are outlined
Cycle storage	Participants highlight that cycle storage at train stations is not taken seriously and is not safe therefore, no point providing cycle storage at bus stops. Considers secure storage of cycles unlikely to work. Suggests the ability to take cycles on buses and trains is potentially more useful than just storing cycle, as may well be needed at other end of journey also.	Safe cycle storage is considered an important element in helping facilitating modal shift and MCC will consider successful schemes elsewhere as well as engage user groups to help progress favourable solutions. This is a matter for the operators and MCC will work collaboratively to help ensure sufficient provision
Cycling	Participants highlight that some will not cycle despite interventions	Noted
Facilities	Participants state late and cancelled trains mean people waiting longer. no facilities at station, no toilet, no coffee shop, limited shelter space, especially at Pontypool New Inn rail station	For stations within the county measure MHI6 proposes improved welfare provision. MCC are not proposing a policy to reduce/ remove car parking at hubs.
Impact of weather	Participants expressed opposition to proposals as the weather does not allow for public transport and AT.	The Strategy seeks to help encourage sustainable modes of travel through a range of measures to help people make sustainable travel choices where and when possible.
Integration between bus and rail	Participants support a better interchange between bus and rail to achieve greater modal shift, will improve journeys into town.	MCC will not be able to provide 24/7 on demand public transport services, this is not financially viable. Taxi services are able to provide a 24/7 service and we are not proposing to compete or replicate this.

Theme	Consultation Responses	Project/ Design Responses
Integration between bus and rail at Crick and Abergavenny	Participants suggest the ability to travel on bus/train from Crick to Bristol/ Cardiff or Abergavenny. Use of car is currently needed here., Interchange opportunities, especially for commuters is limited. Abergavenny important rail hub, but lack of integration with bus means accessibility to regional cities / Bristol using only public transport is not viable	Please refer to our proposals for improved bus services including dedicated links to stations (measure MHI9). MCC are rolling out real-time bus information at stations and will as funding permits roll it out throughout key bus stop infrastructure.
Magor and Undy walkway	Participants suggest LTS should include Magor and Undy Walkway station in this section which is initially designed on the integration with bus and active travel complemented by the new hub	Please refer to measure R3.
Mobility hubs and interchanges proposals	Participants consider there is no need for Mobility Hubs, Considers the proposals will never work. Concerned Public transport is unreliable and inconvenient. Probably a good idea for town dwellers, however, consideration should be had for those who can't get to the hubs in the first place.	The Strategy recognises improvements need to be made to make it easier for people to get around across the county by more sustainable modes, and in particular proposes improved bus services (Section 6.7), timetable coordination (MHI8) and dedicated rail-bus link services (MHI9) to aid access to rail stations and hubs. MCC recognise that cars will continue to be a key element of the transport network in Monmouthshire due to the limited nature of the existing public transport network. MCC are however proposing to improve the network and provide opportunities for onward travel from rail and bus stations by working with TfW and partners to increase train frequency and bus services so that part of the journey can be undertaken without the need for a car.
	Participants express support for proposals. States secure covered cycle parking at bus stops and coordination of bus and rail times is important. Provision of space for taxis. Car share schemes with special parking for those involved. The current provision at Monmouth is very poor and needs significant improvement to make it a place where passengers feel comfortable and the town can feel proud of as a point of welcome.	
Monmouthshire context	Participants consider there to be no viable transport options that can possibly replace the car. Considers plans will not work due to the context of the county being elderly, hilly, and with poor weather	The Strategy recognises improvements need to be made to make it easier for people to get around across the county by more sustainable modes where possible, and proposes improved bus services (Section 6.7), timetable coordination (MHI8) and dedicated rail-bus link services (MHI9) to aid access to rail stations and hubs.
Moore Street	Participants state making Moore Street Chepstow one way would need to exclude M&S traffic. Cycle parking in town and at the station would need to be fully secure to encourage use	LTS does not propose changes to Moore Street
On demand services	Participants suggest the mobility hub proposals need to be almost immediately on demand to wherever at whatever time of day, as quick and no more expensive than car travel which is a tall order for public transport and one that many not be affordable or justifiable	Noted

Theme	Consultation Responses	Project/ Design Responses
Park and ride	Participants consider the P&R plans to not align with Welsh Government Policy which tends to rely on good alternatives to the car being in place to reach the station but surely better to use P&R than do the entire trip by car. The car park is integral to a mixed use LDP proposal and failure to obtain WG funding could be a major set back	The Strategy proposes improved bus services and active travel to reduce pressure on parking and MCC will work with partners to review parking provision at stations
Public Transport	Participants consider active travel should not be included as active travel is not viable for many journeys; more focus on improving public transport links would be of greater benefit	The Strategy includes various improvements to the bus and rail network to enable all groups of people to travel sustainably if active travel is not an option.
Real time information	Participants support the provision of real-time info display for travel options	Noted
Rural areas	Participants consider public transport in rural areas will never be self sustaining financially, as there simply isn't the public subsidies available. Does not seem feasible for a rural community. People are used to the convenience of cars and will probably continue using them in rural areas with no or limited public transport. No desire for this.	Public transport, community and on-demand services are part of the existing and future network to provide people with choices. Please refer to our Delivery Strategy which seeks to set out a Strategy to progress any preferred options in the future. MCC recognise that the existing public transport infrastructure will mean that for those that do have access to a car, this may be the most convenient option. Not all residents however have access to a car and our proposals will improve public transport infrastructure to make their journeys more convenient and accessible.
Safety	Participants agree with the need to feel safe and secure with this new way of doing things	Noted
Severn Tunnel Junction	Participants agree Severn tunnel junction is particularly isolated and that far better provision is needed here, one of which could be rental bikes, but a flexi on demand bus service would help also.,	Noted
Speed limits	Participants consider none of these initiatives are plausible as buses are late made worse by the 20mph zones and trains are too expensive	MCC supports fairer rail fares (measure R5); and is working to implement the Welsh Government's 20mph change alongside operators to help ensure services remain attractive
Status of the car	Participants suggests pick up and drop off points for vehicles. Removing car spaces is not going to do it as the EV charging board seems to recommend.	The Strategy includes measures seeking to improve integration of services, for example with taxi and EV charging car parking spaces as part of transport hubs like is proposed at Chepstow. Grass routes can provide disabled friendly transport. Active travel routes are designed to be able to accommodate motorised scooters and wheelchairs so they are accessible to all regardless of your age or disability.

Theme	Consultation Responses	Project/ Design Responses
Supporting data	Participants question if there has there been any research into the demand for these types of initiatives. States when budgets are constrained, it makes sense to focus on current key areas rather than trendy initiatives for which there may be only limited demand.	Whilst an evidence based approach has been taken to Strategy preparation, MCC is undertaking a consultation on this draft Strategy to help future decision making on transport investment
Village hubs	Participants suggest there needs to be more public transport around villages to hubs as buses don't match up to other time tables to make them viable. Therefore, some of the basics need sorting before the hubs	The Strategy recognises improvements need to be made to make it easier for people to get around across the county and in particular proposes improved bus services (Section 6.7), timetable coordination (MHI8) and dedicated rail-bus link services (MHI9) to aid access to rail stations and hubs.

## A.8 Roads, Streets and Parking

**Table 7: Design response to general comments on proposed Roads, Streets and Parking initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
A40	Participants suggest diverting the A40 from the centre of Abergavenny as the new 20mph speed limit means crossing the road is safer and cars turning onto main through routes is easier. Disagrees that there is no reference to the effects of the A40 trunk road in the LTS. Need to access the scope for diverting more via A4143 and A465. Also concerned Goetre/Llanellen A4042 traffic relief and pedestrian improvements do not appear in new plan.	We will consider any road improvements in accordance with the latest Welsh Government policy and its response to the Roads Review. A4042 proposals are covered in measure AT27.
A48	Participants state Crickhowell needs a pedestrian crossing on the A48 for safety. The recently introduced 40 speed limit on the A48 is not enforced, should also be lowered to 30 to encourage active travel and improve safety	We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system. We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
Accessibility	Participants consider that while the Strategy states provision has been allowed for disabled parking, many with limited mobility do not qualify for a blue badge. Therefore, considers this sizable group will be forced to use public transport that may be inaccessible to them	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Active Travel	Participants are concerned the initiatives are anti-car. States focussing on active travel which will be to the detriment villages	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Balanced approach	Participants state that while in favour of all the proposals it is critical to understand the trade-offs involved and their less palatable consequences.	A well-being assessment in accordance with the emerging revised WelTAG has been undertaken for all measures considered in the plan. Further assessment work may be required for some of the measures if they are progressed further in accordance with our statutory requirements. MCC is working with the Burns Delivery Unit to improve sustainable transport links to Severn Tunnel Junction. It also continues to lobby Welsh Government to create a new link from the M48 to B4245 and undertake improvements to Highbeech roundabout.

Theme	Consultation Responses	Project/ Design Responses
Behaviour change	Participants suggest wider pavements and less clutter and more bollards.	Please refer to section 6.6 for more information about how we seek to make active travel improvements. The Strategy also considers how to make more pedestrian friendly environments. We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
Car Parking	Participants state mobility is the main requirement for a successful society. Limiting it will make the area poorer	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. Economic well-being has been assessed as part of this stage of draft Strategy making.
Chepstow	Participants suggests the following- Chepstow: MCC needs to get on with WelTAG3 for the Chepstow Relief Road – which could have active travel elements built into it. lobby WG harder for improvements at Highbeech Roundabout and to ensure the Government fulfils its commitments in the Burns Commission report, which will improve traffic flows and public transport links to Severn Tunnel. Where it has jurisdiction, like the reopening of St Lawrence Road,	A separate parking review will be undertaken later this year.
Congestion zone/ emission zone	Many Participants do not agree with the implementation of a congestion charge States they do not support congestion and emission zones as target less well-off road users.	The draft Strategy consultation has sought feedback on a wide range of options including how to reduce emissions from transport, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan.
Cost	Some Participants consider the proposals a waste of money	Noted
Cycling/ Pedestrianisation	Major road cycle routes needed. States the streets of Abergavenny need rethinking such as being made pedestrian priority with reduced speed limits for cars and dedicated parking areas close to houses	Please refer to our proposals for active travel as to how we seek to improve travel by cycling. Measures to make urban areas more pedestrian friendly are proposed as part of the plan, and we will consider these suggestions for Abergavenny. Further details will be made available once the plans have been finalised
Deliverability	Participants are concerned that pedestrianisation has accounted for people in rural areas. Considers motorists are not the problem and that public transport options need to be in place first.  Participants question how the LTS is funded.	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.  Please refer to the Delivery Plan. Further work is required for measures should they progress to agree appropriate funding sources.

Theme	Consultation Responses	Project/ Design Responses
Economy	Participants state the LTS should support commuters and shoppers, currently the Strategy is detrimental to residents and businesses.	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Education	Some Participants do not believe general public wants any of these, only special interest groups. Campaigns for safer environments should start in school, not through victimising people.	MCC is committed to working with schools to encourage sustainable forms of travel.
Electric vehicles / EV Charging	Suggests electrification of vehicles needs addressing and agrees that reducing emissions in urban areas would best be served by incentives to convert to electric vehicles. Suggests to get some more EV chargers too.	Please refer to section 6.11 for more information.
HGV Facilities	Participants express concern that there is no protection of HGV welfare, need spaces for parking for rest and legal breaks. Suggest that space for designated overnight lorry park and facilities on A40/A449 - e.g. Raglan services.	Please refer to the HGV parking and driver welfare strategy with measure RSP 8. Given the often strategic nature of long distance trips by HGVs, this comment will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
	Participants support proposals as decent HGV facilities are very important states there is no need for more speed restriction but enforcement of them	
Magor Station Parking	Participants suggest a parking strategy for Magor is needed.	This is addressed in measure RSP3. A separate parking review will be undertaken later this year
Monmouthshire County Council	Participants suggest better enforcement on speed limits.	The Welsh Government has introduced a default 20mph speed limit on restricted roads across Wales. Please see: <a href="https://www.gov.wales/introducing-default-20mph-speed-limits">https://www.gov.wales/introducing-default-20mph-speed-limits</a> The Strategy proposes a speed limit strategy (RSP6). MCC does not intend to introduce a workplace charging levy
Motorhome parking	Participants suggest allocated parking spaces for Motorhomes / larger vehicles so that tourists can visit the market towns in the area.	MCC will continue to consider parking provision at key locations across the county.
Objectives to road proposals	Participants express opposition to the objectives of the roads proposals, stating alternatives should be provided	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. MCC recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
	Participants express support for the plans that are very ambitious and overall good and agree with the principles	

Theme	Consultation Responses	Project/ Design Responses
Park and Ride	Participants suggest a park and ride scheme for Monmouth but nothing for Abergavenny.	The Strategy considered parking at stations including Abergavenny and Monmouth. A separate parking review will be undertaken which will include parking charges
Parking	<p>Participants are strongly against changing the parking standards in planning for new developments. Considers the Strategy to be anti-car. Consideration needs to be had that car is the main mode of travel, this policy prevents accessibility, especially in rural areas.</p> <p>Participants suggest providing space outside shops to park for electric cars, more out of town parking with the opportunity to walk into town, there should be enough space to park outside shops to improve footfall in towns. Electric cars will in time improve pollution.</p>	<p>There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.</p> <p>There is an urgent need for significant modal shift and transition to low / zero emission vehicles to decarbonise our transport system and the Strategy seeks to improve accessibility for all.</p>
Parking Charges	Participants disagree with parking charges as considers it will lead to less business and loss of retails in villages and towns	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. MCC are not proposing to implement congestion charges or low emission zones
Parking enforcement	Participants suggest more robust civil parking enforcement is needed around schools at peak times and where vehicles obstruct footpaths.	The Welsh Government is currently considering how to tackle pavement parking with potential legislative changes, please see: <a href="https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road">https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road</a> Please also refer to measure RSP1.
Parking exemptions	Participants support parking exceptions for disabled people and states Pavement maintenance is crucial for keeping disabled access.	The Strategy confirms we strive to keep the roads including pavements / footways in good condition, and we will continue our road maintenance programme for essential repair and road works to be carried out in a way that meets our statutory obligations. The Welsh Government is currently considering how to tackle pavement parking with potential legislative changes, please see: <a href="https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road">https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road</a> Please also refer to measure RSP1.
Parking review	Participants suggest a country-wide parking review.	MCC will continue to consider parking provision at key locations across the county



Theme	Consultation Responses	Project/ Design Responses
Pavement parking and street clutter	Participants agree with tackling pavement parking and street clutter so that streets are safer for all is welcomed.	The Welsh Government is currently considering how to tackle pavement parking with potential legislative changes, please see: <a href="https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road">https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road</a> . Removing waste bins will result in increased litter and detrimentally impact on the street scene
Pedestrianisation	Participants strongly support priority of pedestrians in town situations. Particularly concerned about enforcement of pavement parking and double yellow line parking.	The Welsh Government is currently considering how to tackle pavement parking with potential legislative changes, please see: <a href="https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road">https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road</a>
Quality of the road	Participants suggest to fully promote walking focus needs to be had on the quality of the road such as pavements and removal of potholes. Considers the current road maintenance programme is not good.  Participants suggest emphasis on quick wins such as improving the quality of the road such as fixing potholes etc.	The Strategy confirms we strive to keep the roads including pavements / footways in good condition, and we will continue our road maintenance programme for essential repair and road works to be carried out in a way that meets our statutory obligations  MCC recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
Rural Areas	Participants consider the road proposals are unfeasible for the rural community, considers the Strategy penalises those in rural areas where the car is reliant on. The car will always be needed.	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Safety	Participants consider that, due to the new speed limit, disagrees with the fact that the roads are unsafe.  Participants suggest safer road and pavement surface conditions should be a priority of MCC.  Participants agree that a reduction in pavement and road parking spaces are needed for safety.	MCC recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system.  The Strategy confirms we strive to keep the roads including pavements / footways in good condition, and we will continue our road maintenance programme for essential repair and road works to be carried out in a way that meets our statutory obligations.

Theme	Consultation Responses	Project/ Design Responses
Severn Bridge Tolls	Many Participants disagree with the reintroduction of the tolls on the Severn Bridge Tolls.	<p>The remit to reintroduce tolls on the Severn Bridges sits with the UK Government, not Monmouthshire County Council. MCC is not lobbying the UK Government for reintroduction and has no plans to do so.</p> <p>The LTS documents a long list of options that could hold significance for Monmouthshire's transport network and people. This long list was developed comprehensively to consider all potential changes to the transport network and included contributions from local stakeholders and transport industry professionals during workshops. Several options included in the long list of schemes - including the option to reinstate tolls on the Severn bridges - do not meet one or more of the appraisal criteria for inclusion in the shortlisted interventions for delivery. These will not be taken forward as part of the Strategy but are documented for completeness.</p>
Space allocation	<p>Participants consider reallocating road space is likely to cause further congestion.</p> <p>Participants suggest Abergavenny streets need rethinking, suggests making the road a pedestrian priority, cars obliged to give way and go very slow with defined dedicated parking areas close to houses, enabling electric cars to be charged from homes without cables over pavements</p>	<p>MCC will support road space reallocation for walking and cycling where it is safe and appropriate to do so, further to the necessary assessment work. A separate parking review will be undertaken which will include parking charges.</p> <p>Measures to make urban areas more pedestrian friendly are proposed as part of the plan, and we will consider these suggestions for Abergavenny.</p>
Speed limit	<p>Many Participants disagree with the 20mph speed limit, as considers there is no benefit. Suggests reviewing what roads are 20mph, supportive on some roads it works, on other roads the speed shouldn't be there. Suggests slowing rural roads down as cycling use is increasing. Suggests reducing speeds (20mph) along main roads in proximity to schools in morning and again in afternoon only when schools open and close.</p> <p>Some Participants agree that some rural roads need the 20mph speed limit as its too dangerous to run, walk, cycle, ride horses with the national speed limit in place</p>	<p>The Welsh Government has introduced a default 20mph speed limit on restricted roads across Wales. Please see: <a href="https://www.gov.wales/introducing-default-20mph-speed-limits">https://www.gov.wales/introducing-default-20mph-speed-limits</a>. The Strategy proposes a speed limit strategy including for rural roads (RSP6). We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system.</p>

Theme	Consultation Responses	Project/ Design Responses
Status of the car	Many Participants consider the Strategy is anti-car. Consider the proposals are unrealistic	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. Please refer to the Delivery Plan.  MCC recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
Street Clutter	Participants disagree with developments e.g. Church rd. Caldicot is a vivid example of street clutter which causes issues at school times. Suggests removing Council waste collection provisions for tackling street clutter	The Strategy proposes to make routes safe and address unnecessary street clutter. MCC will consider its waste collection responsibilities and how impacts on streets can be reduced.
Street Parking	Participants agree with penalising commuter parking on nearby streets, and prohibiting pavement parking, and considers it will improve life for affected residents, particularly those with limited mobility or with small children.  Suggests legislation changes to allow the Council to deal with cars blocking dropped curbs both for residents and wheelchair users to cross the road	The Welsh Government is currently considering how to tackle pavement parking with potential legislative changes, please see: <a href="https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road">https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road</a> . Please also refer to measure RSP1. MCC recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
Terrain	Participants state, due to terrain, people use their cars because there is no viable alternative, states people do not have the time to wait for public transport, suggests improving road networks to improve connectivity.	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Workplace parking levy	Many Participants disagree with charging employers who provide parking spaces	The draft Strategy consultation has sought feedback on a wide range of options including a workplace parking levy option, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan.  A separate parking review will be undertaken later this year

Theme	Consultation Responses	Project/ Design Responses
Wye Bridge	Participants suggest maintenance of the Wye bridge	The Strategy confirms we strive to keep the roads including pavements / footways in good condition, and we will continue our road maintenance programme for essential repair and road works to be carried out in a way that meets our statutory obligations. We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system

## A.9 EV Charging Infrastructure

**Table 8: Design response to general comments on proposed EV Charging Infrastructure initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
Ageing population	Participants consider elderly people will not change to EV.	The Strategy seeks to provide sustainable travel options for all groups of people.
Cost	Many Participants concerned that EV are too expensive to buy and maintain the battery, concern electric bikes are too expensive, states electric vehicles are aimed at a certain class in society. Also concern around the cost of charging EV cars.	The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC recognises access to low or zero emission vehicles requires more affordable options and the Strategy seeks to make sustainable travel options more accessible to all groups of people. Reference that we are in the process of developing an electric vehicle charging strategy and proposing to pilot on street charging solutions later this year.
	Suggests there should have been a national move to hybrid cars first due to the lack of charging infrastructure.	There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and MCC will continue to consider emerging technologies and help deliver national policy on achieving net zero.
Electric bike infrastructure	Participants suggest an option to recharge electric bikes at public venues and transport hubs.	Please refer to measure AT18.
Electric buses	Participants support the shift to EV buses and suggests the inclusion of a target in the LTS for conversion / replacement of all Council busses and other vehicles by electric.  Considers EV buses and MCC EVs as an achievable goal	The Council has commenced the transition of its passenger transport vehicles to ULEV alternatives, however not all vehicles, e.g. 70 seater coaches currently have a viable ULEV alternative. As there is no additional funding to support the transition of the fleet, we are transitioning vehicles as funding permits. We will consider the adoption of a realistic transition indicator.
Environmental Impact of EV	Many Participants concerned about the environmental impact of EVs. Concerned that lithium battery powered vehicles are unsustainable and environmentally damaging fuel source. State there are huge co2 emissions to make EVs. There is also inadequate battery recycling facilities and concern about how to dispose of an EV when finished with	There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and MCC will continue to consider emerging technologies and help deliver national policy on achieving net zero.

Theme	Consultation Responses	Project/ Design Responses
EV charging location	<p>Participants suggest fast charge points at all locations. States residential areas which are difficult to alter street scape could have lamp post charging points as similar with city infrastructure, currently charging infrastructure is too complicated.</p> <p>Participants do not support fast charging at rail stations as most people park there for several hours. Suggests having more (but lower spec) charging facilities at stations rather than a small number of rapid chargers. Suggests EV charging needs to be available in all car parks, and preferably in some roadside locations.</p> <p>Suggests consideration must be had to the fact that EV charging locations may not be permeant.</p>	<p>The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient provision across the county.</p>
	<p>Participants agree that it is a good way of future proofing although the usage of EV Charging at MCC car parks seems small. Funding of workplace charging would be good although unsure of benefits. Agrees that fast charging is needed, just not at rail stations.</p>	<p>The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient provision across the county.</p>
	<p>Does not support providing fast charging at railway stations or places of work as vehicles are often parked for longer periods of time. Shopping and in town parking needs fast chargers.</p>	<p>The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient provision across the county. Destination charging will form part of the wider charging infrastructure.</p>
EV infrastructure	<p>Participants consider there is not enough space in housing estates for off street EV charging, in addition considered the proposals are not achievable and states a need to get the infrastructure right for modal shift over 5-10 years</p>	<p>There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC recognises access to low or zero emission vehicles requires public and private charging options and the Strategy seeks to make sustainable travel options more accessible to all groups of people.</p> <p>MCC are in the process of developing an electric vehicle charging strategy and proposing to pilot on street charging solutions later this year.</p>
	<p>Participants state charging infrastructure needs to be improved first before promoting the use of EVs</p>	<p>The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC recognises access to low or zero emission vehicles requires public and private charging options and the Strategy seeks to make sustainable travel options more accessible to all groups of people.</p>

Theme	Consultation Responses	Project/ Design Responses
	<p>Participants support the provision of EV infrastructure, as considers this would increase EV ownership. Agrees with a strategy / Strategy to enable on street charging outside houses without a driveway. Supports an increase in EV charging locations. Support limited roll out of chargers for those with EVs, but it is not a sustainable future</p>	<p>The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. The EVCI strategy will address these points</p>
	<p>Suggests the new car park at Wyebridge Street in Monmouth include EV charging. States EV charging on new estates should be included. Questions if the infrastructure is there to cope with more electric vehicles. consideration needs to be given to not taking up to many parking spaces for EV vehicles and not allowing others to park.</p> <p>States a Vehicle manufacturers Tax / commitment to install EV charging or through taxation should be introduced.</p> <p>Suggests solar panels on car parks to provide some of the power for the chargers.</p> <p>Suggests all new houses should have EV infrastructure</p>	<p>The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient provision across the county.</p> <p>MCC are continually reviewing possible locations for EVCI and have submitted a bid to the ULEV grant scheme to implement chargers at Wyebridge Street. We have installed solar car ports at Chepstow Comprehensive as part of phase 1 the Council's re:fit scheme and are reviewing potential locations for phase 3.</p>
EV Objectives	<p>Participants suggest adding a specific objective to create an EV charging network that can be used by service buses. The introduction of electric buses is highly valued by passengers but is hampered by lack of charging facilities</p>	<p>There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and MCC is committed to working with operators to decarbonise public transport services and its own fleet as well as help roll out EV charging infrastructure.</p>
EV proposals	<p>Considers alternative clean fuels will overtake the EV obsession.</p>	<p>There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and MCC will continue to consider emerging technologies and help deliver national policy on achieving net zero.</p>
EV transition	<p>Participants state that EVs are contradictory to the LTS as LTS focuses on reduced car travel, but EV promoted car use. Participants do not support the transition to EVs as does not consider them suitable, they are costly, does not accommodate for on street parking, not enough charging points, and they have a short life span.</p> <p>Participants state EVs are not without environmental disadvantages but believes MCC's recognition of the need for transition is welcome. How areas are to be served will need careful consideration with residents. Nearby groups of rapid charging points seem to be the best option if sites can be found but demand should be assessed.</p>	<p>There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and the Strategy seeks to improve accessibility for all.</p> <p>MCC recognise that for many living in Monmouthshire the car may currently be the only viable means of transport. Transitioning to electric cars reduces carbon emissions and helps us to improve the air quality of for those living in congested areas.</p> <p>MCC do not agree as not all households in Monmouthshire have off street parking and are therefore reliant on public infrastructure or the ability to access on street charging</p>

Theme	Consultation Responses	Project/ Design Responses
	Participants suggest EVs could have tourism or economic productivity and workplace benefits, but it is not for locals.	
Grid Connection	Participants agree with fast charging but concerned about the limitations of the National Grid.	The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient provision across the county.
	Participants are concerned Wales is incapable of supporting a EV charging network. In Wales it is not possible in Wales neither are upgrades to 100A (80A is the max).	The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient provision across the county.
Hydrogen power	Participants suggest considering hydrogen power instead of EVs due to EV cost.	MCC will consider all available technologies to help decarbonise transport across the county
Parking Charges	Participants state they are against parking charges being based on emissions from vehicles.	The draft Strategy consultation has sought feedback on a wide range of options including how to reduce emissions from transport, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. MCC will not be progressing the proposal for variable charging based on the vehicle emissions
Practicality	Participants consider EVs are not practical for work purposes, range is too limiting, charging takes too long.	There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and the Strategy seeks to improve accessibility for all.  Individual circumstances will vary, however the range of new vehicles continues to increase and there are a variety of charging speeds available to facilitate longer journeys.
Reducing congestion	Participants state EV will not reduce congestion, would like to see promotion of facilities for electric bikes (safe lanes primarily), car sharing and encourage local taxis to go electric	Please refer to sections 6.6 and 6.9 for more information about the proposals
Reliability	Participants consider for longer journeys an EV car is not reliable.	There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Safety	Participants consider EVs are dangerous and unsuitable for a county like Monmouthshire, they are a fire risk and have low range. Concerned a risk assessment for EVs is not proposed	The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient and safe provision across the county.



Theme	Consultation Responses	Project/ Design Responses
ULEZ	Participants do not agree with the promotions of any 'ULEZ type' schemes in the county.	The draft Strategy consultation has sought feedback on a wide range of options including how to reduce emissions from transport, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. MCC will not be implementing any congestion zones but remain committed to improving the air quality for those residents who live in congested areas.
Workplace parking levy	Participants consider the EV proposals do not match up with the WPL, as these car parking spaces are there to serve a purpose other than EV charging.	The draft Strategy consultation has sought feedback on a wide range of options including a workplace parking levy option, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. MCC will not be progressing the proposal for a workplace charging levy.

## A.10 Behaviour Change and Information

**Table 9: Design response to general comments on proposed Behaviour Change and Information initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
Behavioural Change and Information	Respondent holds concern that the council is trying to impose their views on the people, and believes that the behaviour change proposals will be of low impact with no revenue coming in.	The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Plan.  MCC disagrees with the statement as they are attempting to improve public transport - integrated timetabling/hubs would not encourage wider public transport use. MCC proposals are not designed to generate revenue, but to reduce emissions and offer sustainable transport choices to those who wish to use them.
Bus Mapping	Respondent suggests combining bus maps with bus timetables.	The Strategy seeks to help ensure that people have the information they need to make sustainable travel choices - measure BUS9 will seek to ensure timetables including routing information.
Car Emissions	Respondent sees the expectation that all members of the public to know the sizes and emissions of their vehicles as unrealistic – questions if traffic wardens would be able to judge these details for every vehicle.	Variable parking charging systems work by checking registration plates against the information held by the DVLA and calculating charges accordingly. Neither members of the public nor parking wardens hence need to know emission numbers as this is automatically calculated. The draft Strategy consultation has sought feedback on a wide range of options including how to reduce emissions from transport, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan.
Communication	Respondent asks for better communication of the over proposal – less esoteric information to cater for all socio-economic backgrounds could increase uptake.	MCC recognises the importance of sharing information with people to make sustainable travel choices – effective communication will be an important consideration as part of the progressions of any future measures.
Deliverability	Respondent claims that the Strategy is unattainable and unrealistic.	The Strategy aims to be ambitious but deliverable. The delivery Strategy sets out how measures could be progressed.
	Respondent claims that proposals will become achievable once adequate public transport infrastructure is in place – active travel improvements need funding to allow for behavioural change.	Please see delivery Strategy which sets out how the measures could be progressed. Active travel improvements are set out in section 6.6, public transport in 6.7 and 6.8.

Theme	Consultation Responses	Project/ Design Responses
Green Offset Levy	Respondent is concerned by the amount of pollution created by large events such as concerts – suggests the Welsh Government introduce a Green Offset Levy (10%-20%)	The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Plan.
Integrated Ticketing	Respondent supports an integrated ticketing system.	Response noted
	Respondent asks to consider an integrated ticketing system for rail and bus, and to reduce rail fares for under 21's and people of state pension age.	MCC supports integrated ticketing and fairer rail fares (BUS 15, R5)
Rural Areas	Participants deem the proposals inappropriate for a rural area such as Monmouthshire – strategies are more befitting for an urban setting and would negatively impact communities outside large towns. Rural dwellers still require the use of a car.	The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Plan.
Safety	Respondent supports the proposals for road safety education in schools and states that both good road infrastructure and signage are highly necessary.	Response noted.
Status of the Car	Participants see the LTS as anti-car and promotes concepts that reduce car travel negatively – would impact the poorest in society and those who require their car for work, e.g., district nurses.	There is an urgent need for significant modal shift to decarbonise our transport system – the Strategy seeks to aid this mission and improve accessibility for all. Please refer to our measures for roads, streets and parking measures alongside our other proposals. An additional well-being impact assessment will help inform considerations of matters such as equality.  The LTS seeks to encourage modal-shift by making it easier to use public transport or active travel to undertake journeys – there remains a recognition that the car may be the only viable transport mode in some instances. Car users are not being targeted here.
Transport Infrastructure	Participants see adequate public transport as a prerequisite for behavioural change – the latter cannot exist without the former becoming a reality.	Please see delivery Strategy which sets out how the measures could be progressed. Active travel improvements are set out in section 6.6, public transport in 6.7 and 6.8.
Travel Planning for Tourism	Respondent considers walking an essential element of local tourism – mode should be better integrated with local transport network to help boost tourism.	MCC recognises that walking routes are important for visitors – please refer to the Wye Valley tourism walking and bus route maps (BC11) as an example as to how MCC Strategy to help ensure transport supports tourism across the county.

Theme	Consultation Responses	Project/ Design Responses
Variable Parking Charges	Participants suggest considering free parking at transport hubs where modal-change would occur.	The Strategy proposes improved bus services to stations to reduce pressure on parking – no further plans in place to increase free parking at stations, although MCC is committed to reviewing parking provision.  MCC car parks will be a matter brought up in the forthcoming car parking review which will consider parking tariffs.
	Respondent requests more information surrounding the proposals – current information is too vague.	Please refer to the Deliver Strategy which sets out how measures could be progressed in the future, including further design and development work
	Respondent supports parking charges with additional reward system for car share scheme at workplaces – also considers the possibility of influencing supermarkets to provide better walking/cycling infrastructure.	MCC will work with local businesses, supermarkets included, that are seeking to improve active travel infrastructure to key trip destinations.
	Participants disagree with variable parking charges, stating that those who drive to work are on lower paid jobs – such a charge is unfair.	The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Plan.
Workplace Parking Levy	Participants disagree with the workplace parking levy proposal as they consider most people do not live where they work – would be unfair to charge motorists to park and could disincentivise large employers from basing operations in Monmouthshire.	The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Plan.
	Respondent agrees with workplace parking charges but asserts it may be politically contentious and costly to run.	Following on from the consultation, MCC will not be taking this proposal forward.

## A.11 Home to School Transport

**Table 10: Design response to general comments on proposed Home to School Transport Initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
Accessibility	Responder agrees that proposed initiatives will create better access to school and work via bus, cycle or on foot.	Response is acknowledged.
Active Travel to School	Respondent supports notion of promoting walking and active travel modes to schools.	Response noted.
	Responder suggests school could encourage walking for older pupils within close proximity to the school site and when the route is safe.	The Strategy seeks to help encourage sustainable modes of travel through a range of measures including behaviour change initiatives, in addition to those aimed at improving active travel and public transport (see sections 6.6, 6.7 and 6.8).
	Responder believes Strategy fails to account for those who cannot use active travel modes to get to school due to distance - disagrees with proposals as maintenance costs, particularly along A48 Pwllmeyric-Chepstow route, would become sustainable.	MCC is committed to delivering on its responsibilities for active travel network improvements. Annual budgets are set accordingly. The Strategy measure reference AT27 addresses the A48 active travel route. MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
Boarding School	Respondent suggests expanding the number of boarding school places.	This is not a matter directly for the LTS - MCC will work with education providers to ensure sufficient capacity and options for learning across the county.  This is an area not currently being explored by the MCC LTS.
Bulwark-Chepstow	Respondent states that the bus service from Bulwark to Chepstow is poor – considers the council has made it difficult to use and is rarely punctual, discouraging service use.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>  Any specific complaints about a service should instead be directed to the Home-to-School Transport Commissioning team who will be happy to investigate the matter and respond.

Theme	Consultation Responses	Project/ Design Responses
Central Pick-Up Point	Respondent suggests that if proposals are unable to provide home-to-school transport for more outlying homes, then ensure that central bus pickup points are in suitable locations, with safe pupil-traffic separation and well-positioned waiting areas for parents/carers for drop-off/pick-up.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>  For those eligible to free home-to-school transport, smaller feeder vehicles are used to collect learners where possible and transport them to central pick-up/drop-off points – these points are assessed by the operator or are designated public service bus stops.
Collaboration	Respondent suggests that MCC should actively seek out collaboration with schools, clubs, third-sector organisation, amongst other parties, to ensure their transport assets are fully utilised during the week, thus enabling the demand the new transport plans require to become a success. Such collaboration would become a conduit for county-wide participation.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
Cost	Participants believe that school transport should, up to a certain distance, be free for all students in State schools, regardless of their age.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>  MCC provides home to school transport for primary school and secondary school pupils who live more than 1.5 and 2 miles from their nearest suitable/catchment schools respectively.
	Responder concerned that home-to-school transport has huge cost implications that council budgets may be unable to accommodate for.	The Strategy aims to be ambitious but deliverable. The delivery Strategy sets out how the measures could be progressed.
Cycle Parking	Responder supports the promotion of cycle parking, especially in affluent areas.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
	Responder suggests increasing the number of bike sheds in schools.	

Theme	Consultation Responses	Project/ Design Responses
Deliverability	Participants do not consider the proposals to be deliverable and question the source(s) of funding.	The Strategy aims to be ambitious but deliverable. The delivery Strategy sets out how the measures could be progressed.
Distance to School	Responder states the proposals are not feasible for pupils living a significant distance from school.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a> MCC provides home to school transport for primary school and secondary school pupils who live more than 1.5 and 2 miles from their nearest suitable/catchment schools respectively.
EV School Buses	Respondent suggests the introduction of an electric vehicle school bus fleet.	MCC backs the decarbonisation of the bus fleet and is committed
Home to School Transport Proposals	Responder disagrees with the proposals and considers that it is the issue of those stuck in traffic not the councils – there is no requirement to change all schools at once and should instead be incremental. Proposals would be a waste of money, with parents having the final say on travel choices.	The Strategy seeks to encourage sustainable travel modes through a range of measures to help people make sustainable travel choices where possible.
	Participants support proposals of school travel plans, better parking enforcement and more active travel schemes.	Response noted.
	Responder suggests that each school review each of its pupil's route to school. Then suggests that MCC can calculate the % for each form of travel and where there is scope to remove car travel on a regular basis to encourage modal change.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
Impact of Weather	Respondent claims that proposals would be unfeasible in bad weather.	The Strategy seeks to encourage sustainable travel modes through a range of measures to help people make sustainable travel choices where possible.
Independence of Children	Respondent supports proposals as they consider encouraging children to have higher independence when travelling to school.	Response noted.
New Schools	Respondent makes suggestion to build more schools within the locality where needed to reduce congestion.	This is a matter for the Local Development Strategy and MCC supports measures to help school transport become safer and more sustainable.

Theme	Consultation Responses	Project/ Design Responses
Objectives	Respondent makes suggestion for making maximum appropriate use of timetabled bus services for home-to-school travel an objective of the plan.	The Strategy seeks to improve accessibility for all across a range of modes. Safety is a key criterion for the design of any considered active travel routes. The LTS aims to provide better services to rural areas – see BUS6 (rural bus routes) and section 6.9. Public transport, community and on-demand services are a part of the existing and future network to provide people with better choices.
Parking	Responder makes suggestion for phased parking restrictions outside schools while financially supporting school ‘walking buses’ on each major school approach – providing parking near schools away from traffic flow with safe school walking.	MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
	Responder claims that parents who work and need a car as part of the school/work run may struggle – those who are not working or WfH should be encouraged to walk/cycle/bus.	The Strategy seeks to encourage sustainable travel modes through a range of measures to help people make sustainable travel choices where possible.
Practicality	Respondent does not consider the proposals to be practical and suggests they will fail to work in Chepstow.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
Public Transport	Responder requests information surrounding whether public transport includes school bus services – if main school bus routes were withdrawn, responder fails to see how congestion can be reduced if buses are at capacity.	MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
	Responder supports a safe, frequent, reliable public transport system for school children who live outside of catchment areas – current bus system fails to consider this, making journeys longer than necessary.	Public service routes provide transport to catchment schools - where parental preference has been applied, and they have chosen a school other than the learners nearest suitable school, alternative transport arrangements may be required. Current public bus grant arrangements will not fund any improvements to the existing network - any additions would need to be funded solely by MCC.  Additional MCC bus subsidy commitments are not viable at present.



Theme	Consultation Responses	Project/ Design Responses
Rural Areas	Participants state that rural areas provide few walking options that are not dangerous – distances are too far, necessitating car use.	<p>The Strategy seeks to improve accessibility for all across a range of modes. Safety is a key criterion for the design of any considered active travel routes. The LTS aims to provide better services to rural areas – see BUS6 (rural bus routes) and section 6.9. Public transport, community and on-demand services are a part of the existing and future network to provide people with better choices.</p> <p>MCC provides home to school transport for primary school and secondary school pupils who live more than 1.5 and 2 miles from their nearest suitable/catchment schools respectively.</p>
Safety	Responder is concerned about the safety of a child walking to school – concern as many parents take children to school by car, making journeys by bike or on foot riskier – refers to A48 Pwllmeyric-Chepstow route.	MCC is committed to delivering on its responsibilities for active travel network improvements. Annual budgets are set accordingly. The Strategy measure reference AT27 addresses the A48 active travel route. MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
	Responder supports initiatives increasing safety of cycling for children and believes the proposals will improve the safety of the school drop-off and pick-up.	Response noted.
	Respondent states that safety is not an issue outside of school hours.	MCC will work with partners to help progress measures and supports initiatives

Theme	Consultation Responses	Project/ Design Responses
	Respondent suggests that the LTS should place more focus on the safety of children getting to school.	to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>  MCC is committed to delivering on its responsibilities for active travel network improvements. Annual budgets are set accordingly. The Strategy measure reference AT27 addresses the A48 active travel route. MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
School Congestion	Responder suggests increase the number of children on buses to reduce drop-off/pick-up congestion outside schools.	The Strategy seeks to help encourage sustainable modes of travel through a range of measures including behaviour change initiatives, in addition to those aimed at improving active travel and public transport (see sections 6.6, 6.7 and 6.8) to help reduce congestion outside schools. MCC supports measures to help school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
School Streets	Responder supports the provision of school streets and suggests considering parents driving habits.	Response noted.
	Respondent requests information on what a school street is.	To provide clarification: a street that services a school access.
Speed Limit	Respondent agrees with proposals as it is important to keep roads around schools at very low speed limits at key drop-off/pick-up times.	Response noted.
Staggered Timings	Responder suggests the use of staggered bus timings to allow for starting lessons for different year groups.	School hours are a matter for the education service providers – the Strategy seeks to improve accessibility to schools and education facilities.
	Responder disagrees with proposal as this requires changing school hours.	
	Respondent requests information on whether staggered timings for school buses allow for after school and breakfast clubs – more information needed on staggering timings as to whether children will be left waiting after school ends.	

Theme	Consultation Responses	Project/ Design Responses
Strategic Transport Group	Responder suggests making more use of a strategic transport group to provide necessary framework for setting out a school activity programme (car free days, active travel scheme delivery etc.) - can also include narratives for children to relay onto their parents.	MCC will consider these comments while working alongside the SEWCJC when discussing transport-related matters.
Travel Plan	Participants support the school travel plans – argue that all schools should have a travel plan. Proposals will be good for residential areas.	Response noted.
	Respondent claims that state schools should be left to deliver education outcomes and not have to work on travel plans.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
Walking School Bus	Responder considers walking school buses good in practice but over-reliant on volunteers.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>
	Responder suggests for walking school bus be accompanied by adult chaperons who will pick up children at various locations along the route.	MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: <a href="https://www.monmouthshire.gov.uk/school-transport/">https://www.monmouthshire.gov.uk/school-transport/</a>  Public service routes provide transport to catchment schools - where parental preference has been applied, and they have chosen a school other than the learners nearest suitable school, alternative transport arrangements may be required. Current public bus grant arrangements will not fund any improvements to the existing network - any additions would need to be funded solely by MCC.  Additional MCC bus subsidy commitments are not viable at present.

## A.12 Land Use Planning

**Table 11: Design response to general comments on proposed Land Use Planning initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
Agriculture	It was suggested to promote a resilient agricultural sector and to provide subsidies for electric car purchase.	MCC recognises the role of agricultural vehicles and movements / accesses across the county and the measures seek to improve conditions for travel for all groups of people. Subsidies are a matter for the UK Government but Wales has provided funding for the necessary infrastructure to accommodate EVs, see: <a href="https://www.gov.wales/ultra-low-emission-vehicle-transformation-fund-grants-awarded-2023-2024.html">https://www.gov.wales/ultra-low-emission-vehicle-transformation-fund-grants-awarded-2023-2024.html</a>
Commercial activity	Participants believe that all ambitions must be accompanied by commercial activity within Monmouthshire.	There is an urgent need for significant modal shift to decarbonise our transport system and the plan seeks to improve accessibility for all. Whilst land use planning and decision making is subject to the Local Development Plan and other material considerations, MCC does not have control over property prices or purchases etc.
Developer contribution	It was suggested that developers should make more of a contribution to active travel routes and public transport measures.	Developer contributions through the planning process remains a mechanism to help fund and deliver local transport improvements. MCC will work with developers and partners to help improve accessibility for all groups of people.  The RLDP is based on the concept of 20 minute settlements and will be accompanied by an infrastructure plan setting out the infrastructure needed to support site allocations. 80% of the new homes will be on four new strategic sites that are subject to an ongoing master planning exercise aligned with the Active Travel Proposals Maps.
Development viability	Participants state in reality development viability is likely to require trade-offs between these ambitions and other environmental and infrastructural obligations.	The Strategy aims to be ambitious but deliverable.
Lack of green space	Participants consider this policy has potential to result in more concentrated developments, with the impact of lack of green spaces.	This is an issue which will be considered as part of the forthcoming Replacement Local Development Strategy rather than this Local Transport Plan
Leisure routes	Participants state that emphasis must be put on leisure routes over mass cycle routes.	MCC is committed to delivering on its responsibilities for active travel and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. MCC's ATNM proposals seek to improve active travel for all trips including leisure.

Theme	Consultation Responses	Project/ Design Responses
Need for housing	Participants believe the policy fails to recognise the need to build more homes and the chronic housing shortage across the UK.	This is an issue which will be considered as part of the forthcoming Replacement Local Development Strategy rather than this Local Transport Plan
Net zero	Participants consider the Councils' core purpose is not to be zero-carbon.	The plan aligns with wider Welsh Government policy on climate change and reflects the nation's ambitions of reducing greenhouse gas emissions. The plan explains how it is driven the Council's Corporate Plan alongside relevant legislation and policy.
New developments	Participants agree with the transport infrastructure at new developments.	This will be considered as part of the forthcoming Replacement Local Development Plan. As set out in section 6.2, the draft Strategy suggests development proposals must promote modes which reduce the need to travel by car and increase provision for walking and cycling.
Reduction of parking standards	Participants do not agree with the reduction of parking standards for new developments.	The Strategy aims to provide sustainable links to RLDP sites (AT15). Intervention RSP1 considers tackling pavement parking. There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. The Welsh Government response to MCC's RLDP explicitly requires a reduction in parking standards.
Re-route A465	It was suggested to re-route the A465 allowing the new homes to be situated between the railway and the A465.	Trunk roads are the responsibility of the Welsh Government but MCC will continue to work to consider and deliver sustainable transport connections between new homes and key destinations including the railways station(s). A more workable option will be to reduce speed on this section of the A465 and provide pavements and cycle paths and make it feel like a street rather than like a bypass
Rural areas	Participants believe the ambitions will impact marginalised groups most, including those living in rural areas, certain socio-economic groups, and the elderly.	The LTS aims to provide better services to rural areas - see BUS6 (Rural bus routes) and section 6.9 . Public transport, community and on-demand services are considered to be part of the existing and future network to provide people with choices. Please refer to our Delivery Strategy which seeks to set out a Strategy to progress any preferred options in the future. The draft Strategy consultation has sought feedback on a wide range of options including those that aim to improve accessibility for those living in towns and rural areas, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan.

Theme	Consultation Responses	Project/ Design Responses
Rural Areas	Participants are concerned about the proposals to reduce car use in rural areas, as many people living in rural areas are dependent on car travel.	The LTS aims to provide better services to rural areas - see BUS6 (Rural bus routes) and section 6.9. The Strategy aims to be ambitious but deliverable. The delivery Strategy sets out how the measures could be progressed. The draft Strategy consultation has sought feedback on a wide range of options including those that aim to improve accessibility for those living in towns and rural areas, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan.
Town Planning	It was suggested planning permission for developments apart from infill should always firstly opt for brownfield sites where possible, but considers the policy seems to be towards going green field. Suggests it is the role of Planning to achieve proposals. New homes need to be zero carbon as standard and developers not adding a eco-premium to prices. retrofitting is still too costly and lacks the resources to be completed in time. AT infrastructures needs to be in place in tandem with development. The homes with 4 adults and 4 cars needs to be discouraged.	Suggestions related solely to the planning of development will be considered as part of the forthcoming Replacement Local Development Strategy rather than this Local Transport Plan. As stated at section 6.2, development proposals must promote modes which reduce the need to travel by car and increase provision for walking and cycling.
Transport infrastructure	Participants believe that the current road network will need maintenance and improvement before providing extra infrastructure.	The LTS has been developed to help inform the RLDP. Officers work closely together to ensure these issues are incorporated into planning decisions.

## A.13 Digital Connectivity

**Table 12: Design response to general comments on proposed Digital Connectivity initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
Broadband	Responder states that better connectivity reduces the need to travel but does not replace it – considers faster connections does not equate to higher reliability, with more ambitious intervention required.	The MCC LTS aims to be ambitious but deliverable and seeks to provide improved access for everyone and help them make sustainable choices where possible. MCC acknowledges this response.
	Participants are in support of improving broadband speeds and digital connectivity across the county.	
County focus	Responder’s concern lies in the fact that many people who are employed in the county reside elsewhere.	MCC acknowledges its role in regional planning as part of the SEWCJC where this issue will be considered - please refer to the Welsh Government's ambitions for a wide reaching network across the country: <a href="https://www.gov.wales/broadband-and-digital-infrastructure#:~:text=Our%20public%20funded%20fibre%20roll,coverage%20to%20more%20than%2055%25">https://www.gov.wales/broadband-and-digital-infrastructure#:~:text=Our%20public%20funded%20fibre%20roll,coverage%20to%20more%20than%2055%25</a>
Deliverability	Responder questions how the proposals set out will be funded.	MCC states that the delivery Strategy sets out how measures could be progressed.
Expand connectivity	Responder suggests a wider focus on providing sufficient 4G connectivity in places that currently lack adequate coverage.	MCC, with average internet speeds 39% lower than the UK average, outlines the need to improve connectivity and speeds (DC2) - improved speeds will help facilitate greater use of digital services at transport interchanges and across the county.
Healthcare	Participants expressed concerns with the promotion of online and telephone appointments – cannot emulate seeing a GP in person and can be detrimental to the health of patients if details are missed.	While this is a matter for healthcare services, MCC is seeking to help provide better access to healthcare services across the county.
	Participants argue that proposals fail to address the key personal aspects of healthcare and how the well-being of patients may be diminished if these aspects are not addressed.	
Impact on business	Responder argues that digital policies would put businesses at risk.	MCC is seeking to provide improved access for all groups of people to help make sustainable choices wherever possible – engagement with businesses will continue to ensure their needs and concerns are heard and addressed.
	Responder believes that better digital connectivity will support local businesses and is therefore welcomed.	
Public transport	Responder reinforces the importance of face-to-face interaction and suggests prioritising public transport over digital improvements.	MCC is seeking to provide improved access for all groups of people to help make sustainable choices wherever possible – providing improvements to both county-wide digital connectivity and public transport provision may be necessary to achieve.

Theme	Consultation Responses	Project/ Design Responses
Rural Areas	Participants agree that improved connectivity is a priority in rural areas for farmers and those who WfH. Support is needed to help them catch up to rural areas across the country after many broken promises surrounding network changes.	MCC acknowledges this with plans to focus on improving broadband connectivity and speeds (DC2).
Safety	Responder expresses concern that public networks lack security and are unsafe, limiting their usefulness.	MCC is seeking to provide improved access for everyone, with public network safety being a matter for the providers in-line with procuring authorities. More information regarding the Welsh Government's work on broadband and mobile can be found at: <a href="https://www.gov.wales/broadband-mobile">https://www.gov.wales/broadband-mobile</a>
Transport Hubs	Responder suggests considering the provision of solid Wi-Fi connections at rail and bus stations.	MCC acknowledges this response.
	Responder agrees that in order to deliver modern, safe, reliable transport services, modern digital infrastructure is essential.	
Travel Time	Responder agrees with sentiment that their time travelling would decrease with better internet speeds and connectivity as most of their shopping takes place online.	MCC acknowledges this outcome.
Vulnerable people	Responder believes that the vulnerable will suffer due to the proposed digital network improvements.	MCC is seeking to provide improved access for all groups of people to help make sustainable choices wherever possible.
Working from Home	Participants expressed concern around an over-emphasis the LTS places on WfH – states that it discourages socialising, lowers productivity and is low in inclusivity as not everyone can do it – fails to address certain sectors such as healthcare or manual work.	MCC acknowledges within the Strategy that remote working will not be feasible for everyone and is highly dependent on personal circumstances. Intervention (DC1) will promote agile working hubs to provide SIMULTANEOUS opportunities for socialisation and remote working. The Welsh Government has set targets of 30% of the Welsh workforce to work from or near to home on a regular basis – not a requirement for businesses but many have already eased changes into working practices.
	Responder acknowledges that faster internet makes WfH a more viable option and agrees that providing those residing in rural areas with better broadband and technology presents more avenues to work remotely.	MCC acknowledges this response.
	Participants agree with the digital connectivity proposals and see them as a priority – many argue that travelling to work will still be necessary despite better WfH opportunities.	



Theme	Consultation Responses	Project/ Design Responses
Working hubs	<p>Responder suggests that working hubs should be located close to public transport routes – acknowledges the lack of mobile phone coverage along the 65 Bus route, limiting real-time timetable access for passengers. Many bus passengers lack technological proficiency so up-to-date timetable information at bus stops remains vital. MCC assets, such as the Monmouth Market Hall, could be used to test such the hub model.</p>	<p>The Strategy seeks to improve both digital and public transport access for everyone. Comments and ongoing engagement will be considered for next steps of the proposed mobility hubs. MCC claims that they are rolling out real-time information at bus stations and will be updating timetables in April.</p> <p>MCC will work closely with partners to improve connectivity across the county, as outlined in the Delivery Plan.</p>
	<p>Responder supports the working hub proposal as locations where improved efficiency and effectiveness will help boost the economy.</p>	
	<p>Responder fails to see the benefit in the provision of dedicated working hubs as local facilities can provide these facilities, e.g., extending the use of facilities in local pubs and cafes.</p>	

## A.14 Freight and Logistics

**Table 13: Design response to general comments on proposed Freight and Logistics initiatives in the LTS**

Theme	Consultation Responses	Project/ Design Responses
Beneficial for everyone	Participants state that the system will not be beneficial for all.	The Strategy here is to create a proposal that is ambitious yet deliverable. The delivery Strategy sets out how the measures could be progressed. MCC acknowledges and agrees with this response.
Consumption	Participants state that freight and logistics initiatives will be required until MCC is able to reduce consumption patterns.	Delivery charges are not within the scope of the plan, but MCC will work with partners to help increase sustainable options for travel.
Crickhowel Bus Service	Participants would consider using the parcel locker service on the basis that improvements are made to the Crickhowell bus service.	The Strategy acknowledges the needs of rural communities and proposes improvements to existing rural bus services and on demand DRT services to link the timetabled network. While Crickhowell is not in Monmouthshire, MCC agrees with this proposal.
Delivery charges	Participants create suggestion stating that an increase in delivery charges is required to reduce the number of deliveries.	The Strategy does not cover delivery charges but proposes that MCC will work with partners to help increase sustainable options for travel. MCC agrees with this proposal, as the latter solution is more in the control of MCC and the Strategy rather than a factor like delivery charges which is determined by third-party decision-making. MCC states that consumption patterns of residents are also outside the scope of their strategy.
E-cargo Bikes	<p>Participants consider the proposal for the introduction of E-cargo bikes to be unfeasible given the inefficient nature of returning to base to complete each new delivery, which they claim delivery companies won't do. E-bike delivery would also fail to correspond with typical weather conditions.</p> <p>Participants supports the proposal for the use of e-cargo bikes for select members, on the premise that the proposal is economically viable.</p>	<p>Welsh Government-funded pilot schemes to accelerate the uptake of e-bikes and e-cargo bikes in Wales have sought to help usher in a cultural change in people moving around the country in a greener and more convenient transport network. These modes could well represent practical, more cost-effective alternatives to the car. These schemes reinforce existing Government policies to tackle congestion, get people more active, and reinforce the commitments made by Llwybr Newydd to meet significant reductions for transportation sector-related emissions. E-cargo bikes in particular offer potential to reduce van traffic in last mile delivery scenarios. The MCC is committed to align their policies with the sentiment that e-bikes and e-cargo bikes could help facilitate a cleaner, more efficient, cost-effective transit strategy in the region.</p>

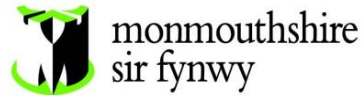
Theme	Consultation Responses	Project/ Design Responses
Environmentally friendly HGVs	Participants make suggestion that requests more consideration, with reference to parcel lockers, as to how Monmouthshire can support the use of environmentally friendly HGVs, such as BEVs or hydrogen powered HGVs. Suggests using exclusively hydrogen-HGVs for freight given hydrogen's energy intensity and the sector's demand. Further suggests improving electric vehicles – Amazon have adopted this principle, with drivers delivering a full van's worth of parcels within proximity.	MCC will consider all available technologies to help decarbonise county-wide transport and collaborate with partners to provide additional sustainable travel options.
Freight and Logistics proposals	Participants support any freight and logistics proposals if they carefully underline how they will help in reducing emissions. States that reducing delivery vehicles across the county is of high priority.	Noted
	Participants claim that the notion of freight decarbonisation is fantastical. Minimum attention should be paid to this area as money is better spent on matters closer to local people, e.g., education and social housing.	There is an urgent need for significant modal shift to help decarbonise the region's transport system and improve accessibility for all. MCC will work with partners to improve sustainable travel options.
	Participants question whether a survey has been conducted in Abergavenny to show any accidents or delays on roads from freight vehicles, as parcels often get delivered beyond the local area.	The Strategy has taken an evidence-based approach to setting objectives and identifying interventions. The suggestion for surveys may form part of future assessment work to progress measures should they proceed.
Funding	Participants question the origin of the funds necessary to support the proposals.	Noted
GP appointments	Participants question how a GP can adequately assess a patient over the phone	Whilst healthcare is a delivery matter for healthcare service providers, MCC is working closely with this sector to help ensure people can better access healthcare services across the county. MCC also recognises that this matter is outside the scope of the Transport Strategy.
High street shopping	Participants state that they have used parcel lockers in the past and, while they were useful, would still prefer to shop locally rather than online.	The Strategy can help facilitate both options for the public to provide a wider range of choices for purchasing goods – suggestion to locate some parcel lockers close to local shops/pubs will increase footfall for local businesses and place lockers in convenient locations.
Internet speeds	Participants claim that improving internet speeds for the disabled or those with other mobility issues is a positive step for all residents across the county.	MCC recognises this and agrees with the proposed response.
Key towns	Participants believe parcel lockers to be an excellent idea in towns and villages but acknowledge that environmental benefits could be negated if additional long-distance trips to said lockers are required.	Noted

Theme	Consultation Responses	Project/ Design Responses
M4 Bypass	Participants make suggestion to reinstate the M4 bypass between Magor and Tredegar Park	This is a matter that can only be dealt with by the Welsh Government.
Market conditions	Participants argue that all matters related to the consumption and delivery of goods is attributed solely to the market and consumers – MCC should instead focus on fixing social care and roads across the county.	MCC is seeking to provide improved access for all groups of people and help them make more informed, sustainable choices where possible.
	Participants agree to the sentiment that freight and delivery vans create unnecessary congestion on the MCC roads.	
Parcel Lockers	Participants oppose the proposal for parcel lockers in the region given that Amazon have begun trialling drone deliveries, with the aim of reducing home delivery demand and rendering the need for lockers as unnecessary. Parcel lockers, for the responder, are inconvenient for the public, too small for most parcels, inefficient for delivery firms, and necessitates more journeys.	The parcel locker interventions look to encourage people to use existing journeys to collect parcels, reducing both personal and freight journeys at once. Section 6.4 addresses this issue, stating “We will look at available data and consult with local communities around possible good locations that will enable them to pick-up and drop-off on their way to work, school, at public transport interchanges/mobility hubs or other daily trips”. MCC recognises that home deliveries will need to continue in some capacity for members of the community who are unable to travel due to mobility or health reasons. Where people can travel, proposed interventions will aim to support people in using existing trips to collect parcels.
	Participants support the parcel locker proposal as they already exist and are used regularly by the public – a good step forward would be to locate locker facilities in suitable locations	
	Participants disagree with the parcel locker proposal as Amazon are currently trialling drone deliveries – would reduce need for home deliveries and render parcel lockers redundant. Parcel lockers are, to the responder, inconvenient for public use, not used efficiently, and counter intuitive as would require more journeys.	
	Participants supports the idea of locating parcel lockers adjacent to village pubs/shops to increase footfall and local trade.	
	Participants consider the juggling of many parcels and large parcels to make active travel unsuitable.	
	Participants state that rail freight cannot replace road freight completely, as collecting goods from lockers will require travel to the locker sites. It is wishful thinking to suggest that people would collect goods from lockers by bus.	
	Participants argue that pensioners require home deliveries and cannot travel – suggest that new parcel locker system may prove confusing.	

Theme	Consultation Responses	Project/ Design Responses
	<p>Participants state that distribution centres risk adding to the demise of town centres, in addition to increased traffic throughout these locations.</p> <p>Participants claim there is no point in making a long car journey to collect a parcel just to save a van, which would make multiple trips in one go, making the same journey.</p> <p>Participants make the case that collecting a parcel would use the same carbon footprint as a delivery driver would use. They also claim that there are no public transport facilities in their village.</p> <p>Participants claim that parcel lockers that either support or are funded by big corporations take business away from the high-street, thus discouraging local spending. Also argues that not all purchases can be accessed through the lockers, and that transport is required to get there. May not be the best holistic approach for this matter.</p> <p>Participants disagree with the locker proposal as additional travel would be required often to access them. Assumes that public transport would not cater for routes to lockers, necessitating higher car use that would create more traffic and pollution than the current system.</p> <p>Participants question the safety and security of storing parcels for extended periods of time in unmanned lockers. Service would also require use of smartphone – may not be the most inclusive solution.</p>	
Public Transport	<p>Participants state that public transport cannot function to support the proposals set out.</p>	<p>The LTS seeks to provide better services within rural areas – see BUS6 (rural bus routes) and section 6.9. The Strategy aims to be ambitious and deliverable, coupled with a delivery Strategy that states how measures can be progressed.</p> <p>The draft Strategy consultation has sought feedback on an array of options including those that seek to improve accessibility for people in towns and rural areas. All comments will be accounted for as MCC commences work with the South East Wales Corporate Joint Committee on its own Regional Transport Plan.</p>

Theme	Consultation Responses	Project/ Design Responses
Rail use	Participants suggest that using rail transport for long distance freight journeys, meaning vans would only be required for local trips.	MCC will consider this suggestion as part of its role in regional transport Strategy making as part of the SEWTC given the cross-border nature of long-distance trips. Strategy will enable sustainable travel choices and help improve and decarbonise the movement of goods and people across the region.
Rural areas	Participants agree with the parcel locker proposal to be compatible with rural areas if residents have the option of reviewing collection options. This would require individual commitments and changes. MCC cannot be seen to negatively impact	Noted
Severn Bridge tolls	Participants disagree and want to remove the campaign to reintroduce toll charges at the Severn bridge.	<p>Currently, the remit to reintroduce tolls on the Severn bridges sits with the UK Government, not MCC. MCC does not Strategy on lobbying the Government over these matters.</p> <p>The MCC LTS features a long list of options, of great significance to the area and its people that considered contributions from stakeholders and professionals to consider all potential changes to the current network. The reinstatement of the Severn bridge tolls was one of several options that do not meet the appraisal criteria for proposal delivery.</p>

This page is intentionally left blank



**SUBJECT:** Uploading S106 Capital Sums into 2024/25 Capital Budget

**MEETING:** Cabinet

**DATE:** 15<sup>th</sup> May 2024

**DIVISION/WARDS AFFECTED:** Caldicot, Magor with Undy, Abergavenny, Mardy

**1. PURPOSE:**

To authorise the uploading of capital sums from Section 106 Agreements received from the developments specified into the 2024/25 Capital Budget

**2. RECOMMENDATIONS that:**

- 2.1 a capital budget of £95,000 be created in 2024/25 to fund play area improvements at the Cas Troggi Open Space in Caldicot, and that this is funded by corresponding contributions of £69,120 from the Section 106 balances held by the council from the S106 Agreement in relation to the former White Hart Public House in Caldicot (Planning Ref: DC/2013/00796) and £25,880 from the Section 106 balances held by the council from the S106 Agreement in relation to the development of land east of Church Road, Caldicot (Planning Ref: DM/2018/00880).
- 2.2 a capital budget of £144,456 be created in 2024/25 to fund works at one or more of three beneficiary sites in Caldicot (Caldicot Greenway, Caldicot Castle Country Park, Caldicot Town Centre Regeneration Scheme), and that this is funded by a corresponding contribution of £144,456 held by the council from the S106 Agreement in relation to the development of land east of Church Road, Caldicot (Planning Ref: DM/2018/00880).
- 2.3 the decision on which beneficiary projects the £144,456 funding will be spent be delegated to the Chief Officer for Customer, Culture and Wellbeing in consultation with the Cabinet Member for Equalities and Engagement, this decision to be taken following consultation with the local Caldicot county council members and Caldicot Town Council.
- 2.4 a capital budget of £24,629 be created in 2024/25 to fund play area improvements at Rockfield Farm, Undy and that this is funded by a corresponding contribution of £24,629 from the Section 106 balances held by the council from the S106 Agreement relating to the development of land at Vinegar Hill, Undy (Parcel A) (Planning Ref: DM/2019/01937).
- 2.5 a capital budget of £13,422 be created in 2024/25 to fund advance planning works on land at Knollbury to establish increased recreation facilities for the Magor with Undy area and that this is funded by a corresponding contribution of £13,422 held by the council from the S106 Agreement relating to the development of land at Vinegar Hill, Undy (Planning Ref: DM/2019/01937).



- 2.6 the above amount (specified in para 2.5) be utilised to offset the costs of obtaining planning permission for the recreational use of land adjacent to Rose Cottage, Knollbury, Magor currently held on capital budget code 90847.
- 2.7 a capital budget of £120,000 be created in 2024/25 for play area improvements at Mardy Playing Field and that this is funded by a corresponding contribution of £120,000 from the Section 106 balances held by the council from the S106 Agreement in relation to the development of land at Deri Farm, Abergavenny (Planning Ref: DC/2014/01360).
- 2.8 when uploaded into the 2024/25 capital budget, the funding of £120,000 set out in para 2.7 above is transferred to the Llantilio Pertholey Community Council, as owners of the Mardy Playing Field, and that officers work closely with the community council to agree and implement a range of play area improvements.
- 2.9 A capital budget of £13,230 be created in 2024/25 for play area improvements at Bailey Park, Abergavenny and that this is funded by a corresponding contribution of £13,230 from Section 106 balances held by the council from the S106 Agreement for the development of land at The Hill, Abergavenny (Planning Ref: DC/2015/01585)

### **3. KEY ISSUES:**

- 3.1 When new residential developments in the county are granted planning permission, this invariably involves the developer entering into a Section S106 Agreement to provide new or upgrade existing play areas, public open spaces and recreation sites. The S106 Agreements contain clauses specifying the areas or sites where the funding is to be used (the beneficiary sites) and the timescale in which the money has to be spent (the spend by dates).
- 3.2 The agreements are entered into under the provisions of Section 106 of the Town and Country Planning Act 1990 (Amended). These are legally binding agreements and contain contractual commitments for the council and for the owner or developer. In the case of the sites referred to in this report, the developers in each case have met their contractual obligations and the funding set out in Section 2 (recommendations) has all been received by the council.
- 3.3 It is proposed to spend this funding on the projects specified in the following paragraphs, beginning with para 3.5, so that the council can fulfil its legal obligations as set out in the respective S106 Agreements.
- 3.4 Members will be aware that in Wales, play is a statutory duty of local authorities and every three years councils have to undertake a detailed play sufficiency assessment, together with an annual review. The proposals outlined in this report relating to play are in line with the

council's adopted play sufficiency assessment. The council has also adopted in principle the Fields in Trust six-acre standard that contains guidance on outdoor play, but it has adopted a more strategic approach to developing playparks in recent years, to avoid a proliferation of small pocket parks, which provide very little in terms of play value.

- 3.5 The play area at Cas Troggi (also known as the Hall Park Open Space) in Caldicot was installed back in the 1960s/70s. When the council commissioned an independent play value assessment of 110 sites in the county in 2019, the Cas Troggi site was ranked as "poor", scoring a mere 15 out of a possible 84 points. It is proposed to replace the play equipment and enclose the play area, using the funding identified in recommendation 2.1 of this report. The works were scheduled to start in December 2023 but have been delayed due to the wet conditions on site. The footpaths around the play area have been improved and resurfaced, using Active Travel funding in advance of the play equipment installation and landscape improvements have been made to the wider open space at Cas Troggi, utilising Welsh Government green infrastructure funding.
- 3.6 The £144,456 referred to in para 2.2 is the remaining balance of the offsite recreation contribution from the Church Road (east) development site. It is proposed that this sum is held in the capital budget and utilised towards one or more of the three remaining beneficiary sites, namely Caldicot Greenway, Caldicot Castle & Country Park and Caldicot Town Centre Regeneration, and that a decision on the allocation of this funding is delegated to the relevant Chief Officer and Cabinet Member.
- 3.7 The sum of £24,629 (para 2.4) will be used to carry out improvements to the play area at Rockfield Farm, as specified in the S106 Agreement.
- 3.8 The £13,422 referred to in paras 2.5 and 2.6 is the remaining balance of offsite recreation funding received from the Vinegar Hill development and is to be used to offset the current overspend in the capital budget as a result of expenditure incurred on plans and surveys undertaken to support the submission of a planning application for the Knollbury site. It is proposed to utilise this sum to offset the overspend and cover the costs of submitting a formal planning application.
- 3.9 When planning permission for the Deri Farm development north of Abergavenny was granted, there was limited space available on site to provide a new neighbourhood play area, so provision was made for an offsite contribution to improve the existing play area at Mardy Playing Field, which is a short walk away from the new development. The £120,000 (referred to in paras 2.7 and 2.8) will be sufficient to cover the costs of a substantial upgrade of the existing play facilities. As Mardy Playing Field is not owned by this council, officers will work with the site

owners (Llantilio Pertholey Community Council) to make sure that the play area improvements are carried out. In addition to the play area contribution, separate contributions were included in the S106 Agreement to improve footpaths in the area between the new houses, Llantilio Pertholey Primary School and the Mardy Playing Field. Those improvements have now been implemented.

- 3.10 The sum of £13,230 (para 2.9) will be used to carry out improvements to the play area and surfacing at Bailey Park.

#### **4. INTEGRATED IMPACT ASSESSMENT (INCORPORATING EQUALITIES, FUTURE GENERATIONS, WELSH LANGUAGE AND SOCIO ECONOMIC DUTY)**

The Integrated Impact Assessment is attached at Appendix 2. This highlights the positive impacts of play and outdoor recreation on children/young people, families and communities.

#### **5. OPTIONS APPRAISAL**

In reality, there are no options to appraise – the funding referred to in this report has been given for specific purposes as specified in Section 106 Agreements, under which the council has a contractual obligation.

#### **6. EVALUATION CRITERIA**

Progress will be monitored in October 2024 to assess progress with the various projects referred to in this report.

#### **7. REASON**

This is a continuation of the council's continued investment, sometimes in partnership with town and community councils and other bodies, in recreation and play to achieve significant community benefits, but there needs to be an approved budget in place to cover the costs incurred.

#### **8. RESOURCE IMPLICATIONS**

There are no additional resource implications, as the expenditure involved will be covered by Section 106 balances.

#### **9. CONSULTEES**

Cabinet

Local Members

Senior Leadership Team

Chief Officer – Customer, Culture and Wellbeing

**10. BACKGROUND PAPERS**

- 10.1 Section 106 Agreement dated 8<sup>th</sup> January 2019 between MCC and Worthy Developments in relation to White Hart Public House
- 10.2 Section 106 Agreement dated 17<sup>th</sup> April 2019 between MCC, Harvington Properties & Others in relation to Church Road Caldicot
- 10.3 Section 106 Agreement dated 16<sup>th</sup> June 2022 between MCC and Vistry Homes in relation to land at Vinegar Hill, Undy
- 10.4 Section 106 Agreement dated 19<sup>th</sup> January 2018 between MCC and Persimmon Homes Ltd and Others in relation to land at Deri Farm, Abergavenny
- 10.5 Section 106 Agreement dated 28<sup>th</sup> September 2016 between MCC, Edenstone Homes and Coleg Gwent in relation to land at The Hill, Abergavenny

Extracts showing the council's legal obligations contained in the above Section 106 Agreements are set out in Appendix A to this report.

**11. AUTHOR & CONTACT DETAILS:**

Mike Moran, Community Infrastructure Coordinator

Email: [mikemoran@monmouthshire.gov.uk](mailto:mikemoran@monmouthshire.gov.uk)

Tel: 07894 573834

**Extracts from relevant Section 106 Agreements**

**Cas Troggi Play Area - Paras. 2.1, 2.2, 3.4 and 3.5**

Section 106 Agreement dated 8<sup>th</sup> January 2019 between MCC and Worthy Developments – in particular Clause 1.1, Schedule 3 as follows:

*An offsite open space/play contribution in the sum of £69,120 to be used for improvements to the Hall Park Open Space, as this is the closest public open space to the application site*

**Caldicot Greenway, Country Park and Town Centre Redevelopment**

**Paras 2.2, 2.3 and 3.6**

Section 106 Agreement dated 17<sup>th</sup> April 2019 between MCC, Harvington Properties & Others – in particular Clause 7.1 of Schedule 1 and Clauses 1.1 and 1.2 of Schedule 3 as follows:

*7.1 to pay a sum of £1,566 indexed in respect of each Market Dwelling constructed at the Development (the “Off-Site Recreation Contribution”) to be used by the Council to support and develop off-site recreational facilities in the vicinity of the Development, which shall include one or more of the following: the Caldicot Greenway Scheme; Caldicot Castle Country Park; Hall Park Open Space; and the Caldicot Town Centre Regeneration Project.*

*1.1 Where the council receives any financial contribution from the Owner in respect of any obligations in this Agreement, the Council shall use the financial contribution only for the purpose for which it was paid.*

*1.2 In the event that any financial contribution received from the Owner in respect of any obligations contained in this Agreement has not been spent or committed for expenditure by the Council within 5 years from the date of receipt the Council shall refund to the Owner any part which has not been spent or committed for expenditure, together with any accrued interest.*

**Rockfield Farm Play Area - Paras 2.4 and 3.7**

Section 106 Agreement dated 16<sup>th</sup> June 2022 between MCC and Vistry Homes – in particular Clause 3 of Schedule 1 and Clauses 1.1 and 1.2 of Schedule 2 as follows:

*3. On or before the Commencement Date to pay to the Council the sum of £23,235 in relation to the play provision towards the cost of providing, expanding or improving a centralised play facility at the existing Rockfield Farm site*

**Note: the amount received is £24,629 because the contribution was index linked**

*1.1 I Not to use any part of the Contributions other than for the purposes for which it was paid (whether by the Council or another party*

*1.2 In the event that any of the Contributions have not been spent or Committed for expenditure by the Council within 5 years following the date of receipt of the Contribution the Council shall refund to the*

*Owner any part of the Contributions which have not been spent or committed for expenditure, together with accrued interest.*

**Knollbury Recreation Site – Paras 2.5, 2.6 and 3.8**

Section 106 Agreement dated 16<sup>th</sup> June 2022 between MCC and Vistry Homes – in particular Clause 4 of Schedule 3, as follows:

*4.0 On or before the Commencement Date to pay to the Council the following sums in relation to the offsite recreation contributions*

- a. £3,292 per Private Dwelling*
- b. £2,469 per Affordable Housing Unit*

*to be used for the provision or enhancement of recreation/community facilities at the Three Fields site and on land in Knollbury (or the wider local area) to establish increased community recreation facilities there.*

**Note: the amount of offsite recreation funding received from this development was £235,542 – 222,120 of which was used to part fund the capital costs of the new Community Hub on the Three Fields Site, which leaves a remaining balance of £13,422 to be spent on preparations for the new recreation site at Knollbury**

**Mardy Playing Field and Play Area – Paras 2.7, 2.8 and 3.9**

Section 106 Agreement dated 19<sup>th</sup> January 2018 between MCC and Persimmon Homes Ltd and Others – in particular Clauses 1 and 2.2 of Schedule 2, as follows:

- 1. The sum of £120,000 towards improving the existing Local Equipped Area for Play (LEAP) at Mardy Recreation Ground*
- 2.2 The Council agrees with the Landowner to use the Contribution only for improving the LEAP at Mardy Recreation Ground and for no other purpose.*

**Bailey Park Play Area – Paras 2.9 and 3.10**

Section 106 Agreement dated 28<sup>th</sup> September 2016 between MCC, Edenstone Homes and Coleg Gwent – in particular Clause 2.1 in Schedule 2, as follows:

- 2.1 The developer will pay £13,230 to be applied towards children's play provision*

This page is intentionally left blank



# Integrated Impact Assessment document

(incorporating Equalities, Future Generations, Welsh Language and Socio Economic Duty)

<p><b>Name of the Officer:</b> Mike Moran</p> <p><b>Phone no:</b> 07894 573834</p> <p><b>E-mail:</b> mikemoran@monmouthshire.gov.uk</p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p>To upload S106 sums into the 2024/25 Capital Budget to enable works to be undertaken on a number of capital projects in the current financial year</p>
<p><b>Name of Service area:</b> MonLife Countryside</p>	<p><b>Date:</b> March 2024</p>

1. **Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

Page 319

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	No employment/training issues identified. The proposals will benefit residents of all ages, in particular children and young people.	No negative impact identified	N/A
Disability	The improvements proposed, in particular those relating to play provision will be designed to be accessible, wherever possible to people with disabilities and/or mobility issues	No negative impacts identified, other than the fact that certain items of play equipment may be difficult to access for persons with a physical impairment	



Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Gender reassignment	.Neutral	Neutral	N/A
Marriage or civil partnership	Neutral	Neutral	N/A
Pregnancy or maternity	The sites will be designed for ease of access for pushchairs and wheelchairs	Neutral	N/A
Race	.Neutral	Neutral	N/A
Religion or Belief	.Neutral	Neutral	N/A
Sex	The proposals are of equal benefit to people of all genders	Neutral	N/A
Sexual Orientation	.Neutral	Neutral	N/A

## 2. The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
<b>Socio-economic Duty and Social Justice</b>	The proposals in this report represent improvements to recreation and/or play provision in a number of communities across the county, the majority of which are free at the point of access.	Neutral	N/A.

### 3. Policy making and the Welsh language.



How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
<p><b>Policy Making</b></p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language no less favourably</p>	<p>The majority of the proposals relate to installing, replacing or upgrading children's play areas – none of which are staffed sites.</p> <p>All signage on the sites will be bilingual to meet the requirements of the Welsh Language legislation.</p>	<p>Although this will mean that the Welsh language is treated no less favourably, it does nothing to promote or encourage the use of the Welsh language</p>	<p>The Welsh language will take precedence of place on bilingual signage.</p> <p>It may be possible to include bilingual names of individual pieces of play equipment to provide the opportunity for children and their families to use more Welsh words</p>
<p><b>Operational</b></p> <p>Recruitment &amp; Training of workforce</p>	<p>Not applicable</p>	<p>Not applicable</p>	<p>N/A</p>
<p><b>Service delivery</b></p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>Those who wish to report concerns in Welsh can do so via the established means of communication with the council in Welsh by phone, email, twitter, Facebook, letters, forms, website, etc.</p>	<p>Not applicable</p>	<p>N/A</p>




**4. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs	The projects will be funded from S106 balances provided by developers of residential housing in the county, so there is no call on the council's core capital budget.	
<b>A resilient Wales</b> Maintain and enhance biodiversity and land, river and coastal ecosystems that support resilience and can adapt to change (e.g. climate change)	The projects involved in this proposal are important community and recreation facilities in the local area, some of which will involve landscape improvements to make the most of the natural environment	
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	The projects to be implemented with the funding uploaded involve improving peoples' physical and mental wellbeing by providing outdoor recreation opportunities	
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	When they are completed the projects will contribute to the safety and cohesiveness of the local communities in which they are located	
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	The availability of good quality & accessible facilities in the local community means that local people do not have to travel to other areas by car or by public transport, thereby contributing to a reduction in harmful nitrogen dioxide emissions.	
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	There are no specific proposals in this report to promote the Welsh language but the improvements proposed will encourage more participation in outdoor recreational activities.	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	The improvements will encourage improved access for and participation by disabled people and people with other support needs – also by all sections of the community regardless of their background or ability	

**5. How has your proposal embedded and prioritised the sustainable governance principles in its development?**

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Long Term</b></p> <p>Balancing short term need with long term and planning for the future</p>	<p>The sustainability of the sites has been assessed and officers are confident that the investments proposed will be sustainable in the longer term.</p>	<p>Funding is proposed from existing S106 balances to cover the cost of the works proposed.</p>
 <p><b>Collaboration</b></p> <p>Working together with other partners to deliver objectives</p>	<p>Some of the projects proposed involve working closely with the community and other parties to deliver improved facilities and to ensure better access for children with disabilities and other support needs.</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Involvement</b></p> <p>Involving those with an interest and seeking their views</p>	<p>In some instances there has been prior consultation with local interested parties, including local members and town and community councils.</p> <p>With some of the more recent S106 contributions received, that consultation has yet to take place.</p>	
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>The proposals involve the enhancement of facilities, as per the intention of the Section 106 Agreements from where the funding has arisen. Problem prevention is not the basis upon which the funding has been given but investing in the improvement of existing facilities will help to prevent problems occurring.</p>	
 <p><b>Integration</b></p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The projects will have positive impacts on the health and wellbeing of people living in the areas of benefit stipulated in the Section 106 Agreements</p>	

**6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?**

	<b>Describe any positive impacts your proposal has</b>	<b>Describe any negative impacts your proposal has</b>	<b>What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?</b>
Safeguarding	All of the proposals are designed to increase participation by local people, irrespective of their backgrounds.	No negative impacts identified	N/A
Corporate Parenting	Neutral	No negative impacts identified	N/A

**7. What evidence and data has informed the development of your proposal?**

Page 326

- Local population data taken from census information
- Information from respective Section 106 Agreements
- Data from field play value assessments

**8. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?**

**Positive Impacts**

- The proposals comply with the statutory tests relating to Section 106 funding
- The projects identified in the report will have a positive impact on the health and wellbeing of local residents
- People with protected characteristics will benefit from the improvements proposed

**Negative Impacts**

- It is difficult to demonstrate that the project will have a meaningful benefit for promoting the Welsh language

The above impacts have not materially changed the recommendations contained in the report

**9. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.**

What are you going to do	When are you going to do it?	Who is responsible
Work with colleagues in other in other directorates, and in consultation with the relevant local members and town and community councils to implement the proposals contained within this report, once the specified amounts have been uploaded into the capital budget.	2024/25 Financial Year	Community Infrastructure Coordinator

**10. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.**

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Internal Consultation	Oct 2023 - Mar 2024	Adjustment of some of the S106 figures
2	Cabinet	15 May 2024	

Page 327



This page is intentionally left blank

<b>SUBJECT:</b>	<b>CLIMATE AND NATURE EMERGENCY STRATEGY 2024</b>
<b>MEETING:</b>	<b>CABINET</b>
<b>DATE:</b>	<b>15th MAY 2024</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>ALL</b>

## 1. PURPOSE:

- 1.1 To seek adoption of the Climate and Nature Emergency Strategy (Appendix 1) and 4 Action Plans which set out how the Strategy is to be delivered (Appendix 2).

## 2. RECOMMENDATIONS:

- 2.1 That Cabinet agrees to sign off and adopt the Climate and Nature Emergency Strategy and 4 Action Plans. The action plans set out how the council will address: Council Emissions, Nature Recovery, Rivers and Oceans and Communities and Climate.
- 2.2 That Cabinet agrees that the Action Plans are delivered by Service Area Officers/Managers and coordinated by the Chief Officer – Communities and Place. This will enable strategy ownership and delivery across all services. Progress will be reported to the Climate and Nature Emergency Steering Group.

## 3. KEY ISSUES:

- 3.1 In 2019 Council agreed to declare a Climate Emergency unanimously passing a motion committing the council to:
- Strive to reduce its own carbon emissions to net zero in line with the Welsh Government target of 2030;
  - Encourage and support residents and businesses to take their own actions to reduce their carbon emissions;
  - Work with partners across the county and other councils and organisations to help develop and implement best practice methods in limiting global warming to less than 1.5 °C.
- 3.2 In October 2019 a strategy and action plan were adopted, and in November 2021 the action plan was refreshed to include the nature emergency.
- 3.3 Since 2021, other work streams have developed, including work on rivers and oceans, following the council's Motion for the Rivers and Ocean. In February 2024 the Climate and Nature Emergency Strategy has been reviewed and updated to include these additional work streams and to better reflect the Community and Corporate Plan. The Strategy and 4 action plans are key to delivering council's purpose of "a zero carbon county, supporting well-being, health and dignity for everyone at every stage of life".
- 3.4 A refreshed Climate and Nature Emergency Steering Group has met over the last year to learn more about these work streams and provide challenge. The Steering Group has cross-party membership and has agreed the following format for the new strategy and action plans:

# Climate and Nature Emergency Strategy

Council  
Emissions



Nature  
Recovery



Rivers and  
Ocean



Communities  
and Climate



- 3.5 The delivery of the Action Plans will be led by Service Area Officers and Managers and reported on every six months to the Climate and Nature Emergency Steering Group.
- 3.6 The purpose and objectives of each Action Plan are as follows:

## Council Emissions

### **Purpose:**

Strive to reduce the council's carbon emissions to net zero by 2030

### **Objectives:**

- 1 Strategic – Support the collection of data and resource management
- 2 Buildings – Reduce and remove the carbon emissions from our built environment
- 3 Transport – Reduce and remove the carbon emissions from operational, business and commuting emissions
- 4 Procurement– Reduce in-direct emissions from the supply chain
- 5 Land Use– Reduce emissions from land use polices and how the Council uses its land

## Nature Recovery

### **Purpose:**

Maintain and enhance biodiversity and ecosystems resilience through the Council's operations and working in partnership with communities

### **Objectives:**

- 1 Embed biodiversity throughout decision making at all levels
- 2 Provide nature-based opportunities to raise awareness, support health and well-being and encourage action for nature

- 3 Undertake land management for biodiversity and promote ecosystem resilience
- 4 Influence land management to improve ecosystem resilience
- 5 Tackle key pressures on species and habitats
- 6 Support landscape scale projects and partnerships to maximise delivery
- 7 Use improved evidence, understanding and monitoring to inform action
- 8 Monitor the effectiveness of the plan and review

### **Rivers and Oceans**

***Purpose:***

Work towards clean, healthy and productive rivers and ocean

***Objectives:***

- 1 Reduce sewage, phosphate and other chemical pollution in our rivers
- 2 Reduce plastic and other litter pollution in rivers and coast areas
- 3 Protect natural habitats along our rivers, estuaries and coast
- 4 Minimise the impacts of flooding on communities by mitigation and adaptation (rivers and coastal areas)
- 5 Raise awareness of the importance of our rivers and coasts

### **Communities and Climate**

***Purpose:***

Work with communities, partners and business to reduce carbon emissions

***Objectives:***

- 1 Reduce energy use and increase renewable energy across the county
- 2 Reduce waste and what we buy by encouraging people to reduce, re-use and recycle more
- 3 Encourage active travel, public transport and low emission vehicles
- 4 Help people understand climate change and what they can do to make a difference
- 5 Prepare and adapt for the impact of climate change

3.7 The Climate and Nature Emergency Action Plan cannot be delivered by the Council alone. We need other partners to join us in helping to reduce carbon emissions across the county including public bodies and anchor institutions sitting on the Public Service Board, citizens, businesses and voluntary groups. As a result, many of the actions within the 4 Action Plans can only be delivered through partnership.

3.8 We must do this while continuing to provide the services which form part of the social foundations on which our communities are built. We know that this will not be easy, given the financial and resource challenges that the Council, along with all public services are facing.

#### **4. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):**

4.1 The Climate and Nature Emergency Strategy has significant positive contributions to make to the Wellbeing Goals. In particular it has strong benefits for a Prosperous Wales, by developing a low carbon economy and thinking carefully about sustainable procurement. There are also benefits for a Resilient Wales, based on changes to the way we manage

green spaces. A Healthier Wales will be enhanced by improvements to air quality from more sustainable travel and more walking and cycling. There is also significant potential to contribute to Cohesive Communities, by working collaboratively and in partnership with our communities. There are no negative impacts on the Well-being Goals.

- 4.2 There are no significant positive or negative impacts on the protected characteristics, safeguarding or corporate parenting. The principles of Long term, Prevention, Integration, Collaboration and Involvement have been used throughout the development of the Action Plans.

## 5. OPTIONS APPRAISAL

- 5.1 Doing nothing is not an option. Addressing climate change is a key priority of the council, and we are required by Welsh Government to reduce our carbon emissions and work towards becoming net zero. However, the extent of our ambition around climate and nature remains subject to a number of options, set out below:

	<b>Option</b>	<b>Pros</b>	<b>Cons</b>
1	Focus solely on direct MCC emissions and our own land	Easy to manage and measure Within the remit of the council	Will miss large emissions from the wider community
2	Focus on direct MCC emissions and our own land as well as some actions which will reduce emissions and assist nature recovery across the whole county	Many actions are easy to manage and measure Will impact on a wider range of emissions Potential to involve wider community and partners Maximises policy levers that we do have in place to influence county emissions e.g. transport, waste	Harder to measure county emissions Will require further resources
3	Broaden the action plan to address all the emissions of the whole county	Could potentially give the most comprehensive carbon reductions Potential to involve wider community and partners	Hard to measure and manage Policy levers to influence wider county emissions are not in place Emissions are beyond council control Lack of council resources to address emissions of whole county

- 5.2 The decision has been made to continue along the lines of option 2 as a pragmatic approach which incorporates our own emissions and land management as well as some wider county emissions and nature recovery where we have the policy levers, resources and capacity to do so.

## 6 EVALUATION CRITERIA

- 6.1 Updates on progress against each of the actions are presented to the Climate and Nature Emergency Steering Group with the Cabinet member providing periodic updates to Cabinet.

## 7 REASONS:

- 7.1 To ensure that the Council sets out how it intends to address the climate and nature emergencies, in order to deliver its policy commitment and moral obligations to reduce carbon emissions and help nature recovery.

## **8 RESOURCE IMPLICATIONS:**

- 8.1 Achieving this commitment will not be cost neutral and there are likely to be decisions that will have to be made in future which will require additional capital and revenue financial resources to be allocated.
- 8.2 The cost for all the actions is not yet fully known, for example the cost of future net zero buildings will depend on a range of factors at the design stage. Actions will be funded in different ways, some are zero cost or will require officer time alone, some will be grant funded, some will be funded by prudential borrowing and invest to save schemes. It is anticipated that where additional funds are needed these will be subject to subsequent decision making processes.

## **9 CONSULTEES:**

Cabinet  
Senior Leadership Team  
Climate and Nature Emergency Steering Group  
Place Scrutiny

Summary of feedback from Place Scrutiny:

- Broadly welcome the strategy and action plans, particularly the inclusion of plastic waste, littering and Severnside waterway and coastal issues.
- Would like more data on tree and hedgerow planting and removal.
- Would like to know more about dark skies policies, and are concerned when the council leaves lights on at premises, affecting light pollution and energy use.
- Want to ensure that electric vehicles are not seen as the solution to everything.
- Important that we bring the community along with us, and concern that language used might make people feel overwhelmed.

## **10 BACKGROUND PAPERS:**

Appendix 1 – Climate and Nature Emergency Strategy  
Appendix 2 – Climate and Nature Emergency Action Plans

## **11 AUTHORS:**

Hazel Clatworthy, Sustainability Policy Officer

## **12 CONTACT DETAILS:**

Tel: 01633 644843  
E-mail: [hazelclatworthy@monmouthshire.gov.uk](mailto:hazelclatworthy@monmouthshire.gov.uk)

This page is intentionally left blank





**Monmouthshire County Council  
Climate and Nature Emergency Strategy  
February 2024**





<b>Title</b>	Climate and Nature Emergency Strategy
<b>Purpose</b>	This strategy outlines the council's response to the climate emergency declared in May 2019, the Motion for Rivers and Ocean declared in March 2022 and nature emergency declared in ????
<b>Owner</b>	Monmouthshire County Council
<b>Approved by</b>	
<b>Date</b>	
<b>Version Number</b>	3.0
<b>Status</b>	
<b>Review Frequency</b>	Annual
<b>Next review date</b>	
<b>Consultation</b>	

## Contents

Foreword.....	4
Background .....	6
Setting the scene.....	7
Climate Change and carbon emissions .....	7
Nature recovery .....	9
Rivers and ocean .....	10
How are we responding? .....	12
Climate Adaptation .....	15
The benefits of action .....	16
Playing your part.....	16
Monitoring progress .....	17
Annex 1 - The Councils Carbon Emissions – How they are calculated and reported .....	18

## Foreword

How we reduce our contributions to climate change, manage the impacts of climate change and reverse the decline in species and habitats is one of the major challenges facing society today. At Monmouthshire County Council, we recognise that we have a critical role to play by looking at our organisation, estate and assets and how we manage them to reduce carbon and improve biodiversity. But perhaps even more significantly we have a hugely important role to play in working with other organisations, community groups, business and others to help everyone who visits, lives or works in Monmouthshire to reduce their environmental impact too.

Our Community and Corporate Plan sets out our purpose “to become a zero-carbon county, supporting well-being, health and dignity for everyone at every stage of life”. One of the objectives which will deliver this purpose is to work towards a Green Place for people to live and work, with reduced carbon emissions, and making a positive contribution to addressing the climate and nature emergency.

In 2019 councillors in Monmouthshire were unanimous in declaring a climate emergency. Since that date, the Council has published a climate emergency action plan, and then updated it and increased the focus on the nature emergency. In 2022 we declared a Motion for the Rivers and Ocean, and are working with multiple partners to try and improve water quality in our rivers.

This strategy aims to tie together the focus on all of these areas of work, and forms a high level strategy under which 4 action plans sit, which address Council Emissions, Nature Recovery, Rivers and Ocean and Communities and Climate.

We recognise that we cannot address the climate and nature emergencies alone. All of the action plans require us to work with public bodies, partners, businesses, community groups and individuals.

We recognise the outstanding beauty of Monmouthshire. As custodians of this stunning place we need to encourage residents and visitors to enjoy it, protect it and conserve it. The natural world in all its guises is the backdrop to our tourism and visitor economy. We will work with others to promote access to our special places whilst protecting the environment, support nature recovery, reduce our carbon emissions, reduce the risk of flooding and promote the circular economy.

But even if we do all these things, we will still see the impacts of climate change such as warmer, wetter winters, hotter, drier summers and more extreme weather events. We need to ensure that our county is resilient to these impacts and that people, society and nature are able to adapt to a changing climate.

These are all big challenges, that we are undertaking at a time of great financial pressure on the council against a backdrop of the cost of living crisis. It will not be easy, but we are committed to working with others to do all that we can to address the climate and nature emergencies for the wellbeing of present and future generations.

**Cllr Catrin Maby,**  
**Cabinet Member for Climate Change and the Environment**



## Background

In May 2019 Monmouthshire County Council declared a Climate Emergency, with unanimous support from Councillors across all parties. This set out a clear policy commitment for the council to:

- strive to reduce its own carbon emissions to net zero in line with the Welsh Government target of 2030;
- encourage and support residents and businesses to take their own actions to reduce their carbon emissions;
- Work with partners across the county and other councils and organisations to help develop and implement best practice methods in limiting global warming to less than 1.5 °C.

In October 2019 an action plan and strategy was adopted which set out how we planned to do this. The Action Plan was refreshed in 2021 to better reflect our commitment to tackling the nature emergency, and in 2024 has been completely reviewed to reflect the priorities of Monmouthshire's Community and Corporate Plan. Since 2019, there has been a greater focus on how tackling the nature emergency is an intrinsic part of how we address the climate emergency. In addition, we have declared a Motion for the Rivers and Ocean which sets out how we will work in partnership to play our part in reducing river pollution and protecting the ocean. The Council's Climate and Nature Emergency Steering group has helped to develop this new integrated approach. This new overarching strategy is underpinned by 4 different work streams with action plans, as set out below, which between them incorporate how we will address both the Climate and Nature Emergencies:

# Climate and Nature Emergency Strategy

**Council  
Emissions**



**Nature  
Recovery**



**Rivers and  
Ocean**



**Communities  
and Climate**



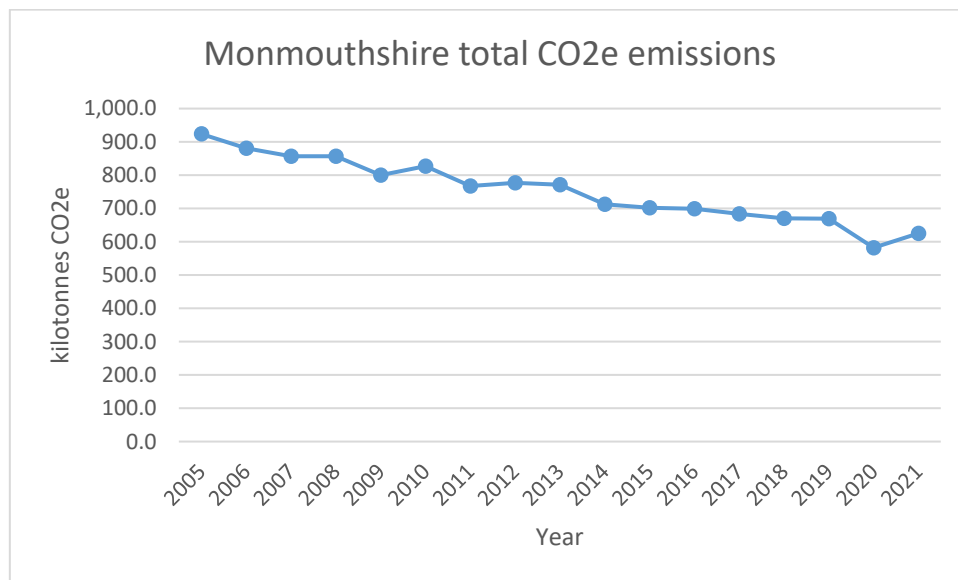
This strategy is an important contribution to the council’s purpose which is: *“a zero carbon county, supporting well-being, health and dignity for everyone at every stage of life”*.

## Setting the scene

### Climate Change and carbon emissions

We cannot fail to have seen the plethora of reports and evidence that are pointing to a changing climate. The UK 3<sup>rd</sup> Climate Change Risk Assessment<sup>1</sup> published in 2021 states that the average annual UK temperature is 1.2 degrees warmer than in the pre-industrial period, the likelihood of experiencing hot summers like 2018 have doubled, and since 1900 sea level around the UK has risen by 16cm and is set to continue. The impacts of these changes are numerous, affecting the natural environment, infrastructure, health, communities, the built environment, business, industry and international relations<sup>2</sup>.

Our climate is changing as a result of man-made greenhouse gas emissions, and in particular carbon dioxide. So what is Monmouthshire’s contribution to carbon emissions? Since 2005 net carbon emissions across the county as a whole have reduced by 32% from 924 kilotonnes to 625 kilotonnes of CO<sub>2</sub> equivalent per year in 2021<sup>3</sup> while our population has increased by around 5% over the same period<sup>4</sup>. The graph below shows this trajectory, with a slight drop in 2020 as a result of the Covid pandemic. The downward trajectory mirrors a similar trend across the UK as a result of things like an increase in the use of cleaner energy.



<sup>1</sup> <https://www.ukclimaterisk.org/>

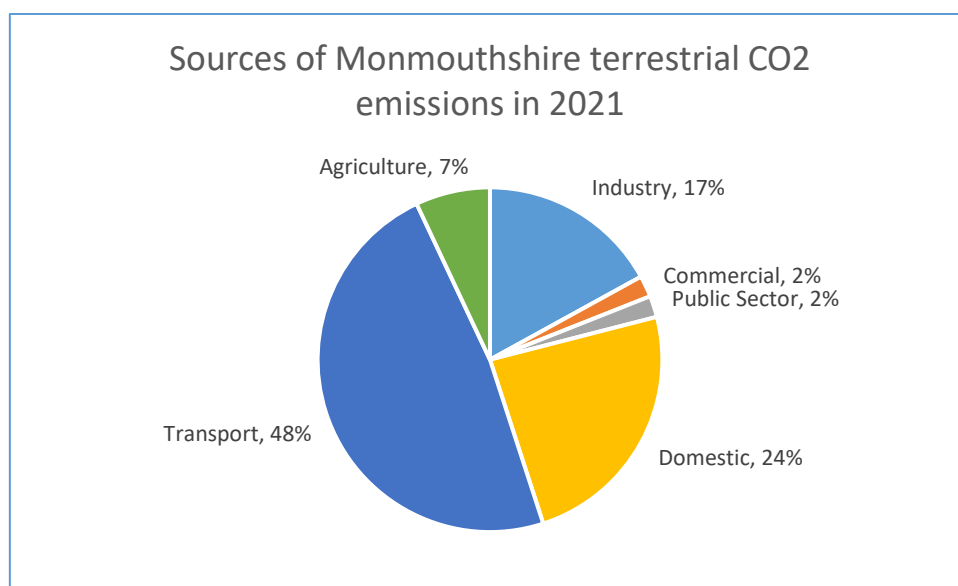
<sup>2</sup> <https://www.ukclimaterisk.org/publications/summary-for-wales-ccra3-ia/#section-1-about-this-document>

<sup>3</sup> <https://assets.publishing.service.gov.uk/media/64a67b3a4dd8b3000f7fa546/2005-21-uk-local-authority-ghg-emissions-update-060723.xlsx> (accessed 2/1/24)

<sup>44</sup> <https://statswales.gov.wales/Catalogue/Population-and-Migration/Population/Estimates/Local-Authority/populationestimates-by-localauthority-age>

Source: UK Local Authority and Regional Greenhouse gas emissions national statistics 2005 to 2021

What are the main sources of carbon emissions in Monmouthshire? The pie chart below shows the breakdown of where Monmouthshire’s emissions are from. Just under half of emissions come from transport (which includes all road transport and diesel rail) and around a quarter from domestic properties<sup>55</sup>. This reflects the rural nature of the county with more journeys being made by car, as well as major trunk roads carrying private cars and commercial vehicles running through the county, together with relatively old and energy inefficient housing stock. This data indicates where we will need to take action if the county is to play its part in reducing global emissions.



Source: UK Local Authority and Regional Greenhouse gas emissions national statistics 2005 to 2021

In 2021, Monmouthshire’s per capita CO2e emissions were 6.7 tonnes CO2e, higher than the UK average of 4.8 tonnes, but lower than the Welsh average of 7.3 tonnes (which is heavily skewed by the steelworks emissions in Neath Port Talbot).

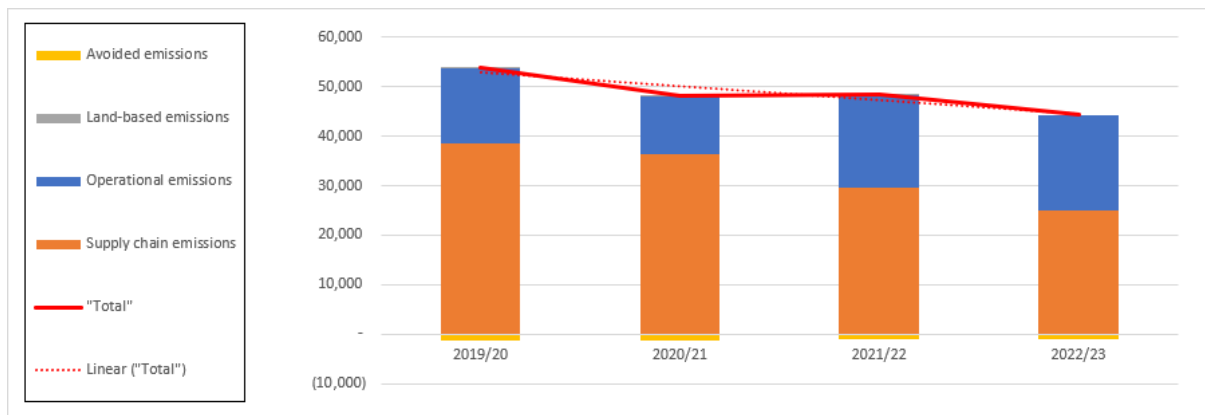
The Council does not control or have a direct influence on all the things that need to change to reduce emissions in the county. You can see from the pie chart that the public sector only accounts for 2% of Monmouthshire’s emissions. This is why it is important that as well as working hard to reduce our own emissions, Monmouthshire County Council will also work closely with the Public Service Board, local businesses and community groups to reduce emissions.

<sup>55</sup> <https://www.gov.uk/government/statistics/uk-local-authority-and-regional-greenhouse-gas-emissions-national-statistics-2005-to-2021>

The Council itself was responsible for 44,248 tonnes of CO2e emissions in 2022/23, which is steadily decreasing year on year, as the following graph shows. Emissions in 2022/23 were 17.8% lower than the 2019/20 baseline. The graph also shows that a significant proportion of the Council’s emissions are from the supply chain – in other words from goods and services which we procure. Annex 1 gives more details about how the council’s carbon emissions are measured and reported.

1124 tonnes of CO2 were avoided through renewable energy generation, from solar panels on Council buildings and from the Council’s solar farm at Oak Grove Farm in Crick.

Monmouthshire County Council Tonnes of CO2e per year



Source: Monmouthshire County Council return to Welsh Government for 2022/23

## Nature recovery

It is important that the climate emergency and the nature emergency are considered hand in hand, since the two are so interlinked. Climate change is having a significant impact on habitats and species, and is one of many pressures on our natural world. At the same time, our green infrastructure has a crucial role to play in helping to mitigate the impacts of climate change, reduce flooding, build resilience and sequester (or lock away) carbon. A degraded natural environment will be less able to offer these benefits, as well as other important services we refer to as ecosystem services, such as providing food and timber, health and wellbeing benefits, tourism, pollination and many more<sup>6</sup>.

We are facing a biodiversity crisis, globally, nationally and locally. Within the UK 38% of species in decline, with one in six species threatened with extinction<sup>7</sup>.

Latest data from the State of Nature 2023 report for Wales shows that since monitoring of 380 Welsh species began in 1994, the numbers of those species has declined on average by 20%, and 42% of Wales’ plant species are found in fewer places than before<sup>8</sup>. The need for

<sup>6</sup> <https://www.cbd.int/2011-2020/about/biodiversity>

<sup>7</sup> State of Nature 2023 <https://stateofnature.org.uk/infographics/>

<sup>888</sup> <https://stateofnature.org.uk/countries/wales/>



nature recovery in our local area is also clear with 34% of the 100 species considered in the Greater Gwent State of Nature report showing a decline in their numbers<sup>9</sup>. Only 12% of the species that were studied showed stable populations.

The State of Natural Resources Report 2020 (SoNaRR)<sup>10</sup> reported that all ecosystems in Wales had only low to moderate resilience. Climate change, pollution, invasive non-native species, habitat loss and deterioration, over-exploitation, pests, and disease were all given as significant pressures and demands affecting the resilience of ecosystems.



Source: State of Nature 2023 <https://stateofnature.org.uk/infographics/> data for the UK

## Rivers and ocean

The health of our rivers, waterways and ocean is a particular area of concern which led to the adoption of an action plan following the Council's Motion for the Rivers and Ocean.

Phosphate targets for the Usk are being failed at a rate of 88% and the Wye at 68%<sup>11</sup>. Algal blooms smother other life in the rivers having a direct impact on the species that they provide habitat for. The health of our rivers is also affected by litter, in particular plastics which can be seen on riverbanks. Studies have also found increasing levels of microplastics in fish and other species.

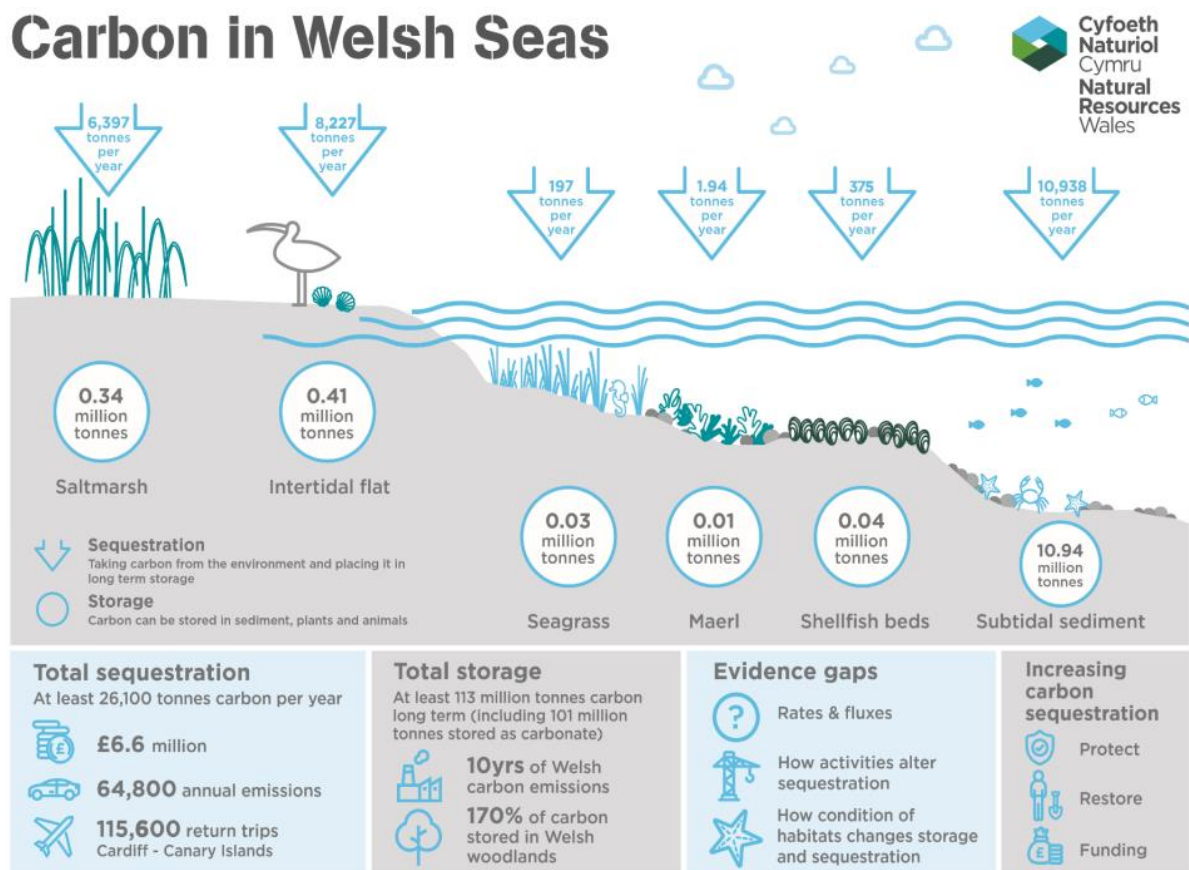
The health of our ocean is inextricably linked with our climate and with human health, wellbeing and prosperity. A healthy ocean is fundamental in regulating the global climate system and is an essential ally in our fight against climate change. The ocean absorbs more

<sup>9</sup> Jones S M, Karran A, Bosanquet S, Barter G, Garrett H and Hancocks L. 2021. Greater Gwent State of Nature. Produced by the Resilient Greater Gwent Partnership

<sup>10</sup> <https://naturalresources.wales/media/695923/sonarr2020-executive-summary.pdf>

<sup>11</sup> <https://www.monmouthshire.gov.uk/planning/water-quality/#:~:text=Any%20proposed%20development%20within%20the,contribution%20to%20the%20water%20body.>

than 90% of the excess heat in the climate system<sup>12</sup> as well as absorbing around 20% of annual carbon dioxide (CO<sub>2</sub>) emissions generated by human activity<sup>13</sup>. The following diagram illustrates how much carbon is sequestered and carbon storage potential in Welsh seas.



Source: SoNaRR 2020 [SoNaRR2020 Ecosystem: Marine \(naturalresources.wales\)](https://naturalresources.wales/SoNaRR2020-Ecosystem-Marine)

An ocean in crisis, and likewise rivers in crisis are not only bad news for our climate, but also for our fishing industry, aquaculture industry, tourism industry and for the health, wellbeing and prosperity of our coastal and river communities. Delivering the pledges set out in the Motion for the Rivers and Ocean could yield new jobs and opportunities, more resilient coastal and riverside economies, and happier, healthier people; as well as a cleaner, healthier and more productive natural environment. Healthy oceans and rivers are essential allies in our fight against climate change.

<sup>12</sup> [Global reconstruction of historical ocean heat storage and transport \(pnas.org\)](https://pnas.org)

<sup>13</sup> [WMO The State of Greenhouse Gases in the Atmosphere Based on Global Observations through 2018](https://www.wmo.int)

## How are we responding?

Climate change, the nature emergency and the condition of our rivers and ocean are all inextricably linked. This is why the Council's response to these has been drawn together into this one overarching strategy. Under the strategy sit four different objectives, each with an action plan. Some of the actions within the 4 plans will link with the other plans, since climate, nature and rivers and ocean cannot be considered in isolation and all have links with each other.

### Council Emissions



**Purpose: Strive to reduce the council's carbon emissions to net zero by 2030**

This sets out how the council plans to reduce its own carbon emissions to meet the Welsh Government target of a net zero public sector by 2030 public sector. This is the commitment we made in our Climate Emergency declaration in 2019. The actions in this plan focus on the themes set out in the Welsh Government Decarbonisation Route Map<sup>14</sup> of: Buildings, Mobility and Transport, Procurement and Land Use.

**Objectives:**

- 1 Strategic – Support the collection of data and resource management
- 2 Buildings – Reduce and remove the carbon emissions from our built environment
- 3 Transport – Reduce and remove the carbon emissions from operational, business and commuting emissions
- 4 Procurement– Reduce in-direct emissions from the supply chain
- 5 Land Use– Reduce emissions from land use polices and how the Council uses its land

### Nature Recovery



**Purpose: Maintain and enhance biodiversity and ecosystems resilience through the Council's operations and working in partnership with communities**

---

<sup>14</sup> <https://www.gov.wales/sites/default/files/publications/2021-07/a-route-map-for-decarbonisation-across-the-welsh-public-sector.pdf>

This action plan incorporates actions taken from the refreshed Biodiversity and Ecosystem Resilience Forward Plan, the Nature Recovery Action Plan and the Green Infrastructure Strategy. Actions include how the Council will maintain and enhance biodiversity when carrying out its own operations, as well as working with communities to help them restore and protect nature. Also included are landscape scale actions which are delivered in partnership.

**Objectives:**

- 1 Embed biodiversity throughout decision making at all levels
- 2 Provide nature-based opportunities to raise awareness, support health and well-being and encourage action for nature
- 3 Undertake land management for biodiversity and promote ecosystem resilience
- 4 Influence land management to improve ecosystem resilience
- 5 Tackle key pressures on species and habitats
- 6 Support landscape scale projects and partnerships to maximise delivery
- 7 Use improved evidence, understanding and monitoring to inform action
- 8 Monitor the effectiveness of the plan and review

## Rivers and Ocean



### **Purpose: Work towards clean, healthy and productive rivers and ocean**

Actions focus on ways to improve the quality of our rivers and ocean. Some of these actions the Council is the main lead on, but many of the actions rely on working in close partnership with neighbouring authorities and partners like Natural Resources Wales and Welsh Water.

**Objectives:**

- 1 Reduce sewage, phosphate and other chemical pollution in our rivers
- 2 Reduce plastic and other litter pollution in rivers and coast areas
- 3 Protect natural habitats along our rivers, estuaries and coast
- 4 Minimise the impacts of flooding on communities by mitigation and adaptation (rivers and coastal areas)
- 5 Raise awareness of the importance of our rivers and coasts

## Communities and Climate



### **Purpose: Work with communities, partners and business to reduce carbon emissions**

Since only 2% of Monmouthshire's carbon emissions come from the public sector, it is really important that the Council works closely with communities, residents, partners and businesses to help them reduce emissions. This action plan sets out what the Council is doing to reduce wider emissions from across the county, not those which we are directly responsible for ourselves. This includes actions to help reduce emissions for example through active travel, waste and recycling and education.

**Objectives:**

**1 Reduce energy use and increase renewable energy across the county**

2 Reduce waste and what we buy by encouraging people to reduce, re-use and recycle more

3 Encourage active travel, public transport and low emission vehicles

4 Help people understand climate change and what they can do to make a difference

5 Prepare and adapt for the impact of climate change

## Climate Adaptation

Even if we were to stop all carbon emissions today, we will still have to face the impacts of climate change that are already happening. Over the next few decades we are facing significant levels of climate change regardless of any action to reduce our emissions now. The 3<sup>rd</sup> Climate Change Risk Assessment for Wales<sup>15</sup> published in 2021 forecasts hotter, drier summers, warmer, wetter winters and more extreme weather events. The Risk Assessment considered 61 different risks and opportunities from climate change, and in Wales 26 of these risks have increased in urgency in the 5 years since the previous Risk Assessment in 2016.

In particular risks include:

- The impacts of climate change on the natural environment, including terrestrial, freshwater, coastal and marine species, forests and agriculture.
- An increase in the range, quantities and consequences of pests, pathogens and invasive species.
- More frequent and severe flooding and coastal erosion, causing damage to our infrastructure services, homes, communities and business
- The impact of extreme temperatures, high winds and lightning on the transport network.
- The impact of increasing high temperatures on people's health and wellbeing.
- Disruption to the delivery of health and social care services from extreme weather.
- Damage to our cultural heritage assets as a result of temperature, precipitation, groundwater and landscape changes.
- Impacts internationally that may affect the UK, such as risks to food availability, safety and security, risks to international law and governance from climate.

It is crucial that the Council gives careful thought to how it will respond to these risks. Rather than have a separate action plan for climate adaptation, adaptation is embedded into each of the four action plans, since they all need to identify climate risks, measures to mitigate those risks and opportunities to help nature and people to adapt.

Council services have begun thinking about what the potential risks to their services are, in order to start planning how to adapt to these risks. The Local Development Plan has a key role to play in making sure that our communities are sustainable and resilient to the impacts of climate change.

With an increase in winter rainfall and rising sea levels, flooding is likely to increase, and this will be a particular concern in parts of Monmouthshire. Much of the work to co-ordinate

---

<sup>15</sup> <https://www.ukclimaterisk.org/wp-content/uploads/2021/06/CCRA-Evidence-Report-Wales-Summary-Final.pdf>

emergency responses is organised through the Gwent Local Resilience Forum (LRF). We will continue to work with partners on the LRF to make sure that we are prepared for severe weather events.

## The benefits of action

It is important that addressing the climate and nature emergencies is done in a just and equitable way that does not widen inequalities. Those who contribute the least to climate change are often those who suffer the impacts of climate change the most, both globally and here within the UK. Solutions need to be developed that benefit everyone, not just those who can afford expensive new technologies. The aim of this strategy is that as well as reducing carbon emissions and helping to slow climate change, there will be other co-benefits that will benefit communities, business, visitors and everyone who lives and works in Monmouthshire. These include things like:

- Lower energy bills for residents and businesses
- Better air quality and the resulting health benefits
- Improved health and less congestion through use of active travel like walking and cycling
- Less damage to the local environment from drought, floods and fire
- Increased demand for green technologies and the resulting potential for job growth in these sectors
- Better habitat management, increased biodiversity and creation of green space
- Improved mental and physical health when people connect more with the natural environment
- More globally responsible citizens
- Benefits for tourism through maintaining an attractive, clean, green environment



## Playing your part

The Climate Emergency Action Plan cannot be delivered by the Council alone. We need other partners to join us in helping to reduce carbon emissions across the county. To that end, we will be working with Public Service Board partners over coming months. Much



decarbonisation work is also done at a regional scale, with close working with Cardiff Capital Region, and some of our actions will contribute to their Energy Vision and Strategy.

We hugely value the enthusiasm, energy and expertise of the residents of Monmouthshire who have such a lot to contribute, and we continue to collaborate with our communities and other partners to work together on our action plan. For example, Monmouthshire Community Climate Champions is a network of community organisations, town and community councils, council staff and elected members who are all working on practical projects to help reduce carbon emissions and build sustainable and resilient communities. The group has met quarterly since 2008 to share ideas and information and develop projects to reduce our impact on climate change.

There are things that every resident, visitor or worker in Monmouthshire can do to play their part in reducing carbon emissions and helping to slow down climate change. We are all part of the problem, but can all be part of the solution too. The Communities and Climate Action Plan sets out some of the steps that we can all take as individuals to help reduce our contribution to climate change.

## Monitoring progress

It is important that we know whether the actions we will be taking to address the climate and nature emergencies are making a difference. Some things are easier to measure than others. We can measure how much carbon some of the actions will save, for example based on the Council's energy or fuel bills. However, carbon savings from some of the actions in the wider community are much harder to measure, but we can at least make sure that we are doing what we have said we will do. Likewise, we can measure how many trees have been planted, or how many hectares of grassland have been managed for pollinators, but it can be very hard to quantify the impact that this has.

Each of the 4 action plans has a lead officer, responsible for driving progress and collating and reporting on progress. The actions are delivered by Service Area Officers/ Managers and coordinated by the Chief Officer – Communities and Place. This enables strategy ownership and delivery across all services. Progress will be reported regularly to councillors through the Climate and Nature Emergency Steering Group. The action plans contained within this strategy will be updated and reported on annually but the actions will be continuous, as we look globally for examples of leading edge practice that can help us accelerate our progress. Progress will be monitored by Performance and Overview Scrutiny, followed by the Cabinet member reporting to Cabinet on progress.



## Annex 1 - The Councils Carbon Emissions – How they are calculated and reported

### 1. Reporting Methodology

Welsh Government (WG) have an ambition for the public sector to be collectively net zero by 2030. This will require MCC to cut both our direct emissions from energy and our built estate and the indirect emissions arising from service delivery and procurement activities. To monitor progress against this target, Welsh Government have required the Welsh Public Sector to submit annual carbon emission returns since 19/20 . The reporting model is divided into three emission scopes as follows.

*Scope 1* - are direct emissions from operations that are owned or controlled by the Council.

*Scope 2* – indirect emissions from purchased electricity, heating and cooling.

*Scope 3* - indirect emissions that occur in the value chain of the Council, e.g. purchased goods & services, business travel and employee commuting.

Welsh Government have developed a reporting template for recording public sector emissions which is illustrated in the table below:

Section	Category	Sources
Estate	Buildings	Generation of electricity, heat or steam
		Generation, transmission & distribution of purchased electricity.
		Generation, transmission & distribution of purchased heat or steam.
		Fuel & energy related upstream activities.
		Upstream leased assets (where not included elsewhere in the public sector)
		Downstream leased assets
	Land based emissions & Sequestration	Sequestration from owned estate
	Waste generated in operations	Waste generated in operations. Municipal waste collected
Transport	Fleet & other mobile equipment	Transportation of employees / goods in company-controlled vehicles.
		Fuel and energy related upstream activities
	Business Travel	Public Transport Service Travel Private car for business (grey fleet)
Supply Chain	Procurement	Purchased Services Purchased Goods
Employees	Employee commuting	Employee commuting Employee homeworking

Source : Welsh Public Sector Net Zero Reporting Guide Version 3

## 2. Council Emissions

Public Sector organisations are required to submit annual returns each September that record the emissions generated in the preceding financial year. Monmouthshire's return for the financial year 22/23 is detailed in the table below.

<b>Buildings Fleets &amp; Other Assets</b>				
				Units of
kgCO <sub>2</sub> e				
<b>Categories</b>	<b>Direct – Scope 1</b>	<b>Indirect – Scope 2</b>	<b>Indirect – Scope 3</b>	<b>Total</b>
Buildings	3,407,253	1,310,966	1,079,249	5,797,468
Streetlighting		205,381	72,400	277,781
Fleet & equipment	2,799,061		668,500	3,467,561
<b>Total</b>	<b>6,206,315</b>	<b>1,516,347</b>	<b>1,820,149</b>	<b>9,542,810</b>

The WG template applies a standardised formula to inputted energy consumption data to calculate direct and indirect emissions. Whilst the Council purchases through a green tariff (100% renewable) we are still required to record the data assuming standard grid energy which does distort the electricity emissions factor. The green tariff can be factored into the renewable's aspect of the template. In 22/23 we purchased 7,826,198 kWh of energy and generated 4,783,567kwh of renewable energy, 4,217,524kwh of which was exported to the grid.

Fuel and equipment emissions are calculated based on the purchased fuel data (1,006,176 litres of petrol, diesel and LPG for operational fleet and 93,268 litres of LPG, gas oil and diesel for equipment).

<b>Business Travel</b>				
				Units of
kgCO <sub>2</sub> e				
<b>Categories</b>	<b>Direct – Scope 1</b>	<b>Indirect – Scope 2</b>	<b>Indirect – Scope 3</b>	<b>Total</b>
Business Travel	6,465		336,620	343,085
Commuting			3,713,585	3,713,585
Homeworking			700,832	700,832
<b>Total</b>	<b>6,465</b>		<b>4,751,038</b>	<b>4,757,503</b>

In the above table, the business travel emissions are calculated using business mileage claims and emissions are determined by the vehicle size, fuel type and miles travelled. In 22/23, business mileage amounted to 1,045,008 miles of which 24,014 miles was travelled in vehicles hired by MCC, 1,460,354 miles was undertaken in private cars (5,325 in electric

cars, 18,432 in hybrid) and 10,640 on public transport. Commuting data is calculated based on kilometres travelled and this has been calculated using home and work base locations, number of working days and agile working days (this is based on a staff survey in 22/23).

Homeworking emissions was introduced in 22/23 and is based on an estimate of the number of full-time equivalent staff and the average homeworking percentage. The emissions are generated from the assumed electricity and heating consumption when working from home.

<b>Waste</b>				
				Units of
kgCO <sub>2</sub> e				
<b>Categories</b>	<b>Direct – Scope 1</b>	<b>Indirect – Scope 2</b>	<b>Indirect – Scope 3</b>	<b>Total</b>
Organisational Waste				No data available
Municipal Waste			226,320	226,320
<b>Total</b>			226,320	226,320

No data for organisational waste was available at the time of the submission, hence why no emissions are recorded against this category. Municipal waste includes recycling tonnage, albeit the emission factor is substantially lower for recycling (9.122/kgCO<sub>2</sub>e/unit) than landfill (436.007/kgCO<sub>2</sub>e/unit).

<b>Supply chain – Tier 1 &amp; Tier 2 combined</b>				
				Units of
kgCO <sub>2</sub> e				
<b>Categories</b>	<b>Direct – Scope 1</b>	<b>Indirect – Scope 2</b>	<b>Indirect – Scope 3</b>	<b>Total</b>
Agriculture, forest & fishing			250,673.2	250,673.2
Mining & quarrying			101,644.97	101,644.97
Manufacturing			5,781,879.90	5,781,879.90
Water supply, sewerage, waste management & remediation			4,764,308.87	4,764,308.87
Construction			7,687,025.34	7,687,025.34
Transportation & Storage			4,090,752.93	4,090,752.93
Accommodation & food service activities			141,483.85	141,483.85
Information and communication			337,483.12	337,483.12
Financial & insurance activities			78,562.22	78,562.22
Professional, scientific and technical activities			2,514,949.7	2,514,949.7
Administrative & support service activities			592,572.84	592,572.84

Education			294,606.12	294,606.12
Human health & social work activities			3,107,143.55	3,107,143.55
Arts, entertainment & recreation			20,668.57	20,668.57
Other service activities			25,649.20	25,649.20
Total			29,780,404	29,780,404

Supply chain emissions are generated through spend data and are indicative estimates of the resulting emissions. This method will not factor in any efforts to reduce supply chain emissions as an average factor is applied to each product group. In the 22/23 accounting year we spent circa £32million on construction related activities, £9,458,000 on manufactured goods and £30,565,758 on human health and social work activities.

The above data evidence the challenges faced by the public sector to decarbonise their activities by 2030. Between 19/20 and 22/23, Monmouthshire has achieved a 17.8% reduction in its emissions, largely due to a reduction in supply chain spend. In 22/23 the total reported emissions were 44,248,418 kgCO<sub>2</sub>e. Below is a table that shows the reported emissions between 19/20 and 22/23.

WG Net Zero Carbon Reporting - Summary					
	Carbon Emissions (tonnes of CO <sub>2</sub> e)				Comments
	2019/20	2020/21	2021/22	2022/23	
Operational emissions	15,198	11,579	13,889	14,527	Energy and fuel used in estate, fleet and equipment.
Supply chain emissions	38,587	36,396	34,547	29,780	Procured goods and services.
Land-based emissions	49	170	140	- 59	-ve figure indicates sequestration (offsetting) of emissions
<b>Total MCC carbon emissions</b>	<b>53,835</b>	<b>48,145</b>	<b>48,576</b>	<b>44,248</b>	
<b>Reduction on previous year</b>	-	<b>10.6%</b>	<b>-0.9%</b>	<b>8.9%</b>	
<b>Reduction from 2019/20 baseline</b>	-	<b>10.6%</b>	<b>9.8%</b>	<b>17.8%</b>	
Avoided emissions	- 1,254	- 1,325	- 1,124	- 1,029	Renewable energy generation
Number of FTE staff	2,448	2,585	2,614	2,710	
<b>tCO<sub>2</sub>e per FTE</b>	<b>22.0</b>	<b>18.6</b>	<b>18.6</b>	<b>16.3</b>	
Scope 1 (direct)	6,303	5,646	5,960	6,154	
Scope 2 (indirect – energy)	2,420	1,542	1,715	1,516	
Scope 3 (indirect)	45,063	40,786	40,761	36,578	

Whilst there has been an overall decrease in carbon emissions, operational emissions increased between 21/22 and 22/23. This can be attributed to the increase in the staff base (96) and the inclusion of an additional reporting category for emissions arising from home working.

We are in the process of developing costed decarbonisation plans for our built estate and fleet transition which will provide data to support decision making around the use of assets

and financial investment. The Council Emissions Action Plan sets out the core activities necessary to support our net zero journey and associated indicators to measure progress.

**Council Emissions Action Plan**

Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to Measure Progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
<b>Buildings – Actions to reduce and remove the carbon emissions from our built environment. 22/23 emissions 5,797,468 kgCO<sub>2e</sub></b>							
Develop a costed decarbonisation plan for the built estate	Decarbonisation Manager	24/25	Capital funding.	Budget monitoring /development	C& C Plan		
Obtain funding approvals and deliver Re:fit <sup>1</sup> Phase 2 programme of works	Decarbonisation Manager		Salix & Capital	Saving of 83,000kgCO <sub>2e</sub> emissions			
Develop and implement an Energy Strategy for Council occupied buildings to reduce consumption demand and support behavioural change	Decarbonisation Manager	09/24	Core funding	Saving of 177,310kgCO <sub>2e</sub> emissions	23/24 Revenue & Capital Budgets		
Develop a low carbon heat strategy and action plan	Decarbonisation Manager	03/2029	Core funding /grants	Saving of 652,000kgCO <sub>2</sub> emissions			
Work with SSE to develop an investment grade proposal for a programme of works for Re:fit phase 3	Decarbonisation Manager	24/25	Capital / Salix	Saving of 51,000kgCO <sub>2e</sub> emissions			
<b>Transport – Actions to reduce and remove the carbon emissions from operational, business, and commuting mileage. 22/23 emissions 8,225,064 kgCO<sub>2e</sub></b>							

<sup>1</sup> Re:Fit is a programme of energy efficiency works undertaken to non domestic public buildings to make them more energy efficient, reduce carbon emissions and save public money on energy costs.

Council Emissions Action Plan

Develop a transition plan to convert the Council's operational fleet to ULEV alternatives.	Transport Manager	03/29	Core funding & grants	1,271,428 reduction in CO <sub>2</sub> emissions	C&C Plan		
Reduce business mileage emissions through the introduction of an EV /hybrid pool car fleet.	Head of Decarbonisation & Transport	03/29	Core funding	137,234 reduction in kwCO <sub>2</sub> emissions	23/24 Revenue & Capital Budgets		
Reduce commuting mileage emissions through Tusker car lease scheme and site travel plans	Transport Manager / Public Transport Planning Manager	03/29	Core funding	742,717 reduction in kwCO <sub>2</sub> emissions			
<b>Procurement– Actions to reduce in-direct emissions from the supply chain.</b>							
<b>22/23 emissions 29,780,404 kgCO<sub>2</sub>e</b>							
Undertake a baseline assessment of the carbon footprint of the Council's purchased goods and services and target carbon reduction activity to the areas of spend with the highest emissions	Strategic Procurement Manager	03/29	Core funding	8,934,121 reduction in kwCO <sub>2</sub> e emissions	Procurement Strategy		
Supplier carbon calculator to be developed collaboratively across SE Wales Councils to provide standard approach for businesses to calculate their own carbon footprint.	Strategic Procurement Manager	On-going	Core funding	Reduction in carbon emissions - amount tbc	Procurement strategy		
<b>Land Use– Actions designed to reduce emissions from land use polices and how the Council uses its land</b>							
Use tendering processes for re-letting County Farms to increase sustainable land management and carbon sequestration	Head of Landlord Services/ Sustainable Food Project Manager	On-going	Core funding	Reduction in carbon emissions			

Objective 1 Embed biodiversity throughout decision making at all levels							
Action	Responsible Service Area(s)	Timescale	Funding	Also cited in	How to measure progress	Progress	(red, amber, green)
Ensure Plans and Strategies embed biodiversity and support nature recovery	Planning Policy, Green Infrastructure, Landlord services, Sustainable Food, Flooding	2024	Part, Core	RLDP, GI Strategy, Asset Management Strategy, Food Strategy	Policies and guidance in place		
Continue to identify services & operations that have potential to deliver a net benefit for biodiversity	Highways, Landlord Services, Procurement, Green Infrastructure	2024	Full, Core, Local Places for Nature Revenue	Carbon Emissions Plan	Audits undertaken and further actions identified, More procurement considers climate & nature		
Ensure consents, decisions and permissions deliver, maintain and enhance biodiversity and ecosystem resilience	Planning Policy, Development Management, Highways, Flooding, Licensing.	2024	Full, Core	RLDP, Asset Management Strategy	More schemes delivering meaningful biodiversity benefits		
Objective 2 Provide nature-based opportunities to raise awareness, support health and well-being and encourage action for nature							
Continue to deliver nature-based opportunities to raise awareness, support health and well-being including food, and encourage action for nature through the Gwent Green Grid and other projects, utilising the resources of flagship sites such as the One Planet Centre. Seeking alternative	Green Infrastructure, Grounds and Cleansing, Leisure Services, Development and Heritage, Attractions, Sustainable Food, Outdoor Education	Ongoing	Full, Core, Nature Networks, SPF, Food Partnership	Food Strategy, GI Strategy	Grant relevant Key Performance Indicators		



funding mechanisms e.g. Green Finance to ensure sustainability.							
Provide corporate nature training through an eLearn module. Continue with a programme of training for site managers, operatives & development management officers	Green Infrastructure, Grounds and Cleansing, Leisure Services, Development and Heritage, Attractions, Sustainable Food, Outdoor Education, Highways, Flooding, Development Management,	2024	Full, SPF/Local Places for Nature	-	Completion of eLearning module.  Number of officers completed training.		
Deliver Nature & Climate awareness raising to the wider public via a comms campaign and through targeted groups	Green Infrastructure, Communications, Grounds and Cleansing, Development and Heritage Attractions	Ongoing	Core, Local Places for Nature	-	TBC		
<b>Objective 3 Undertake land management for biodiversity and promote ecosystem resilience</b>							
<b>Action</b>	<b>Responsible Service Area(s)</b>	<b>Timescale</b>	<b>Funding</b>	<b>Also cited in</b>	<b>How to measure progress</b>	<b>Progress</b>	<b>(red, amber, green)</b>
Develop the management of green infrastructure to improve climate & ecosystem resilience Continue to deliver green infrastructure improvements and changes to management practices through the Gwent Green Grid Partnership including	Grounds and Cleansing, Countryside Access, Development and Heritage Attractions, MonLife Attractions	Ongoing	Part, Local Places for Nature, Brilliant Basics, Nature Networks, SPF	-	Grant relevant Key Performance Indicators  Nature Isn't Neat Management Maintained at 38Ha		

maintaining 38Ha of Nature isn't Neat management.							
Develop Green Infrastructure Management Plans and Management Strategies for sites including River Gavenny, Mill Common, River Neddern, Nant y Castell Country Park, Breezy Bank	MonLife Attractions, Green Infrastructure, Countryside Access, Grounds & Cleansing, Flood Risk Management	March 2026	Part, Section 106, Planning Obligation,	-	Plans completed		
Seek TWIG funding for woodland management plans and future woodland management and Secure National Forest Accreditation for priority woodland sites	Green Infrastructure, Landlord services, MonLife Attractions, Countryside Access, Grounds and Cleansing	2024	Part, Nature Networks	-	Funding secured.  Number of MCC sites with National Forest Accreditation.		
<b>Objective 4 Influence land management to improve ecosystem resilience</b>							
Action	Responsible Service Area(s)	Timescale	Funding	Also cited in	How to measure progress	Progress	(red, amber, green)
Promote and, as opportunities arise, use our county farms as exemplars for nature friendly, sustainable, and regenerative agriculture	Sustainable Food, Landlord Services, Flood Risk Management	Ongoing	Part, Food Partnership	Asset Management Strategy, Food Strategy	Number of Exemplar sites		
Promote sustainable land management and agricultural practices,	Flood Risk Management, Sustainable Food	Ongoing	Part, Food Partnership	-	TBC		

including nutrient/soil management and natural flood management							
Continue to work with the expert panel to identify sites that meet the Local Wildlife Sites / Sites of Importance for Nature Conservation criteria.	Green Infrastructure	Ongoing	Full, Core	-	Number of Local Wildlife Sites / Sites of Importance for Nature Conservation		
Signpost Town and Community Councils and businesses to support, advise and information to help them to contribute to Nature Recovery	Enterprise and Community Animation, Destination Management, Green Infrastructure, Grounds and Cleansing	Ongoing	Part, Core	-	Number of Community Councils engaged  Number of businesses engaged.		
<b>Objective 5 Tackle key pressures on species and habitats</b>							
<b>Action</b>	<b>Responsible Service Area(s)</b>	<b>Timescale</b>	<b>Funding</b>	<b>Also cited in</b>	<b>How to measure progress</b>	<b>Progress</b>	<b>(red, amber, green)</b>
Continue to develop the Nature Recovery Action Plan and support and encourage delivery	Green Infrastructure	Ongoing	Part, Local Places for Nature	-	NRAP published.		
Continue to identify and promote new Green Infrastructure projects through the Green Infrastructure Strategy	Green Infrastructure, Grounds and Cleansing, Sustainable Food, Flood Risk Management	Ongoing	Part, Nature Networks, SPF, Local Places for Nature	-	No of green infrastructure projects delivered.		
Develop a Dark skies policy and explore a street lighting charter which	Street Lighting, Green Infrastructure, Planning Policy and Development Management	Ongoing	Part, Local Places for Nature	RLDP	Policy and charter formulated.		

consider reducing and limiting impacts on nature							
Delivery of Net Benefit for biodiversity through Active Travel and other sustainable travel infrastructure projects	Active Travel, Countryside Access, Green Infrastructure	Ongoing	Full, Active Travel Fund	-	TBC		
Work in partnership to plant more trees, increase area of woodland, improve woodland management, and retain and protect existing woodland and trees	Green Infrastructure, Grounds and Cleansing, Countryside Access	Ongoing	Part, Nature Networks, SPF, Section 106	-	TBC		
<b>Objective 6 Support landscape scale projects and partnerships to maximise delivery</b>							
<b>Action</b>	<b>Responsible Service Area(s)</b>	<b>Timescale</b>	<b>Funding</b>	<b>Also cited in</b>	<b>How to measure progress</b>	<b>Progress</b>	<b>(red, amber, green)</b>
Continue to lead on the Gwent Green Grid through Nature Networks and SPF funding	Green Infrastructure	Ongoing	Nature Networks, SPF	-	Continued leadership of GGG		
Continue to support landscape scale partnerships including Living Levels Landscape Partnership, Usk & Wye Catchment Partnerships	Elected Members, Green Infrastructure	Ongoing	Full, Core	-	Continued involvement with partnership		

Continue to work on the coast and the wider estuary through Coastal Capacity, ASERA, Severn Estuary Partnership and Severn Estuary Coastal Group.	Elected Members, Chief officer Communities and Place, Green Infrastructure, Sustainability, Planning, Placemaking and Flooding	Ongoing	Full, Core	-	Continued involvement with partnerships		
Continue to host and maintain the Monmouthshire Local Nature Partnership	Green Infrastructure	Ongoing	Part, Local Places for Nature	Nature Recovery Action Plan	Continued hosting of Local Nature Partnership		
<b>Objective 7 Use improved evidence, understanding and monitoring to inform action</b>							
<b>Action</b>	<b>Responsible Service Area(s)</b>	<b>Timescale</b>	<b>Funding</b>	<b>Also cited in</b>	<b>How to measure progress</b>	<b>Progress</b>	<b>(red, amber, green)</b>
Continue to monitor grassland diversity and pollinators (through POMS) to provide evidence to our Nature isn't Neat management	Green Infrastructure, Grounds and Cleansing	Ongoing	Full, Nature Networks, Core	-	TBC		
Continue to secure the Service Level Agreement with the South East Wales Biodiversity Record Centre (SEWBRc)	Planning Policy and Development Management	Ongoing	Full, Core	-	Continuation of SLA.		
Development of Nature Networks Mapping and continue to work with NRW to develop Resilient	Planning Policy and Development Management, Green Infrastructure	Ongoing	Part, Nature Networks	-	Nature Networks and Resilient Ecological Networks complete.		

Ecological Networks, using this information to identify opportunities for Net Benefit for Biodiversity through Development							
Seek funding to explore opportunities / methods for monitoring carbon and water storage on Council land and in Green Infrastructure assets	Green Infrastructure, Grounds and Cleansing, Landlord Services	TBC	No	-	TBC		
<b>Objective 8 Monitor the effectiveness of the plan and review</b>							
<b>Action</b>	<b>Responsible Service Area(s)</b>	<b>Timescale</b>	<b>Funding</b>	<b>Also cited in</b>	<b>How to measure progress</b>	<b>Progress</b>	<b>(red, amber, green)</b>
Review the plan in 2025 in line with the Section 6 reporting requirement	Green Infrastructure	2025	Full, Core	-	Plan Reviewed.		
Assess the need to review the forward plan in 2026	Green Infrastructure	2026	Full, Core		Assessment undertaken.		

This page is intentionally left blank

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
<b>1</b>	<b>Objective 1: Reduce sewage, phosphate and other chemical pollution in our rivers</b>							
<b>1.1</b>	Ensure that new development does not have an adverse impact on the conservation status of the Rivers Wye and Usk.	Head of Planning (Craig O'Connor)	Ongoing.  RLDP adoption July 2025	MCC core budget	Decisions are made in accordance with agreed WG, NRW and DCWW guidance		Planning applications and the development of the RLDP accord with WG and NRW guidance. Development in phosphate sensitive areas is screened and, if necessary, is subject to a Habitat Regulations Assessment in accordance with the Conservation of Habitats and Species Regulations (2017). Development is not approved if phosphate betterment or neutrality cannot be demonstrated.	<b>green</b>
<b>1.2</b>	Deliver dog fouling campaign which will reduce water pollution	Green Infrastructure & Litter Education Officer (Sue Parkinson)	Ongoing from June 2022	MCC core budget	2024/25 campaign is delivered by 31 <sup>st</sup> March 2025		Dog fouling campaign ongoing to encourage dog owners to clean up after their pets. Dog fouling awareness days are held twice a year, alternating between north and south of the County.	<b>green</b>
	<b>Actions where MCC is part of a partnership</b>							



	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
1.3	Continue to play an active role in the Wye Nutrient Management Board in order to ensure the Wye phosphate issues are addressed	Head of Planning (Craig O'Connor)  Cllr Catrin Maby	Ongoing	n/a	MCC Attendance at all Wye Nutrient Management Board meetings.		We continue to attend meetings, influence outcomes and participate on key strategic issues, including attending WG summits and contributing to delivery of action plans where appropriate.	green
1.4	Continue involvement in the Wye Nutrient Management Board Technical Advice Group to identify and analyse options for delivering improvements for water quality	Biodiversity & Ecology Lead (Kate Stinchcombe)	Ongoing	n/a	MCC Attendance at all Wye Nutrient Management Board Technical Advice Group meetings		TAG has not met since June 2023. The Natural England Chair has moved on to a new role and will be replaced by an Environment Agency officer. Nutrient Management Board including the TAG is being redesigned. Monmouthshire CC officers will remain as part of the main TAG group as per recently published structure but will no longer sit on the 'Evidence' subgroup which has tightened membership.	amber
1.5	Play a key role in the development of the Usk Catchment Partnership to ensure the Usk phosphate issues are addressed	Head of Planning (Craig O'Connor)  Green Infrastructure Manager	Ongoing from June 2022	n/a	MCC Attendance at all Usk Catchment Partnership meetings		An Usk Catchment Partnership Core Group has been established, draft terms and conditions have been developed. MCC is represented by 1 member and 1 officer. Key outputs include completed Usk Catchment Farm Engagement Scoping Study,	green

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
		(Colette Bosley) Cllr Catrin Maby					Coordination of high level response to SFS consultation, review of partners resources to inform the Action Plan. A Knowledge Hub has been established with two MCC Ecologists sitting on the group to ensure continuity of presence.	
<b>1.6</b>	Continue involvement with the Wye Catchment Partnership in order to protect water quality, water quantity and biodiversity	Environment & Culture Manager (Matthew Lewis) Wye Valley National Landscape (Andrew Blake)	Ongoing	n/a	Actively participate in the Wye Catchment Partnership sub-group when resources allow.		A Catchment Based Approach (CaBA) is being adopted with refreshed systems mapping and planning with subgroup formation. Herefordshire CC represent all Local Authorities on the Wye Catchment Partnership Steering Group. Wye Valley National Landscape are also represented on the steering group.	<b>amber</b>
<b>1.7</b>	Take part in a new cross-border working group of agencies, local authorities, MPs and other key parties to develop the first five-year integrated plan to cut pollution in the River Wye.	Cllr Catrin Maby	May 2022 – May 2027	n/a	Attend working group meetings when arranged.		This was to be initiated by the Secretary of State for the Environment, but has not happened. It is understood that there is not at present any appetite within DEFRA to proceed with this. The NMB intends nevertheless to update the nutrient management plan.	<b>red</b>

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
1.8	Use the Space for Local Production Programme pilot of four farms to understand how the farms look now and how they could look in the future if certain measures were taken. Use this learning to understand how land management can better protect waterways.	Sustainable Food Projects Manager (Marianne Fisher)	2022/23	RDF	Land mapped by appointed advisor by x  Detailed report provided by each farmer by y		The RDF- funded project now referred to as Living Land Management Wales is in the process of recruiting and screening farmers to participate in the programme that will work with an externally procured agricultural advisor and researchers from Aberystwyth University to map current land use practices and consider water management and the impact of farming practices on water quality. With the aim to consider opportunities for improving water quality objectives. The work is linked to the outline proposals for the Sustainable Farming Scheme published last year by Welsh Government.	green
<p><b>Overarching actions for MCC to have a lobbying/influencing role in these key areas:-</b></p> <ul style="list-style-type: none"> <li>• Providing phosphate stripping facilities at Llanfoist and Monmouth to improve water quality and facilitate new development in the Usk and Wye Catchment areas</li> <li>• Lobby Welsh Government to ensure Natural Resources Wales has the resources needed to protect our river and marine environment Maintain regular officer and Cabinet Member liaison meetings with NRW and broaden their scope to cover river water quality issues, with regular updates and information on sewage incidents and forward plans for improvements.</li> <li>• Lobby Welsh Government to ensure Natural Resources Wales has the resources needed to protect our river and marine environment</li> </ul>								

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
<b>2</b>	<b>Objective 2: Reduce plastic and other litter pollution in rivers and coast areas</b>							
	<b>Actions where MCC is the lead body</b>							
<b>2.1</b>	Deliver litter campaigns with a focus on the impact of litter entering rivers and sea	Green Infrastructure & Litter Education Officer (Sue Parkinson)	Ongoing	WG Brilliant Basics Fund	2024/25 campaign completed by 31 <sup>st</sup> March 2025		Raglan depot Litter Free Zone; monthly litter picks and publicity.  Funding achieved from Welsh Government's Brilliant Basics Fund was successful. New suite of colourful recycling litter bins and hubs to enable recycling on the go and increase bin capacity. The bins will also be provided with sensors to enable improved data capture and monitor use/over-use. A separate funding bid has been successful in achieving funds for provision of more limited recycling on the go/litter recycling in Chepstow. Both of these schemes will be in place by end of 2023-24.  Education assemblies have been provided to primary schools on litter (Monmouth, Abergavenny and Chepstow schools).	<b>green</b>

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
2.2	Work with schools to raise awareness of the impact litter has on Rivers and Oceans	Green Infrastructure & Litter Education Officer (Sue Parkinson)	2022/23	MCC core budget	2024/25 education programme completed by 31st March 2025		Assemblies and school lessons provided at primary schools In Monmouth Abergavenny and Chepstow (including Llanfoist, Cantref, Llanvihangel Crucorney, Ysgol Cymraeg Y Fenni, Cross Ash, Kymin View. Outlining harm it poses to wildlife and the environment, how litter travels from land to sea, and the time taken for different materials to decompose. We have worked with Monmouth Litter Group volunteers on a school poster competition related to litter and the artwork will appear on the new bins.	green
<b>Actions where MCC is part of a partnership</b>								
2.3	Input to the development of the SEP Resilient Communities application to NRW to expand the Discover the Severn and Litter Free Coast and Seas projects across Monmouthshire and neighbouring LAs	Hazel Sustainability Policy Officer (Hazel Clatworthy)	2022/23	n/a	Coastal Capacity Building funding secured for 2024/25		n/a. Due to SEP team capacity we decided not to pursue this funding at this time. The current plan is to explore this next financial year through the Coastal Capacity Building fund	red

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
2.4	Work with community groups and Keep Wales Tidy to provide support for local litter picks and implement litter picking hubs.	Green Infrastructure & Litter Education Officer (Sue Parkinson)	Ongoing from September 2022	Marine Clean Cymru and Keep Wales Tidy	Ongoing		Support provided for Marine Clean Cymru, Keep Wales Tidy's autumn litter campaign in Sept 2022. Litter pick in partnership with Eurogarages to tackle litter from A40 service station.	green
2.5	Work with Keep Abergavenny Tidy (KAT) litter campaign targeting business in Abergavenny	Green Infrastructure & Litter Education Officer (Sue Parkinson)	2022/23	Keep Wales Tidy	Ongoing		Six retailers in Abergavenny's Lower Cross Street signed up as supporting a Keep Wales Tidy (KWT) Litter Free Zone in that area. General Improvements to street litter bins including cleaning of bins and making them more visible, provision of cigarette butt ballot bins, street chalking (KWT) and regular monitoring of result to measure effectiveness. A second litter free zone is being developed in St John Square Abergavenny by KAT We will provide kit, signage and window stickers. Launch is due Q4 24/25	green
<p><b>Overarching actions for MCC to have a lobbying/influencing role in these key areas:-</b></p> <ul style="list-style-type: none"> <li>• Continue support of plastic-free towns in Monmouthshire</li> <li>• Engage with Welsh Government throughout the development of the Single Use Plastic Bill.</li> </ul>								

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
<b>3</b>	<b>Objective 3: Protect natural habitats along our rivers, estuaries and coast</b>							
	<b>Actions where MCC is part of a partnership</b>							
<b>3.1</b>	Continue participation in ASERA partnership to discharge statutory duties to protect European Marine site in line with EU Habitats Directive	Environment & Culture Manager (Matthew Lewis)	Ongoing	n/a	An MCC representative is present at 100% of ASERA meetings		Continued to participate in ASERA meetings. ASERA progresses the implementation of the single management scheme for the Severn Estuary European Marine Site (EMS) which has recently been extended to 2025.	<b>green</b>
<b>3.2</b>	Through membership of the Severn Estuary Partnership, connect with, learn from and work in partnership with other estuary stakeholders	Sustainability Policy Officer (Hazel Clatworthy)	Ongoing from September 2022	MCC core budget	An MCC representative is present at 100% of SEP meetings  February 2024 lunchtime briefing is held		MCC is a member of SEP and sits on the SEP Management Group. MCC are part of a governance review of how SEP operates and can be most effective. SEP have organised a lunchtime learning briefing in Feb 2024 to make members more aware of the role and work of SEP.	<b>green</b>
<b>3.3</b>	Through membership of SEP, engage with the Welsh Government Wales Marine Action and Advisory Group (WMAAG) on the development of a	Sustainability Policy Officer (Hazel Clatworthy)	Ongoing	n/a	15 <sup>th</sup> February 2024 workshop is held		Through membership of SEP, views of members are fed back to Welsh Government via the Wales Coasts and Seas Partnership meetings (was WMAAG).	<b>green</b>

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
	Blue Recovery Plan for Wales to support sustainable development actions to both help coastal communities to recover, and to achieve our vision of Welsh seas that are clean, healthy, safe, productive and biologically diverse.						Biodiversity 30 by 30 workshop on the 15 <sup>th</sup> February.	
3.4	Work with partners over the next 12 months to secure longer term funding for the Living Levels partnership. The Living Levels aims to re-connect people and communities to the Gwent levels landscape and provide a sustainable future for this historic and unique area.	Environment & Culture Manager (Matthew Lewis) Green Infrastructure Officer (Colette Bosley) Cllr Catrin Maby Cllr Frances Taylor	2022/ - 2024	Coastal Capacity Funding	Funding secured		The partnership is in a transition phase funded to March 2024 and is exploring the options for ongoing funding. Coastal Capacity Funding has been secured for this financial year and next.	amber
3.5	Through membership of SEP, work with the Blue Marine Foundation and cross-border partners to	Sustainability Policy Officer (Hazel Clatworthy)	2023/24	Championing Coastal Coordination	Workshop held to discuss the Possibility of		Through membership of SEP, we will have an input into these discussions. This work is being taken forward by the Severn	green



	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
	scope the potential for a National Marine Park for the Severn Estuary	and colleagues		tion DEFRA funding	a National Marine Park		Vision project (currently funded until 2023). A workshop to gather views and discuss the possibility of a National Marine Park will be held this financial year.	
<b>3.6</b>	Through membership of SEP work to explore options for the development of the Severn Vision work into a deliverable framework for action; one which maximises nature restoration, climate mitigation and adaptation benefits for the whole Severn Estuary and outer reaches area	Sustainability Policy Officer (Hazel Clatworthy) and colleagues	2022/23	Coastal Capacities Building Fund	Costed Delivery Plan by 31 <sup>st</sup> March 2025		This year the project aims to gather information on current and planned projects being delivered in the Severn Vision area (action mapping) to measure progress against the actions highlighted in last year’s Severn Vision report. This will inform the development of a costed delivery plan to take the Severn Vision work forward over the next few years. ASERA have re-launched the Good Practice Guidelines (available via “Wales Coast Explorer” app ). These guidelines encourage the sustainable use of the estuary and its coastline for recreational users and visitors to enjoy. ASERA partners also continue to have discussions about the potential for a wider “Severn Aware” approach.	<b>green</b>

	<b>Action</b>	<b>Officer Responsible/ Lead Member</b>	<b>Timescale (month &amp; year)</b>	<b>Funding</b>	<b>How to measure progress</b>	<b>Also cited in</b>	<b>Progress (February 2024)</b>	<b>Progress (red, amber, green)</b>
<b>3.7</b>	Through membership of ASERA and SEP engage with coastal disturbance through behaviour change.	Environment & Culture Manager (Matthew Lewis)  Head of Planning (Craig O'Connor)	2023/24	MCC core budget	Ongoing		<p>The ASERA officer and ASERA members continue to discuss and share information on coastal disturbance. National projects like Operation Seabird, Wild Seas Wales, Wales Coastal Explorer App and the Welsh Partnership of MPA disturbance project outputs are shared through SEP and ASERA. Messaging on disturbance and behaviour change is regularly distributed via the SEP social media channels and shared with partners.</p> <p>The Habitats Regulations Assessment for the RLDP has highlighted the need to consider mechanisms for reducing coastal disturbance in accordance with the Conservation of Habitats and Species Regulations 2017 (as amended). Further work is needed on the mechanisms to address this, learning from experience in Stroud, Strategic Mitigation Measures are likely to be needed. This could take the form of a recreation mitigation</p>	<b>green</b>

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
							and management strategy and could include a mixture of Suitable Alternative Natural Greenspace (SANG) and Strategic Access Management and Monitoring (SAMM) measures.	
<b>3.8</b>	Continue to lead the Gwent Green Grid Partnership (GGGP) and explore ways to sustain the partnership beyond the end of current funding in 2026 in order to maintain a regional approach to green infrastructure (GI) and nature recovery, including river and ocean recovery.	Green Infrastructure Manager (Colette Bosley)  Environment & Culture Manager (Matthew Lewis)	2022/23	Shared Prosperity Fund and Heritage Lottery Fund	Ongoing		GGGP RDP in its last 6 months of delivery has delivered £1.4 million work – including development of Regional GI Strategy/Spatial Plan, Regional Access Strategy, GI Project delivery work across whole of Gwent, Nature recovery videos and training sessions.  GGGP Shared Prosperity Fund has secured £544,541 across Gwent enabling two staff posts to be extended and the programme or work to be delivered starting April 2023- 2025.  GGGP HLF Nature Networks funding secured £999,000 regionally for expansion of the project with focus on protected sites and intervening land matrices including area such as	<b>green</b>

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
							Gwent Levels. SPF and capital used as match funding. Extending funding of SPF posts and allowing appointment /extension of a further 9 regional posts, 3 of which sit in MCC - including the GGGP Collaboration Manager, Nature isn't Neat Officer and the Nature and Climate Awareness Officer. Project outputs will include a range of nature-based solutions across protected sites, climate and nature awareness raising events, community health and wellbeing initiatives and development of green skills.	
<b>3.9</b>	Continue to lead Monmouthshire and Newport Local Nature Partnership (LNP) to share best practice and resources to maximise benefits for people and wildlife	Biodiversity & Ecology Lead (Kate Stinchcombe)	Ongoing	Coastal Capacity Building Fund	Ongoing		LNP promotion and outputs continued during 2023.  2023 Coastal Capacity Building initial project complete (53k). Delivery partners included GWT together with key stakeholders NRW, Living Levels Partnership RSPB and Cardiff, Vale of Glamorgan, Bridgend, and Swansea LNP's.	<b>green</b>

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
							<p>Development of a delivery plan to deliver the recommendations of the Championing Coastal Coordination Delivering a Vision for the Bristol Channel and Severn report. (action mapping, coastal habitat and enhancement workshops, development of a Gwent Levels Seascape assessment brief, scoping exercises to fit with Wales Marine plan and support Motion for the Ocean webinar, development for implementation stage 23/24 ).</p> <p>2023-2025 Delivering the Vision for Môr Hafren (Severn Estuary &amp; Bristol Channel)</p> <p>Coastal Capacity Building Fund approved (£121,000) to build upon the work undertaken in early 2023. Delivery partners include SEP, Becky MacDonald Lofts, Living Levels Partnership RSPB &amp; GWT together with key stakeholders NRW, and Cardiff City Council, Newport City Council. Three workstreams:</p>	

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
							1.Vision Project Support Officer (SEP) 2.Pilot Beyond the seawall citizen science project (RSPB + GWT) 3. Seascape Assessment (MCC)	
3.10	Develop the Monmouthshire and Newport Nature Recovery Action Plan (NRAP) with the Local Nature Partnership to include river and marine environments	Biodiversity & Ecology Lead (Kate Stinchcombe)	2023	MCC core budget	Habitat and Species Action Plans developed from Spring 2024.		Consultation Draft of Part One (Strategy) of the Monmouthshire Nature Recovery Action Plan (NRAP) complete December 2023.Habitat and Species Action Plans shall be developed from Spring 2024. For marine habitats, the Severn Vision shall be the key action plan to coordinate action and prevent duplication.	green
4	<b>Objective 4: Protect communities from flooding (rivers and coastal areas)</b>							
	<b>Actions where MCC is the lead body</b>							
4.1	Complete Local Flood Management Strategy	Flood Risk Manager (Ross Price)	2024/25	MCC core budget and WG flood revenue grant	Political approval of Local Flood Risk Management Strategy by 31 <sup>st</sup> October 2024		MCC’s new Local Flood Risk Management Strategy is currently being drafted (Dec 2023) and will replace the current Local Flood Risk Management Strategy 2013 and Flood Risk Management Plan 2016. The new Strategy will meet the requirements of the Flood	green

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
							and Water Management Act 2010 which requires all 22 LLFAs in Wales to produce, develop, maintain, apply and monitor a Local Flood Risk Management Strategy for their administrative area. It is anticipated the new Strategy will be published in Spring/Summer 2024.	
4.2	Support catchment-wide action, nature-based solutions and natural flood management and seek to develop partnerships and funding to deliver these.	Flood Risk Manager (Ross Price)	2022/23	WG NFM Accelerator or funding	Installation at sites in Mitchel Troy, Dingestow, Monmouth and Llantilio Crossenny by 31 <sup>st</sup> March 2025  NFM assessment at some County Farms and Norton Brook, Skenfrith by 31 <sup>st</sup> March 2025		MCC has received £70k (2023-25) through WG’s NFM Accelerator grant to promote and implement NFM. Building on previous works which identified NFM opportunities across Monmouthshire, liaison with landowners is ongoing, previous interest low due to lack of financial incentive. It is hoped the proposed Sustainable Farming Scheme will improve take up in future. Currently focussed on progressing sites with positive landowner engagement, installation works planned in 2024 at sites in Mitchel Troy, Dingestow, Monmouth and Llantilio Crossenny.	amber

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
							Landowner engagement has been limited while farmers MCC now sits on the Welsh Water (Brecon Beacons Mega Catchment) NFM sub-working group. We will use this forum and the new regional NRW liaison meetings to initiating discussion with NRW and other LAs/WG/National Infrastructure Commission on more major upstream works, seeking a more fundamental approach to adaptation to climate change on a whole catchment basis. NFM assessment at some County Farms and Norton Brook, Skenfrith planned in 2024. NFM also considered as part of all capital flood schemes.	
4.3	Use our powers as a Sustainable Drainage System (SuDS) Approving Body to ensure new developments manage on site surface water in a sustainable way in accordance with WG’s National SuDS Standards.	Flood Risk Manager (Ross Price)	Ongoing	MCC core budget and WG Flood Revenue Grant	Ongoing		Our role as SuDS Approving Body (SAB) is an ongoing statutory function. SuDS proposals associated with new developments requiring SAB approval continue to be assessed against Welsh Government’s National SuDS Standards.	green



	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
4.4	Use our powers as Land Drainage Authority to ensure works undertaken within ordinary watercourses do not have a negative impact on water quality or on the local environment.	Flood Risk Manager (Ross Price)	Ongoing	MCC Core Budget	Ongoing		As Land Drainage Authority we continue to respond to complaints and queries on ordinary watercourses and liaise with riparian owners and/or relative organisations to resolve issues as they occur. This work includes processing Ordinary Watercourse Consent applications to ensure compliance with the Land Drainage Act 1991.	green
<b>Actions where MCC is part of a partnership</b>								
4.5	Continue as an active member of the Severn Estuary Coastal Group (SECG) to be responsible for the implementation of the Shoreline Management Plan.	Flood Risk Manager (Ross Price)	Ongoing	n/a	MCC Attendance at all of Severn Estuary Coastal Group meetings		Attendance at the SECG meetings is an ongoing action.	green
4.6	Work with NRW to identify improvements to the Caldicot sea wall to reinstate its function as a defence against future tidal flooding.	Head of Planning (Craig O'Connor)	2022/24	n/a	Understand framework of the work by 31 <sup>st</sup> March 2025		Delayed pending SFCA work by JBA and the WG review of TAN15 (now expected Summer 2024).	red

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
	<b>Overarching actions for MCC to have a lobbying/influencing role in these key areas:-</b>							
	<ul style="list-style-type: none"> <li>Attend NRW Internal Drainage District meetings to lobby for change</li> </ul>							
<b>5</b>	<b>Objective 5: Raise awareness of the importance of our rivers and coasts</b>							
	<b>Actions where MCC is the lead body</b>							
<b>5.1</b>	Use the One Planet Centre as a focus for education about marine and river pollution	Reuse and Recycling Officer (Rebecca Blount)	Ongoing	MCC core budget	Ongoing		Provision of education at One Planet Centre on climate change, circular economy, marine and river pollution. For example, 56 pupils visited in January 2023.	<b>green</b>
<b>5.2</b>	Facilitate ongoing discussion between MCC and community groups on river and coastal issues through Community Climate Champions network	Sustainability Policy Officer (Hazel Clatworthy)	Ongoing	n/a	Ongoing		Discussions with community groups on rivers and coasts continues, with information about events, research etc regularly shared through the network at quarterly meetings and through email.	<b>green</b>
<b>5.3</b>	Develop information and resources on rivers and oceans to put on MCC website.	Sustainability Policy Officer (Hazel Clatworthy)	Autumn/ Winter 2022	MCC core budget	Website live by 31 <sup>st</sup> March 2024		Draft information for website has been prepared. Turnover of staff has delayed completion of this action.	<b>amber</b>
	<b>Actions where MCC is part of a partnership</b>							

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
5.4	Target socially and environmentally responsible visitor segments in our destination marketing	Destination Manager (Nicola Edwards)	Ongoing	n/a	Ongoing		New green holiday content developed and promoted <a href="https://www.visitmonmouthshire.com/plan-your-visit/green-holidays">https://www.visitmonmouthshire.com/plan-your-visit/green-holidays</a>	green
5.5	Participate in the Diverse Marine Values research project with Cardiff University and other research partners to help understand how diverse values can influence marine policy and decision making.	Hazel Sustainability Policy Officer (Hazel Clatworthy)	2022/24	n/a	Ongoing		Regular meetings with Cardiff University and partners to help inform their research project. Diverse Marine Values survey went out late February 2023.	green
5.6	Encourage local action, community awareness initiatives, demonstration projects and encourage participation in volunteer monitoring and data collection	Environment & Culture Manager (Matthew Lewis) and Head of Neighbourhood Services (Carl Touhig)	Ongoing	Coastal Capacity Building Fund	Ongoing		Discussions with the Wales Coastal Monitoring Centre around installation of CoastSnap citizen science project fixed photography points at Black Rock picnic site are underway. Engagement and awareness through Nature Isn't Neat GGGP project work.  GGGP sustainable communities and health and wellbeing projects The Monmouthshire NRAP is being developed as a tool to motivate communities to actively	green

	Action	Officer Responsible/ Lead Member	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress (February 2024)	Progress (red, amber, green)
							contribute to the effective restoration and protection of nature in Monmouthshire.  Current application for Coastal Capacity Building application which has incorporated community engagement and workshops and starting discussions with Groundwork through their Healthy Rivers Project for potential roll out across Gwent.	
<p><b>Overarching actions for MCC to have a lobbying/influencing role in these key areas:-</b></p> <ul style="list-style-type: none"> <li>• Promote the Visit Wales <a href="#">addo</a> (promise to care for Wales’ communities and environment)</li> <li>• Play a role in the development of an Ocean Literacy action plan in Wales</li> </ul>								

This page is intentionally left blank

Action	Officer Responsible	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress	Progress (red, amber, green)
<b>ENERGY – Reduce energy use and increase renewable energy across the county</b>							
Use the Replacement Local Development Plan to support net zero and renewable energy developments.	Head of Planning	2024/25	RLDP budget		RLDP		
Work regionally on decarbonisation and climate change through partnerships such as the Gwent PSB and Cardiff Capital Region	Head of Decarb; Strategic Partnerships Manager	TBC	CCR/WG/PSB		Gwent PSB Wellbeing Assessment; CCR Energy Strategy		
Develop low carbon skills in current and future workforce	Head of Economy, Employment and Skills; Building Control Manager	Ongoing			Economy, Employment, Skills Strategy		
Promote, educate and help residents take actions to reduce their carbon emissions	Head of Decarb; Sustainability Policy Officer		Nil				
<b>REDUCE WASTE AND WHAT WE BUY – By encouraging people to reduce, re-use and recycle more</b>							
Focus on reducing, reusing and repairing waste whilst continuing to increase domestic, business and schools recycling	Head of Neighbourhood Services; Sustainability Policy Officer	Ongoing	Some SPF funding	% Recycling rate No. borrows No. repairs			

Page 38

Action	Officer Responsible	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress	Progress (red, amber, green)
Work with Size of Wales to explore the development of deforestation free communities	Sustainability Policy Officer	Starting 2024	Nil		Socially Resp. Proc. Strategy		
<b>GETTING AROUND – Encourage active travel, public transport and low emission vehicles</b>							
Develop schemes that will increase active travel	Road Safety Officer; Active Travel Officer; Group Engineer – Highways		Active travel grant	No. active travel routes created or enhanced	Local Transport Plan		
Ensure the RLDP allocates sites that promote the Twenty Minute Town concept to reduce the number of car journeys people have to make	Head of Planning	2024/25	Nil		Local Transport Plan RLDP		
Develop and implement an Electric Vehicle Charging Strategy, building on good practice from elsewhere.	Head of Decarbonisation, Transport & Support Services	2024/45	Nil	No. EV charging points available	EV Charging Strategy		
Encourage public transport use as set out in the MCC local transport strategy	Passenger Transport Planning & Project Manager	2024 onwards			Local Transport Plan		
<b>EDUCATION AND INVOLVEMENT – Help people understand climate change and what they can do to make a difference</b>							
Work with children and young people to enable them to take positive action on climate change	Youth Sport and Active Travel Manager; Head of Neighbourhood Services; Head of Achievement and Attainment	Ongoing	Nil	No. children reached			

Page 30 of 30

Action	Officer Responsible	Timescale (month & year)	Funding	How to measure progress	Also cited in	Progress	Progress (red, amber, green)
Signpost businesses to support, advice and information to help them to reduce their carbon emissions	Business Insight Manager	Ongoing	Nil		Economy, Employment, Skills Strategy		
Use comms, training and partnership working to build local action on climate and signpost to useful advice and guidance	Sustainability Policy Officer; Head of Communications	Ongoing	Nil				
<b>CLIMATE ADAPTATION – Prepare and adapt for the impact of climate change</b>							
Develop and act on Climate Change Risk Assessments for council services to fully understand adaptation requirements	Sustainability Policy Officer	Waiting for WG guidance	Nil	No. of completed risk assessments			
Continue to promote and support council services and external businesses with business continuity, adverse weather and emergency response strategies, and signpost to support on climate adaptation	Emergency Planning Manager; Business Insight Manager	Ongoing	Nil		Emergency Mgt Plan; Adverse weather, flood arrangements; Bus. Continuity Mgt Plans		
Use planning policy to reduce flood risk	Head of Planning	Ongoing	Nil		RLDP		



## Appendix 1 What can individuals, communities and business do to play their part?

Although Monmouthshire County Council has an important role to play in reducing emissions from across the county, there are things that everyone can do to help reduce their carbon footprint. So whether you are an individual, household, local community group or business, have a look at the suggestions below.

### Energy



- Make sure you have got draft proofing, loft and cavity wall insulation in your home – save money and energy. <https://www.energysavingtrust.org.uk/home-insulation>
- Simple things like switching off the lights, not leaving things on standby and only boiling the water you really need in the kettle can really make a difference. <https://www.energysavingtrust.org.uk/home-energy-efficiency>
- Understand how your heating controls work and using thermostats properly can save energy.
- If you use a dishwasher, make sure you only use it when full.
- Make sure your washing machine is full and dry clothes on a line rather than tumble dry if you can.
- Switch your energy supplier to a renewable energy contract. <https://www.moneysavingexpert.com/utilities/cheap-green-energy/>
- Find out whether you could install solar panels or another renewable energy in your home. <https://www.energysavingtrust.org.uk/renewable-energy>



## Nature Recovery

- Leave part of your garden wild, make habitats for wildlife and plant trees to absorb carbon dioxide. <https://www.wildlifetrusts.org/actions>
- Join a “Friends of” group to get involved in sustainable green space management, or find out about local groups who are doing community gardening and growing. <https://www.farmgarden.org.uk/>
- Get involved in community allotments or establish a new allotment and have a go at growing your own fruit and veg. <https://www.theallotmentgarden.co.uk/vegetable-gardening-beginners/>
- Could your community group plant trees to reduce flooding, provide habitat and shade? <https://www.woodlandtrust.org.uk/plant-trees/schools-and-communities/>
- Find out how you can make sure your garden is resilient to our future climate. <https://www.rhs.org.uk/science/gardening-in-a-changing-world/climate-change>
- Do your bit to keep our rivers clean – remember only put the 3 Ps down the loo – poo, pee and paper!



## What we buy and reducing waste

- Think about how much you buy and whether you really need it.
- When you are buying food think local, in season, reduced and recyclable packaging.
- Think about where meat you buy comes from and have a varied diet with plenty of fruit and vegetables
- Support your local charity shop or re-use shop and buy second hand plus donated unwanted goods, or use schemes such as Freecycle <https://www.freecycle.org/>

- Reduce the amount of “stuff” you buy by borrowing from your local Library of Things, and getting items repaired at a Repair Café. <https://monmouthshire.benthyg.cymru/>
- Consider buying “experiences” for people as gifts, or charity gifts that support sustainable projects, rather than buy gifts that aren’t wanted or needed. <https://onlineshop.oxfam.org.uk/unwrapped/category/oxfam-unwrapped>
- Find out about and use all the different types of recycling that Monmouthshire does. <https://www.monmouthshire.gov.uk/recycling-and-waste/>
- Get recipes and tips for using food and reducing food waste. <https://lovefoodhatewaste.com/>
- Use refillable water bottles, and reusable containers for your lunch. <https://refill.org.uk/>
- Try and cut down on single use plastics. <https://www.sas.org.uk/plastic-free-communities/>
- Look after your clothes, repair them and don’t buy disposable fashion. <https://www.loveyourclothes.org.uk/>

## Getting around



- Try and walk for short journeys, and reduce carbon while getting fit at the same time!
- Find out about local cycle routes and cycling groups and get on your bike. <https://www.sustrans.org.uk/national-cycle-network/>
- Try out an electric bike if you live somewhere hilly or could do with a bit of an extra boost! <https://www.which.co.uk/reviews/electric-bikes/article/electric-bikes-everything-you-need-to-know>
- Team up with parents and your local school to develop a walking bus to walk your little ones to school.
- Get involved with local public rights of way volunteering opportunities. <https://volunteer.monmouthshire.gov.uk/>
- Ask your employer if they can provide showers and lockers so that you can cycle to work.
- Try and car share when you can, to save fuel and money. There are schemes to help. <https://liftshare.com/uk>
- If you are thinking of replacing your vehicle, think about whether an electric car would work for you. There are grants which can help. <https://www.energysavingtrust.org.uk/transport/electric-cars-and-vehicles/electric-vehicles>
- Find out about public transport options that could work for you. <https://www.traveline.cymru/>

- If you are 16 to 21 you can get bus travel discounts. <https://mytravelpass.gov.wales/en/>
- If you are 16 to 25 you can apply for a young persons railcard. <https://www.16-25railcard.co.uk/>
- Concessionary bus passes are available from Transport for Wales. <https://tfw.wales/info-for/over-60s>

## Using your voice



- Get involved with your school's Eco Committee, or if your school isn't an Eco School, find out more and ask them if they would consider it. <https://www.keepwalestidy.cymru/pages/category/eco-schools>
- Does your workplace have recycling or other environmental issues in place? Why not try and start something.
- Get involved with one of the many voluntary groups in Monmouthshire doing great work on climate change. <https://www.transitionchepstow.org.uk/> <https://transitionmonmouth.org/> <https://www.friendsoftheearthabandcrick.wales/>
- Consider moving your savings or pensions into ethical and socially responsible funds. <https://www.ethicalconsumer.org/money-finance/shopping-guide/ethical-savings-accounts>
- If you live somewhere prone to flooding, make sure you know what to do. Find out more at <https://www.monmouthshire.gov.uk/services/planning-for-emergencies/flooding/>

This page is intentionally left blank



# Integrated Impact Assessment document

(incorporating Equalities, Future Generations, Welsh Language and Socio Economic Duty)

<p><b>Name of the Officer</b> completing the evaluation Hazel Clatworthy</p> <p><b>Phone no: 0776 8898587</b> <b>E-mail: hazelclatworthy@monmouthshire.gov.uk</b></p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p>To agree the Climate and Nature Emergency Strategy and 4 Action Plans, which set out how the council will address: Council Emissions, Nature Recovery, Rivers and Oceans and Communities and Climate.</p>
<p><b>Name of Service area</b></p> <p><b>Policy and Performance</b></p>	<p><b>Date</b></p> <p><b>15 May 2024</b></p>

Page 397

**Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The Climate and Nature Emergency Strategy and Action Plans will have positive impacts for all age groups. In particular, tackling the climate emergency will have particular benefits for young people and future generations. There may also be specific benefits for young people for example by increasing active travel to school.	None known at the time of writing	Not applicable
Disability	There will be positive impacts on all protected characteristics.	None known at the time of writing	Not applicable

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Gender reassignment	.There will be positive impacts on all protected characteristics.	None known at the time of writing	Not applicable
Marriage or civil partnership	There will be positive impacts on all protected characteristics.	None known at the time of writing	Not applicable
Pregnancy or maternity	There will be positive impacts on all protected characteristics.	None known at the time of writing	Not applicable
Race	.There will be positive impacts on all protected characteristics.	None known at the time of writing	Not applicable
Religion or Belief	There will be positive impacts on all protected characteristics.	None known at the time of writing	Not applicable
Sex	There will be positive impacts on all protected characteristics.	None known at the time of writing	Not applicable

P  
 9  
 9  
 3  
 8

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Sexual Orientation	.There will be positive impacts on all protected characteristics.	None known at the time of writing	Not applicable

## 2. The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
<b>Socio-economic Duty and Social Justice</b>	There should not be any adverse impacts on low income households. Measures to save energy in the home and improve access to public transport may well benefit low income households. However, central government will need to ensure that low income homes have the financial incentives in order to help them to reduce carbon emissions in their homes.	None known at the time of writing	Not applicable



### 3. Policy making and the Welsh language.



How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts
<p><b>Policy Making</b></p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language no less favourably</p>	<p>The Climate Emergency action plan will be published bilingually on the Council website, and all climate related press and publicity will be done bilingually.</p>	<p>None</p>	<p>Not applicable</p>
<p><b>Operational</b></p> <p>Recruitment &amp; Training of workforce</p>	<p>Not applicable</p>	<p>None</p>	<p>Not applicable</p>
<p><b>Service delivery</b></p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>All Climate related materials will be published bilingually.</p>	<p>None</p>	<p>Not applicable</p>




**4. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p><b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>The action plans directly contribute to the Prosperous Wales vision of a low carbon society and action on climate change. There is the potential for green economy jobs to be developed.</p>	<p>None</p>
<p><b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)</p>	<p>The action plans contribute to more sustainable management of green spaces and includes measures which will build resilience of ecosystems and assist nature recovery.</p>	<p>None</p>
<p><b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood</p>	<p>Transport measures will improve air quality and increasing walking and cycling will improve physical and mental health.</p>	<p>None</p>
<p><b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected</p>	<p>Many of the actions will involve working closely with local communities to produce local community benefits. Transport measures should increase connectivity between communities, particularly for those without a car.</p>	<p>None</p>
<p><b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing</p>	<p>Reducing carbon emissions in Monmouthshire will provide a small contribution towards reducing levels of climate change, which are having global impacts including flooding, drought and sea level rise.</p>	<p>None</p>
<p><b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation</p>	<p>Welsh language will be used for all Climate Emergency communications in line with the Welsh Language measure.</p>	<p>None</p>

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	We are keen to work with the Community Climate Champions and other partners, of all ages and all backgrounds, to help us achieve our ambitions.	None

**5. How has your proposal embedded and prioritised the sustainable governance principles in its development?**

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Long Term</b></p> <p>Balancing short term need with long term and planning for the future</p>	<p>The Action Plans set out how we are working towards a target of zero carbon by 2030. This is a plan for the long term, but it requires quick and immediate action now, to reduce the devastating impacts of climate change in the longer term.</p>	<p>None</p>
 <p><b>Collaboration</b></p> <p>Working together with other partners to deliver objectives</p>	<p>Many of the actions in the Action Plans are being delivered through collaboration, both with community groups, regionally through Gwent and in south east Wales through the Cardiff Capital Region.</p>	<p>None</p>

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Involving those with an interest and seeking their views</p> <p><b>Involvement</b></p>	<p>The strategy and action plans have been through Scrutiny. We will continue to involve stakeholders through the delivery of the action plans, for example Community Climate Champions, town and community councils, other partners. The Nature Recovery Action Plan has been considered by the Local Nature Partnership, and this and the Green Infrastructure Strategy will go out for public consultation. Likewise, involvement of stakeholders will be key to the successful delivery of these action plans.</p>	None
 <p>Putting resources into preventing problems occurring or getting worse</p> <p><b>Prevention</b></p>	<p>The whole aim of reducing our carbon emissions is to prevent (or at least reduce the scale of impact) of runaway climate change. All of the action plans (Council Emissions, Nature Recovery, Rivers and Ocean and Communities and Climate) have prevention at the core.</p>	None
 <p>Considering impact on all wellbeing goals together and on other bodies</p> <p><b>Integration</b></p>	<p>.Bringing together work on council emission reduction, nature recovery, rivers and oceans and community climate action aims to consider these these themes in an integrated, holistic way. Many actions cross over with other themes, and many depend on working with other organisations, but bringing them altogether under one umbrella strategy should ensure joined up thinking and integration.</p>	None

**6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?**

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	There are no safeguarding implications	None	Not applicable
Corporate Parenting	There are no corporate parenting implications	None	Not applicable

**7. What evidence and data has informed the development of your proposal?**

Evidence for the urgency to tackle climate change has come from numerous IPCC reports, such as: <https://www.ipcc.ch/2018/10/08/summary-for-policymakers-of-ipcc-special-report-on-global-warming-of-1-5c-approved-by-governments/>

Local information about energy, nature and climate change has come from reports such as our Wellbeing Assessment, 3rd UK Climate Change Risk Assessment, Wales State of Nature Report 2023 etc.

Data and statistics on energy use, emissions etc has come from the Decarbonisation Team and National Statistics data.

**8. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?**

The Climate Emergency Action Plan has significant positive contributions to make to the Wellbeing Goals. In particular it has strong benefits for a Prosperous Wales, by developing a low carbon economy and thinking carefully about sustainable procurement. There are also benefits for a Resilient Wales, based on changes to the way we manage green spaces, and working with communities and partners to move towards nature recovery. A Healthier Wales will be enhanced by improvements to air quality from more sustainable travel and more walking and cycling. There is also significant potential to contribute to Cohesive Communities, by working collaboratively and in partnership with our communities. There are no negative impacts on the Well-being Goals. There are no significant positive or negative impacts on the protected characteristics, safeguarding or corporate parenting. The

principles of Long term, Prevention, Integration, Collaboration and Involvement have been used throughout the development of the Strategy and Action Plans.

**9. ACTIONS:** As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible

Page 405

**10. VERSION CONTROL:** The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1	Place Scrutiny	10 April 2024	
2	Cabinet	15 May 2024	

This page is intentionally left blank

<b>SUBJECT:</b>	<b>CLIMATE AND NATURE EMERGENCY STRATEGY 2024 – NATURE RECOVERY REPORTS 2024</b>
<b>MEETING:</b>	<b>CABINET</b>
<b>DATE:</b>	<b>15<sup>th</sup> MAY 2024</b>

## 1. PURPOSE:

- 1.1 To seek Cabinet approval of the Biodiversity and Ecosystem Resilience (Section 6) Forward Plan and Action Plan 2024-28 and approval for public consultation of the;
- Monmouthshire Nature Recovery Action Plan (NRAP) Part 1: Strategy
  - Monmouthshire's Green Infrastructure Strategy Vol 1&2 and Executive Summary
- Which sets out the Council's statutory duties and responsibilities and associated actions for delivery.

## 2. RECOMMENDATIONS:

- 2.1 That Cabinet approves the Biodiversity and Ecosystem Resilience (Section 6) Forward Plan and Action plan 2024-28 and gives approval for a public consultation exercise for the Nature Recovery Action Plan (NRAP) Part 1: Strategy (Final Draft) and Monmouthshire's Green Infrastructure Strategy Volumes 1&2 and Executive Summary (Final Draft).
- 2.2 Appendix 2b Short Nature Recovery Action Plan (an abridged version of Appendix 1b) sits alongside the four Action Plans for the Climate and Nature Emergency Strategy.

## 3. KEY ISSUES:

- 3.1 As a local authority we now have a duty (via the Environment Act 2016) to maintain and enhance biodiversity in all our functions, so the responsibility sits across all services and functions. Climate change is having a significant impact on habitats and species and is one of many pressures on our natural world. In 2021 the Senedd declared a 'Nature Emergency' promoted by the State of Nature Report (2019) highlighting the extinction of 17% of species across Wales. In Gwent the State of Nature Report (2021) showed a 34% decline of assessed species. More recently the updated 2023 State of Nature report makes the stark statement that Wales is now one of the most nature depleted countries on Earth ([Wales State of Nature Report](#) - Summary page 3) and along with the rest of the world is facing a biodiversity crisis, with 18% (one in 6) species in Wales at risk of extinction ([State of Nature Wales 2023](#) website and [Wales State of Nature Report](#) - Headlines page 4).
- 3.2 The Biodiversity and Ecosystem Resilience (Section 6) Forward Plan 2024-28 (Appendix 1), outlines how the Council fulfils its legal biodiversity duties. It aligns with actions specified in the Nature Recovery Action Plan (NRAP) and Green Infrastructure Strategy.



The Biodiversity and Ecosystem Resilience (Section 6) Forward Plan key objectives:

Objective 1 Embed biodiversity throughout decision making at all levels

Objective 2 Provide nature-based opportunities to raise awareness, support health and well-being and encourage action for nature

Objective 3 Undertake land management for biodiversity and promote ecosystem resilience

Objective 4 Influence land management to improve ecosystem resilience

Objective 5 Tackle key pressures on species and habitats

Objective 6 Support landscape scale projects and partnerships to maximise delivery

Objective 7: Use improved evidence, understanding and monitoring to inform action

Objective 8: Monitor the effectiveness of the plan and review

3.3 As part of its statutory obligations the Council is also required to report every 3 years on actions taken to deliver its biodiversity duties; the current report for 2020-2023 has been prepared and submitted to Welsh Government after which it will be published.

3.4 The Nature Recovery Action Plan (NRAP) helps to deliver the Section 6 Forward Plan and aims to provide practical, achievable actions designed to help reverse the decline in biodiversity and build ecosystem resilience in Monmouthshire. Supported by the Local Nature Partnership (LNP) the Plan will comprise 4 Parts. Part 1 is the Strategy that sets out our approach for nature recovery in Monmouthshire and a general Action Plan. Parts 2, 3 & 4 will be developed in collaboration with the Local Nature Partnership and will comprise, Habitat Action Plans, Species Action Plans, and a collation of case studies of projects.

Nature Recovery Action Plan Part 1: Strategy (Final Draft) includes the following key areas of action:

- Policies, plans and procedures.
- Education and Awareness
- Evidence and Understanding
- Promoting Ecosystem Resilience
- LNP Governance and Monitoring

3.5 The Green Infrastructure (GI) Strategy (Appendix 3a) sets out the Council's approach to enhancing biodiversity and increasing ecosystem resilience through GI in line with the Forward Plan prepared under the Environment (Wales) Act 2016. It also sets out the Council's approach to improving health and wellbeing outcomes through GI in line with objectives of the Gwent Well-being Plan (2023), South-East Wales Area Statement, Monmouthshire's Communities and Corporate Plan and the emerging Climate and Nature Emergency Strategy, seeking to deliver climate action through landscape scale projects and partnerships.

## The Green Infrastructure (GI) Strategy (Final Draft)

### Core Aims:

- 1 Support Health and Wellbeing delivering strong communities and vibrant places; enriching people's lives through engagement and activity
- 2 Maintain and enhance biodiversity and support resilient ecosystems to address the nature and climate emergencies
- 3 Conserve, protect and enhance Monmouthshire's GI assets

### GI Objectives:

- Improve Health & Wellbeing
- Enhance Biodiversity & Increase Ecosystem Resilience
- Increase Climate Change and Nature Resilience
- Strengthen Landscape Character & Distinctiveness
- Support Sustainable Economic Development

The relationship between the plans is set out in Appendix 5

#### **4. EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):**

4.1 All three reports have significant positive contributions to make to the Wellbeing Goals. In particular a Healthier Wales through health and wellbeing opportunities through projects and partnerships, well connected multifunctional green spaces and community growing initiatives. There are also benefits for a Resilient Wales, based on supporting nature-based solutions for land management, raised awareness through training and education of the nature crisis and working in partnership to deliver landscape scale projects to support resilient ecological networks. There is also significant potential to contribute to Cohesive Communities, by working collaboratively and in partnership with our communities. Finally contributing to a Globally Responsible Wales through sustainable use of natural resources to support Monmouthshire's local green economy and develop skills and learning. There are no negative impacts on the Well-being Goals.

4.2 There are no significant positive or negative impacts on the protected characteristics, safeguarding or corporate parenting. The principles of Long term, Prevention, Integration, Collaboration and Involvement have been used throughout the development of the Action Plans.

#### **5. OPTIONS APPRAISAL**

5.1 Doing nothing is not an option. Section 6 of the Environment (Wales) Act 2016 places a duty on public authorities to seek to maintain and enhance biodiversity where it is within the proper exercise of their functions. In doing so, public authorities must seek to promote the resilience of ecosystems. This means that Monmouthshire County Council must take a pro-active approach to improve and not reduce biodiversity when carrying out its functions.

In addition, the recent publication of Planning Policy Wales edition 12, specifically Chapter 6 has significant implications for biodiversity and green infrastructure which aims to avoid biodiversity loss, provide Net Benefit for Biodiversity, and protect and enhance green infrastructure, setting out requirements for Green Infrastructure Assessments / Strategies as part of the planning process.

## **6 EVALUATION CRITERIA**

- 6.1 Updates on progress will be reported upon in line with statutory requirements as set out in the Section 6 duty.

## **7 REASONS:**

- 7.1 To ensure that the Council delivers upon its statutory Biodiversity Section 6 duty and seek to fulfil requirements of Planning Policy Wales edition 12, supporting the Gwent Well Being Plan and South-East Wales Area Statement and addressing its commitments to the climate and nature emergencies through the Council's Climate and Nature Emergency Strategy and the Communities and Corporate Plan.

## **8 RESOURCE IMPLICATIONS:**

- 8.1 Actions will be funded in different ways, some are zero cost or will require core funded officer time alone, others will involve Project and Partnership funding delivered through current grant programmes. It is anticipated that where additional funds are needed these will be subject to subsequent decision-making processes.

## **9 CONSULTEES:**

SLT  
Informal Cabinet  
Climate and Nature Emergency Steering Group  
Place Scrutiny

Summary of feedback from Place Scrutiny:

- Very supportive of the reports.
- Important to engage residents and schoolchildren with nature.
- Monmouthshire is an outstanding rural county, and the objectives should reflect that.

## **10 BACKGROUND PAPERS:**

Appendix 1a &b – Biodiversity and Ecosystem Resilience Forward Plan 2024 and Actions V2

Appendix 2 – Nature Recovery Action Plan (Final Draft)

Appendix 3a & b – Green Infrastructure Strategy Volume 1 & 2 (Final Draft)

Appendix 4 – Green Infrastructure Executive Summary (Final Draft)

Appendix 5 – Nature Recovery Diagram

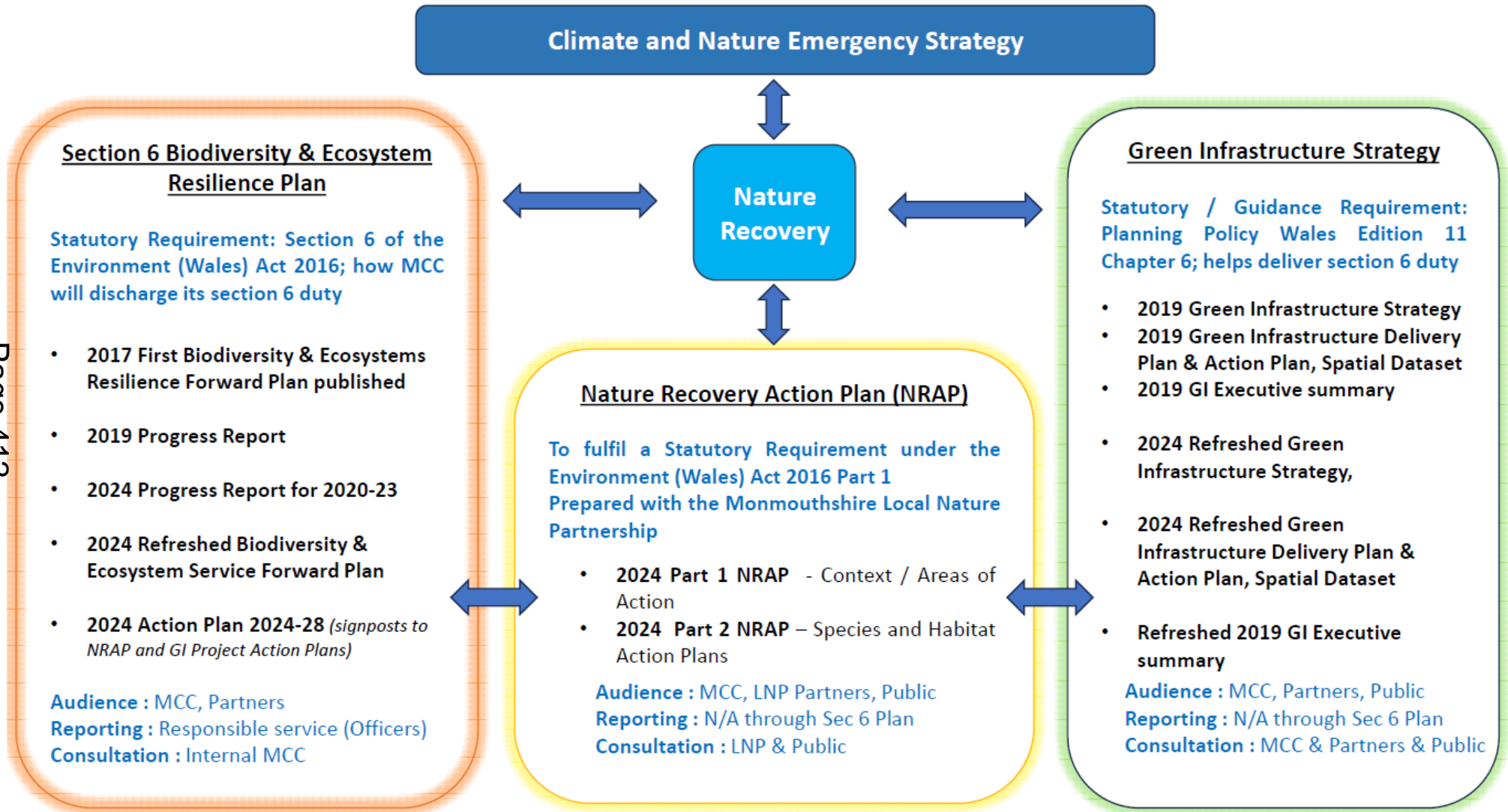
**11 AUTHORS:**

Colette Bosley Green Infrastructure Manager

**12 CONTACT DETAILS:**

Tel: 01633 644852

E-mail: [colettebosley@monmouthshire.gov.uk](mailto:colettebosley@monmouthshire.gov.uk)







**Biodiversity and Ecosystem Resilience Forward Plan**  
**Monmouthshire County Council**  
**February 2024**



<b>Title</b>	Biodiversity and Ecosystem Resilience (Section 6) Forward Plan
<b>Purpose</b>	Statutory Requirement: Section 6 of the Environment (Wales) Act 2016
<b>Owner</b>	Monmouthshire County Council
<b>Approved by</b>	Cabinet
<b>Date</b>	XX/XX/2024
<b>Version Number</b>	3
<b>Status</b>	Pre-approval
<b>Review Frequency</b>	Every 3 years following 2025
<b>Next review date</b>	December 2025
<b>Consultation</b>	Officers and Elected Members

## Contents

1	Introduction .....	3
2	The Climate & Nature Emergency.....	4
3	Biodiversity & Ecosystem Resilience of Monmouthshire .....	6
4	Refreshed Forward Plan.....	11
5	Actions for Delivery 2024-2028 .....	12
6	Reporting Framework .....	12



## 1 INTRODUCTION

- 1.1 Section 6 of the Environment (Wales) Act 2016 places a duty on public authorities to seek to maintain and enhance biodiversity where it is within the proper exercise of their functions. In doing so, public authorities must seek to promote the resilience of ecosystems. This means that Monmouthshire County Council must take a pro-active approach to improve and not reduce biodiversity and ecosystem resilience when carrying out its functions.
- 1.2 The legislation also requires Public Bodies to prepare a 'Forward Plan' to outline how they shall meet the duty and report on that plan every three years from the first reporting round in 2019. This '**Biodiversity & Ecosystem Resilience Forward Plan**' supersedes the plan of the same title which was published in 2017, following two rounds of statutory reporting (2019 & 2023) and six years of a rapidly changing landscape for nature recovery in Monmouthshire and Wales. The Forward Plan covers the unitary authority of the County Council including the area in the Bannau Brycheiniog National Park where functions of Monmouthshire County Council are relevant.
- 1.3 The updated Biodiversity & Ecosystem Resilience Forward Plan will:
  - ✦ Summarise the relevant legislative requirements for biodiversity and the resilience of ecosystems, governance and the corporate framework, and its relationship to the Climate and Nature Emergency Strategy and other plans.
  - ✦ Consider the current known state of biodiversity and ecosystem resilience of Monmouthshire and consider how the Area Statements and Section 7 Habitats and Species should shape delivery.
  - ✦ Identify the Refreshed Biodiversity & Ecosystem Resilience Forward Plan Objectives for Monmouthshire
  - ✦ Identify actions and delivery mechanisms to meet the objectives during the period of 2023-2028.
  - ✦ Identify a reporting framework for future reporting rounds.



## 2 THE CLIMATE & NATURE EMERGENCY

- 2.1 Monmouthshire County Council declared a Climate Emergency in 2019. The initial Climate Emergency Action Plan focused on decarbonisation of Monmouthshire County Council but also identified the importance of managing green spaces to reduce energy use, absorb carbon and be resilient. The plan was updated in 2021, the emphasis on nature recovery was strengthened and action addressing water quality was added to improve protection of our rivers and coasts.
- 2.2 In March 2022, a Motion for Rivers and Ocean was passed by MCC elected members, taking the Motion for the Ocean model developed by the Local Government Association Coastal Special Interest Group, and adapting it to recognise the importance of taking a catchment to coast approach to protecting water quality. MCC produced a report containing recommendations for how the council should act to realise clean, healthy, and productive rivers and oceans, alongside the commitment to tackle the climate emergency.
- 2.3 In October 2022, Welsh government published the [Recommendations of the 'Biodiversity Deep Dive'](#) as part of the two-part UN biodiversity summit COP 15. The main aim of this work is to protect 30% of land and seas by 2030. Of relevance for Local Government is the action to Embed Nature Recovery in Policy and Strategy in Public Bodies in Wales.
- 2.4 In April 2023, Monmouthshire County Council published the Community and Corporate Plan 2022-2028, which aims to take Monmouthshire forward, working together for a fairer, greener, more successful county. The objectives of the plan include making Monmouthshire a “green place” to live work, with reduced carbon emissions, and making a positive contribution to addressing the climate and nature emergency. The Plan recognises that we are a partner in the Public Service Board, which is responsible for setting well-being objectives for the county of Gwent. The local authority’s own well-being objectives are set by Council and form the backbone of the Community and Corporate Plan.
- 2.5 These significant changes in Wales, Gwent and Monmouthshire have triggered a need for a change in the governance structure around Climate and Nature. Monmouthshire’s approach will be based on four key pillars, as shown in Figure 1.



Figure 1 Climate & Nature Strategy planning

- 2.6 The Nature Recovery pillar includes 3 key and interconnected plans for delivery:
  - ✦ Biodiversity & Ecosystem Resilience Forward Plan (2024-2028) i.e. this plan,
  - ✦ Monmouthshire Local Nature Recovery Action Plan (2024), and
  - ✦ Monmouthshire Green Infrastructure Strategy (2024).
  
- 2.7 The Monmouthshire Local NRAP is being prepared by MCC in partnership with the Monmouthshire Local Nature Partnership (LNP). This partnership, hosted and coordinated by Monmouthshire County Council, exists to co-ordinate, promote and record conservation actions to promote and enhance nature locally. The Local Nature Recovery Action Plan for Monmouthshire is a key element to effective delivery of Nature Recovery by providing practical actions that meet the objectives of strategic plans, as well as promoting collaborative working with communities and other stakeholders to achieve common goals.
  
- 2.8 The refreshed Monmouthshire Green Infrastructure Strategy is being prepared to reflect the statutory and guidance requirement of Planning Policy Wales. Setting out Monmouthshire’s approach to the delivery of GI; it identifies a clear vision, aims, strategic objectives and associated principles to inform and contribute to a range of national, regional and local goals plans and objectives. It forms a delivery mechanism for Nature Recovery, supports ways of addressing health and well-being outcomes, identifies solutions for tackling climate change, supports active travel, public rights of way and provides the framework for partnership working through a GI approach.

### 3 BIODIVERSITY & ECOSYSTEM RESILIENCE OF MONMOUTHSHIRE

3.1 Monmouthshire is a large and varied county, with the estuarine coast at the southern limits and the uplands of Bannau Brycheiniog to the north west. The landscape takes us from the wooded Wye Valley to our boundary with the eastern valleys of Gwent.

3.2 Monmouthshire has major biodiversity and ecosystem resources, many of which are internationally or nationally recognised. The Monmouthshire Unitary Authority area contains the following resources:

<p>✦ The Severn Estuary European Marine Site (EMS)</p>	<p>✦ The Severn Estuary is designated as a Special Area for Conservation (SAC), Special Protection Area (SPA), Site of Special Scientific Interest (SSSI) and a Ramsar Site (Wetland of international importance).</p>
<p>✦ Special Areas of Conservation (SAC)</p>	<p>✦ There are seven other SACs in Monmouthshire: Cwm Clydach woodlands*, River Wye, River Usk, Sugar Loaf woodlands*, Usk Bat Sites*, Wye Valley woodlands and the Wye Valley (and Forest of Dean) bat sites.</p>
<p>✦ Sites of Special Scientific Interest (SSSI)</p>	<p>✦ There are 68 SSSIs in Monmouthshire, 16 of which are within BBNP area. Most are woodland or grassland sites with others designated for their wetland or geological interest.</p>
<p>✦ National Nature Reserves</p>	<p>✦ Cwm Clydach*, Coed y Cerrig*, Fiddler's Elbow and Lady Park Wood.</p>
<p>✦ Local Nature Reserve</p>	<p>✦ Cleddon Bog</p>
<p>✦ Sites of Importance for Nature Conservation (SINCs)</p>	<p>✦ There are approximately 759 non-statutory SINC sites predominantly in relation to grassland and ancient and semi-natural woodland areas within the Monmouthshire planning area and eight SINCs within the BBNP part of the County.</p>
<p>✦ Priority habitat and protected species</p>	<p>Priority habitats and species are those recognised as being of principle importance for nature conservation in Wales listed on Section 42 of the Environment (Wales) Act 2016.</p>

\*Sites within the Bannau Brycheiniog National Park

3.3 The South East Wales Area Statement published by Natural Resources Wales in 2019 identified five landscape profiles in Monmouthshire which are useful to illustrate the differences across the county: Bannau Brycheiniog and Black Mountains, South Wales Valleys, Central Monmouthshire, Wye Valley and Wentwood, and the Gwent Levels (see Figure 2). The landscape profiles primarily share the same natural habitats but with clear differences which give them their distinctive character.

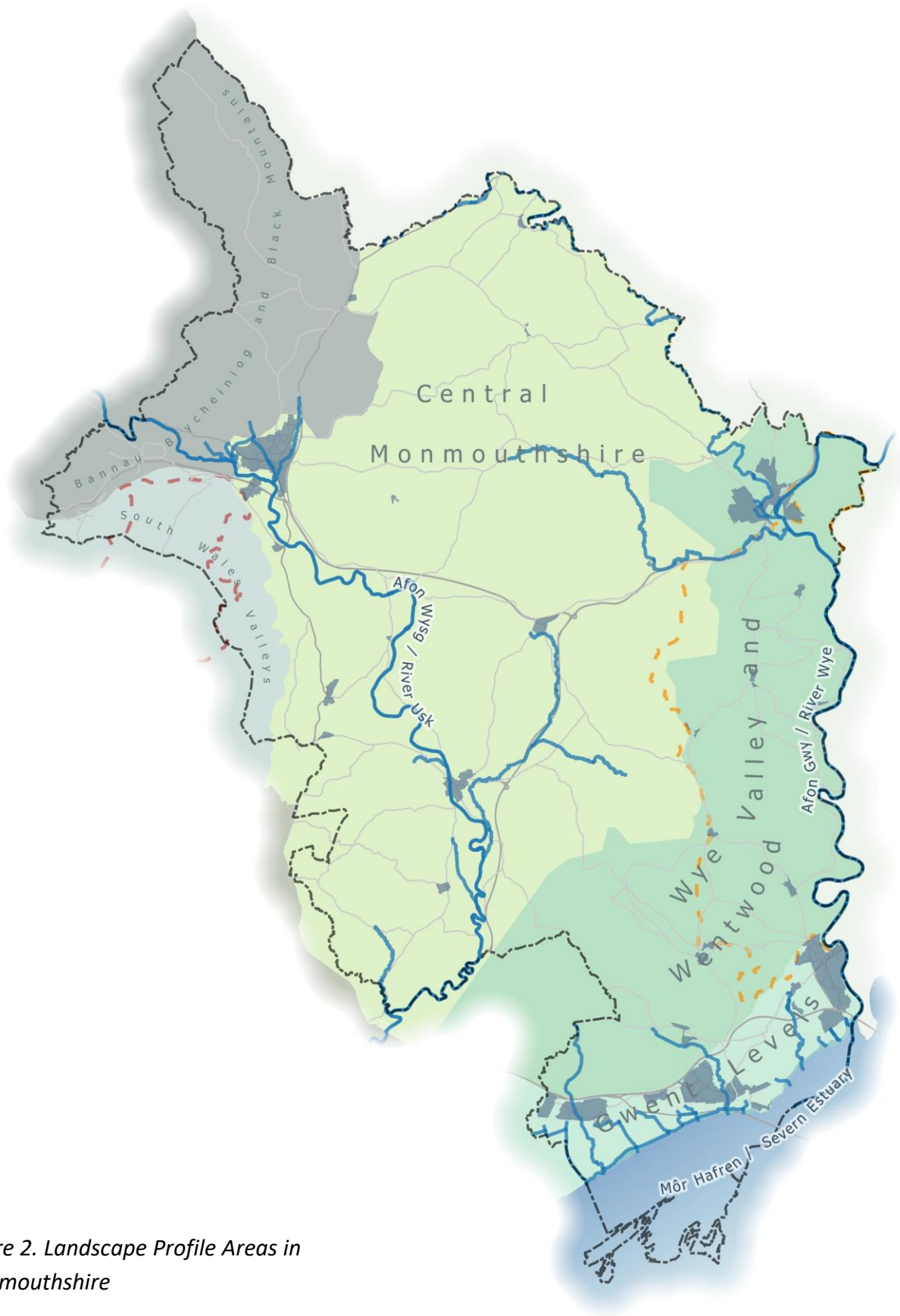


Figure 2. Landscape Profile Areas in Monmouthshire

- 3.4 Central Monmouthshire is noted for its undulating lowlands comprising pasture and arable farmland with isolated pockets of woodland. It is a valuable farming area with agriculturally improved pasture and arable fields. Hedgerows provide important links between small, isolated, ancient woodlands, often on hilltops and steep valley sides where farming is difficult. Parcels of unimproved grassland remain, and considered in the context of massive historical decline are of significant ecological importance.
- 3.5 Wye Valley and Wentwood is predominantly a wooded and riverine landscape. The steep sides of the Wye Valley are clothed in extensive blocks of internationally important woodlands, designated as the Wye Valley Woodlands Special Area of Conservation (SAC). The Wye Valley is home to internationally important bat species including Greater Horseshoe Bats and Lesser Horseshoe Bats with many of their roosts included in the Wye Valley and Forest of Dean Bat Sites SAC. Parts of the Wye Valley are known to be used by at least 15 species of bats including the rare Barbastelle Bat and Bechstein's Bat. The area is also important for species such as dormouse, nightjar, and woodland invertebrates.
- 3.6 In the south, the unique Gwent Levels form an extensive coastal habitat along the Severn Estuary comprising reclaimed agricultural land drained by a network of ditches known as reens. The reens support a particularly diverse community of insects and other invertebrates (for example water beetles) and are designated as a Site of Special Scientific Interest (SSSI). Following a successful reintroduction program at Magor Marsh SSSI in 2012, water voles have spread across the Gwent Levels with the furthest record 16km from the original release site.
- 3.7 Outside of the Monmouthshire Planning and Nature Recovery Action Plan area but within the administrative area of the MCC Unitary Authority, are areas of the Bannau Brycheiniog and Black Mountains and South Wales Valleys (Eastern Valleys) landscapes. The Bannau Brycheiniog landscape profile includes the Vale of Ewyas and surrounding upland in the Black Mountains, and the distinctive peaks of the Skirrid and Sugar Loaf framing the Usk Valley at Abergavenny. With exposed upland moorland with extensive views, this is a landscape noted for tranquillity, dark skies, and limited development. Conifer and broad-leafed woodland are present. Pastures are often enclosed by thick hedgerows, often with narrow lanes, scattered small settlements are in the valleys with prehistoric archaeology and Medieval sites including Llanthony Priory and historic parkland.
- 3.8 The Eastern Valleys includes the Bloreng mountain and eastern slopes of Mynydd Garn-wen, some areas are included in the Bleanavon Industrial Landscape World Heritage Site. Common land is a large and important component of the Eastern Valleys and there are extensive areas of beech woodland. Cave systems across the area are important to internationally important bat roosts protected by the Usk Valley Bat Sites SAC. The Monmouthshire and Brecon Canal on the National Park border is a perfect example of how this once industrial landscape can provide for wildlife today.

- 3.9 The two major rivers in Monmouthshire are the River Usk and River Wye. Both are designated as Special Areas of Conservation and together with their tributaries provide important wildlife corridors and migratory routes for key species such as otters, shad and white clawed crayfish. Another important freshwater habitat in Monmouthshire is the Llandegfedd Reservoir, designated as a SSSI for supporting overwintering wildfowl.
- 3.10 Despite having a wealth of protected and priority species, Monmouthshire's ecosystems are currently facing significant challenges. The State of Nature identified the key drivers of change in Wales (see Figure 2). These drivers are relevant to Monmouthshire. Grassland sites are at risk from poor management, air pollution and development pressures. The Wye Valley is our most ecologically rich area, but quality of the woodland is under threat from lack of management and the spread of ash dieback and invasive species. A considerable proportion of reens and ditches on the Gwent Levels are degraded and at risk from unsuitable development. Freshwater habitats are under threat from water abstraction, pollution, and siltation. Monmouthshire, like the rest of the world, is facing a Nature Emergency.

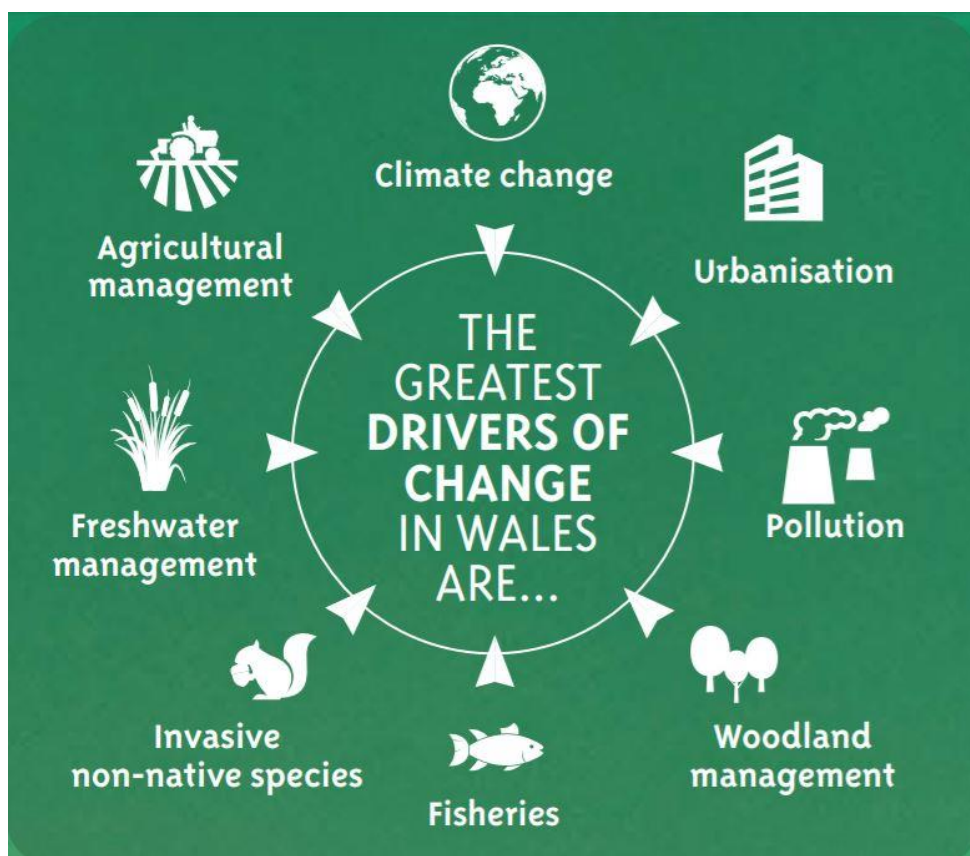


Figure 3 State of Nature: Drivers of Change

- 3.11 Section 7 of the Environment (Wales) Act says that the Welsh Ministers will publish, review and revise lists of living organisms and types of habitats in Wales, which they consider are of key significance to sustain and improve biodiversity in relation to Wales. An updated list is expected in 2024 however, in its absence, the list compiled in response to section 42 of the NERC Act 2006 is referenced.
- 3.12 An audit of the Section 7 species and habitats that occur in Monmouthshire undertaken in 2022 are included in the Nature Recovery Action Plan that will be published for consultation alongside this document. These are our 'Priority' habitats & species for nature recovery in Monmouthshire. Additional habitats and or species may be identified as local priorities continue to be developed through the Local Nature Recovery Action Plan.
- 3.13 The Greater Gwent State of Nature was published in 2021 and used existing data to analyse the status and trends of species within the Greater Gwent area. The report analysed individual species and groups of species representing over 500 individual species, presented as 100 different stories of these species and species groups. Of all the species and species groups analysed, 34% of species showed a decline in their numbers or are predicted to continue to decline. Only 12% showed stable populations. Twenty-one percent showed a welcome increase in their numbers, but the remaining 21% did not have enough data to describe the population trends.

## 4 REFRESHED FORWARD PLAN

4.1 During the 2020-23 report, a review of each of the Forward Plan objectives has been undertaken. It concluded that overall, much was being achieved under the objectives composed in 2017 however, the environmental education objective was too narrow in its scope and should be expanded to include wider nature-based solutions and their role in health & well-being in addition to raising public awareness. It was also considered that there was a gap around data and evidence which fell short of the Wales Nature Recovery Action Plan. The following table lists the Refreshed Forward Plan Objectives and the service areas of Monmouthshire County Council that they particularly appertain to:

<b>Objective 1: Embed biodiversity throughout decision making at all levels</b>	<ul style="list-style-type: none"> <li>•Corporate Policy, Well-being Policy and Planning, Strategic Plans e.g. RLDP, Consents, Operational decisions,</li> </ul>
<b>Objective 2: Provide nature-based opportunities to raise awareness, support health and well-being and encourage action for nature</b>	<ul style="list-style-type: none"> <li>•Environmental Education, Health &amp; Wellbeing activities in nature, providing interpretation and guidance, supporting local groups and citizens to act for nature.</li> </ul>
<b>Objective 3: Undertake land management for biodiversity and promote ecosystem resilience</b>	<ul style="list-style-type: none"> <li>•Management of Council estate for nature recovery.</li> </ul>
<b>Objective 4: Influence land management to improve ecosystem resilience</b>	<ul style="list-style-type: none"> <li>•Supporting other landowners and stakeholders to make positive changes e.g. Regenerative Farming and Natural Flood Management.</li> </ul>
<b>Objective 5: Tackle key pressures on species and habitats</b>	<ul style="list-style-type: none"> <li>•Addressing drivers through project and procedure e.g. Delivering net benefit through Development Management, Invasive non-native species control, impacts of lighting.</li> </ul>
<b>Objective 6: Support landscape scale projects and partnerships to maximise delivery</b>	<ul style="list-style-type: none"> <li>•Collaboration, co-design and co-production through Catchment Partnerships, landscape partnerships, project partnerships.</li> </ul>
<b>Objective 7: Use improved evidence, understanding and monitoring to inform action</b>	<ul style="list-style-type: none"> <li>•Nature Networks, undertaking and encouraging others to undertake monitoring and biological recording.</li> </ul>
<b>Objective 8: Monitor the effectiveness of the plan and review</b>	<ul style="list-style-type: none"> <li>•Undertake statutory reporting and assess the need to update the plan.</li> </ul>



## 5 ACTIONS FOR DELIVERY 2024-2028

- 5.1 Unlike the first iteration of the Biodiversity & Ecosystem Resilience Forward Plan, this refreshed version sets out specific actions together with key service areas responsible for delivery. A table of actions is available in Appendix 1 of this document.
- 5.2 The table also identifies the current funding status of the action, the source(s) of that funding.
- 5.3 The actions make up the 'living' element of the Section 6 plan. These will evolve as additional legislation, policy, funding come into place.

## 6 REPORTING FRAMEWORK

- 6.1 In line with Monmouthshire County Council Performance reporting the actions will be reported against every 6 months.
- 6.2 Statutory reporting to Welsh Government is due in December 2025 and every 3 years following this.
- 6.3 It is proposed that the Forward Plan Objectives and associated Actions shall be reviewed at the time of the 2028 statutory reporting round.

**Objective 1 Embed biodiversity throughout decision making at all levels**

Action	Responsible Service Area(s)	Timescale	Funding	Also cited in	How to measure progress	Progress	Progress (red, amber, green)
1.1 Ensure RLDP allocations where delivery of Net Benefit for biodiversity will be possible. Ensure RLDP Development Management policies are robust and associated Supplementary Planning Guidance for Nature Recovery is developed.	Planning Policy  Green Infrastructure	2024	Part, Core	-	Policies and planning guidance in place		
1.2 Continue to identify services & operations that have potential to deliver a net benefit for biodiversity and incorporate action into business plans including Highways & Flooding and Landlord Services.	Highways  Landlord Services  Green Infrastructure	2024	Full, Core, Local Places for Nature Revenue	-	Audits undertaken and further actions identified		

<p>1.3 Ensure that the review and implementation of the Council’s Asset Management Strategy considers Biodiversity &amp; Ecosystem Resilience through consultation.</p>	<p>Landlord Services</p>	<p>2024</p>	<p>Full, Core, Local Places for Nature Revenue</p>	<p>-</p>	<p>Biodiversity &amp; Ecosystem Resilience considered</p>		
<p>1.4 Improve the consideration of biodiversity through Highways Operations and Suds Approving Body (SAB) process through use of checklists and consultation.</p>	<p>Highways Flooding Risk Management</p>	<p>2024</p>	<p>Full, Core</p>	<p>-</p>	<p>More schemes delivering meaningful biodiversity benefits</p>		
<p>1.5 Rollout the use of the new procurement guidelines to limit effects on climate and nature</p>	<p>Procurement All Procuring Services</p>	<p>2024</p>	<p>Full, Core</p>	<p>Carbon Emissions plan</p>	<p>More procurement considers climate &amp; nature</p>		

**Objective 2 Provide nature-based opportunities to raise awareness, support health and well-being and encourage action for nature**

Action	Responsible Service Area(s)	Timescale	Funding	Also cited in	How to measure progress	Progress	Progress (red, amber, green)
2.1 Continue to deliver nature-based opportunities to raise awareness, support health and well-being and encourage action for nature through the Gwent Green Grid (see Appendix for Nature Networks and SPF project outputs)	Green Infrastructure	2024-2026	Full, Nature Networks, SPF	-	Grant relevant Key Performance Indicators		
2.2 Work with young people to enable them to take positive action on nature recovery and climate change	Green Infrastructure Grounds and Cleansing Leisure Services Development and Heritage Attractions	Ongoing	Full, Core, Nature Networks, SPF, Food Partnership	Community Climate Action Plan	TBC		

FAS/0427

	Sustainable Food  Outdoor Education						
2.3 Continue with work on the E Learning module and seek to make it compulsory corporate training.	Green Infrastructure	2024	Full, SPF/Local Places for Nature	-	Completion of learning module.  Number of officers completed training.		
2.4 Work collaboratively to seek alternative funding models including Green Finance to ensure long term sustainable delivery of awareness raising and encouraging action.	Green Infrastructure	Ongoing	Part, Nature Networks	-	Opportunities identified.		
2.5 Explore opportunities for Duke of Edinburgh Award voluntary work to aid nature recovery.	Outdoor Education  Green Infrastructure	Ongoing	No	-	Opportunities identified.		
2.6 Explore funding to update interpretation and materials at the One Planet Centre, strengthen links with partners and	Grounds and Cleansing	TBC	No	-	TBC		

<p>increase the use of the centre.</p>							
<p>2.7 Support schools to utilise the opportunity provided by the new curriculum to ensure nature recovery &amp; climate change education is embedded into young people's learning</p>	<p>Green Infrastructure Grounds and Cleansing Development and Heritage Attractions Leisure Services Sustainable Food</p>	<p>Ongoing</p>	<p>Part, Nature Networks, SPF</p>	<p>-</p>	<p>Number of schools engaged.</p>		
<p>2.8 Encourage public understanding of food systems – including production, processing, cooking, nutrition, and waste – to encourage planet-friendly food choices and informed decision-making</p>	<p>Sustainable Food</p>	<p>Ongoing</p>	<p>Part, Food Partnership</p>	<p>-</p>	<p>TBC</p>		

<p>2.9 Deliver Nature &amp; Climate awareness raising to groups</p>	<p>Green Infrastructure Grounds and Cleansing Development and Heritage Attractions</p>	<p>Ongoing</p>	<p>Core, Local Places for Nature</p>	<p>-</p>	<p>TBC</p>		
<p>2.10 Assess the need and aspirations for schools in Monmouthshire to have an environmental charter and improve sharing of best practice on projects such as school grounds improvements to enhance ecosystem services.</p>	<p>Green Infrastructure Grounds and Cleansing Active Travel Sustainable Food Children and Young People</p>	<p>Ongoing</p>	<p>Core, Local Places for Nature, Food Partnership</p>	<p>-</p>	<p>TBC</p>		
<p>2.11 Continue with a programme of training for site managers, operatives &amp; development management officers as need arises e.g. protected species, construction, and</p>	<p>Highways Grounds and Cleansing MonLife Attractions</p>	<p>Ongoing</p>	<p>Part, SPF</p>	<p>-</p>	<p>Number of officer/operatives trained</p>		

management of GI assets e.g. Rain Gardens.	Green Infrastructure  Development and Heritage Attractions						
2.12 Nature & Climate Comms campaign	Communications  Green Infrastructure  Grounds and Cleansing	Ongoing	Part, Core, Nature Networks, Local Places for Nature	-	TBC		



**Objective 3 Undertake land management for biodiversity and promote ecosystem resilience**

Action	Responsible Service Area(s)	Timescale	Funding	Also cited in	How to measure progress	Progress	Progress (red, amber, green)
3.1 Develop the management of green infrastructure to improve climate & ecosystem resilience	Grounds and Cleansing Countryside Access Development and Heritage Attractions MonLife Attractions	Ongoing	Part, Local Places for Nature, Brilliant Basics, Nature Networks, SPF	-	TBC		
3.2 Continue to deliver green infrastructure improvements and changes to management practices through the Gwent Green Grid Partnership	Green Infrastructure	March 2026	Full, Nature Networks, SPF	-	Grant relevant Key Performance Indicators		
3.3 Maintain Nature Isn't Neat Management at 38Ha and increase sustainable disposal /	Grounds and Cleansing Highways	Ongoing	Full, Core, Local Places for Nature	-	Management Maintained at 38Ha		

utilisation of grass cutting arisings							
3.4 Implement the River Gavenny project via the Local Nature Partnership	Green Infrastructure	2024	Part, Section 106, Nature Networks	-	Project Underway		
3.5 Develop Green Infrastructure Management Plans for Mill Common, Breezy Bank and the new Countryside Park at Nant y Castell.	Green Infrastructure	March 2026	Part, Section 106, Planning Obligation, (TWIG funding application underway)	-	Plans completed		
3.6 Continue with the development and implementation of the Neddern Brook Strategy and monitor effectiveness	MonLife Attractions Green Infrastructure Flood Risk Management	Ongoing	Part, Nature Networks	-	Strategy in place.  Management undertaken.		
3.7 Seek TWIG funding for woodland management plans and future woodland management	Green Infrastructure Grounds and Cleansing	2024	Full, Nature Networks	-	Funding secured.		

<p>3.8 Secure National Forest Accreditation for priority woodland sites</p>	<p>Green Infrastructure MonLife Attractions Countryside Access Grounds and Cleansing Landlord Services</p>	<p>March 2026</p>	<p>Full, Nature Networks, (TWIG funding application underway)</p>	<p>-</p>	<p>Number of MCC sites with National Forest Accreditation</p>		
---	--	-------------------	---	----------	---	--	--

**Objective 4 Influence land management to improve ecosystem resilience**

Action	Responsible Service Area(s)	Timescale	Funding	Also cited in	How to measure progress	Progress	Progress (red, amber, green)
4.1 Promote and, as opportunities arise, use our county farms as exemplars for nature friendly, sustainable, and regenerative agriculture	Sustainable Food Landlord Services Flood Risk Management	Ongoing	Part, Food Partnership	-	TBC		
4.2 Promote sustainable land management and agricultural practices, including nutrient/soil management and natural flood management	Flood Risk Management Sustainable Food	Ongoing	Part, Food Partnership	-	TBC		
4.3 Work with partners to understand potential for and implement natural flood management for climate adaption	Flood Risk Management	Ongoing	Part, NFM, SPF, Food Partnership	-	TBC		
4.4 Work with Landlord Services to	Sustainable Food	Ongoing	Full, Food Partnership	-	TBC		

update the Incredible Edible license template to include a duty to use chemicals only as a last resort.							
4.5 Work with Town and Community councils to deliver Section 6	Green Infrastructure Grounds and Cleansing	Ongoing	Part, Local Places for Nature	-	Number of Community Councils engaged		
4.6 Continue to work with Gwent Wildlife Trust, Monmouthshire Meadows Group and Natural Resources Wales to identify sites that meet the Local Wildlife Sites / Sites of Importance for Nature Conservation criteria.	Green Infrastructure	Ongoing	Full, Core	-	Number of Local Wildlife Sites / Sites of Importance for Nature Conservation		
4.7 Protect and enhance green infrastructure through new and existing development	Planning Policy and Development Management Green Infrastructure	Ongoing	Part, Core	-	TBC		
4.8 Promote community access to land for growing food	Sustainable Food	Ongoing	Part, SPF, Food Partnership	-	TBC		

	Planning Policy and Development Management						
4.9 Signpost businesses to support, advice and information to help them to contribute to Nature Recovery	Enterprise and Community Animation Destination Management Green Infrastructure	Ongoing	Part, Core	-	Number of businesses engaged.		

Objective 5 Tackle key pressures on species and habitats							
Action	Responsible Service Area(s)	Timescale	Funding	Also cited in	How to measure progress	Progress	Progress (red, amber, green)
5.1 Continue to develop the Nature Recovery Action Plan and support and encourage delivery	Green Infrastructure	Ongoing	Part, Local Places for Nature	-	NRAP published.		
5.2 Continue to identify and promote new Green Infrastructure projects through the Green Infrastructure Strategy	Green Infrastructure Grounds and Cleansing Sustainable Food Flood Risk Management	Ongoing	Part, Nature Networks, SPF, Local Places for Nature	-	No of green infrastructure projects delivered.		
5.3 Develop a Dark skies policy and explore a street lighting charter which consider reducing and limiting impacts on nature	Street Lighting Green Infrastructure Planning Policy and	Ongoing	Part, Local Places for Nature	-	Policy and charter formulated.		

	Development Management						
5.4 Delivery of Net Benefit for biodiversity through Active Travel and other sustainable travel infrastructure projects	Active Travel Green Infrastructure	Ongoing	Full, Active Travel Fund	-	TBC		
5.5 Work with partners to support and promote actions to improve river water quality	Green Infrastructure Planning Policy and Development Management Flood Risk Management Sustainable Food	Ongoing	Part, Core, SPF, Food Partnership	Rivers & Ocean	TBC		
5.6 Development of a voluntary Tree Warden scheme to encourage residents to monitor and maintain existing and new tree planting.	Grounds and Cleansing Green Infrastructure Countryside Access	TBC	TWIG Funding Application Underway	-	Pilot scheme in place.		



<p>5.7 Work in partnership to plant more trees, increase area of woodland, improve woodland management, and retain and protect existing woodland and trees</p>	<p>Green Infrastructure  Grounds and Cleansing</p>	<p>Ongoing</p>	<p>Part, Nature Networks, SPF, Section 106</p>	<p>-</p>	<p>TBC</p>		
<p>5.8 Explore and establish a target for an increase in the percentage of urban and rural tree cover</p>	<p>TBC</p>	<p>TBC</p>	<p>Part, Core</p>	<p>-</p>	<p>TBC</p>		
<p>5.9 Provide information to encourage new tree planting and protect existing trees in private gardens</p>	<p>Grounds and Cleansing  Green Infrastructure</p>	<p>TBC</p>	<p>Part, Core, Nature Networks</p>	<p>-</p>	<p>TBC</p>		
<p>5.10 Work with Stump Up for Trees and other similar local organisations to evaluate benefits of biochar for tree plant health and locking up carbon</p>	<p>Grounds and Cleansing</p>	<p>TBC</p>	<p>No</p>	<p>-</p>	<p>TBC</p>		
<p>5.11 Eliminate the use of peat-based compost from our supply chain</p>	<p>Procurement  Grounds and Cleansing</p>	<p>Ongoing</p>	<p>No</p>	<p>Council Emissions</p>	<p>TBC</p>		

	Green Infrastructure Highways Active Travel						
5.12 Increase urban tree canopy including new street trees and in car parks to increase carbon capture, water storage, ecosystem resilience, and provide a cooling effect	Green Infrastructure Planning Policy and Development Management Highways	Ongoing	Local Places for Nature, SPF, Nature Networks	-	TBC		

**Objective 6 Support landscape scale projects and partnerships to maximise delivery**

Action	Responsible Service Area(s)	Timescale	Funding	Also cited in	How to measure progress	Progress	Progress (red, amber, green)
6.1 Continue to lead on the Gwent Green Grid through Nature Networks and SPF funding	Green Infrastructure	Ongoing	Nature Networks, SPF	-	Continued leadership of GGG		
6.2 Continue to take active roles in the Usk Catchment Partnership and Wye Catchment Partnership	Elected Members  Chief officer Communities and Place  Green Infrastructure  Head of Planning	Ongoing	Full, Core	Rivers & Ocean	Continued involvement with partnerships		
6.3 Continue to support Living Levels Landscape Partnership	Elected Members  Green Infrastructure	Ongoing	Full, Core	-	Continued involvement with partnership		
6.4 Continue to work on the coast and the wider	Elected Members	Ongoing	Full, Core	-	Continued involvement		

Page 41 of 53

estuary through Coastal Capacity, ASERA, Severn Estuary Partnership and Severn Estuary Coastal Group.	Chief officer Communities and Place  Green Infrastructure  Sustainability  Planning, Placemaking and Flooding				with partnerships		
6.5 Continue to host and maintain the Dorset and Dorsetshire Local Nature Partnership	Green Infrastructure	Ongoing	Part, Local Places for Nature	Nature Recovery Action Plan	Continued hosting of Local Nature Partnership		

Page 143

**Objective 7 Use improved evidence, understanding and monitoring to inform action**

Action	Responsible Service Area(s)	Timescale	Funding	Also cited in	How to measure progress	Progress	Progress (red, amber, green)
7.1 Continue to monitor grassland diversity and pollinators (through POMS) to provide evidence to our Nature isn't Neat management	Green Infrastructure Grounds and Cleansing	Ongoing	Full, Nature Networks, Core	-	TBC		
7.2 Continue to secure the Service Level Agreement with the South East Wales Biodiversity Record Centre (SEWBRc)	Planning Policy and Development Management	Ongoing	Full, Core	-	Continuation of SLA.		
7.3 Development of Nature Networks Mapping and continue to work with NRW to develop Resilient Ecological Networks	Green Infrastructure	Ongoing	Part, Nature Networks	-	Nature Networks and Resilient Ecological Networks complete.		
7.4 Use of Nature Networks mapping in project design and to inform delivery of Net Benefit for Biodiversity	Planning Policy and Development Management	TBC	Part, Core	-	TBC		

through development using Supplementary Planning Guidance	Green Infrastructure						
7.5 Seek funding to explore opportunities / methods for monitoring carbon and water storage on Council land and in Green Infrastructure assets	Green Infrastructure  Grounds and Cleansing  Landlord Services	TBC	No	-	TBC		

**Objective 8 Monitor the effectiveness of the plan and review**

Page Action	Responsible Service Area(s)	Timescale	Funding	Also cited in	How to measure progress	Progress	Progress (red, amber, green)
45							
8.1	Review the plan in 2025 in line with the Section 6 reporting requirement	Green Infrastructure	2025	Full, Core	-	Plan Reviewed.	
8.2	Assess the need to review the refreshed forward plan in 2026	Green Infrastructure	2026	Full, Core		Assessment undertaken.	

This page is intentionally left blank

A photograph of a purple orchid flower in a field of tall grasses and yellow wildflowers. The orchid is the central focus, with its stem and leaves clearly visible. The background is a soft-focus field of green grasses and yellow wildflowers.

MONMOUTHSHIRE

# Local Nature Recovery Action Plan

2024 Final Draft

Page 447



<b>Title</b>	Monmouthshire Local Nature Recovery Action Plan
<b>Version</b>	Final Draft
<b>Version Date</b>	25 <sup>th</sup> April 2024



**Coordinated and distributed by:**

Monmouthshire Local Nature Partnership  
c/o Monmouthshire County Council  
County Hall  
The Rhadyr  
Usk  
NP15 1GA

Monmouthshire Local  
Nature Partnership



Partneriaeth Natur  
Lleol Sir Fynwy

# Part 1: Strategy

1.	Introduction .....	4
1.1.	Relationship to other Plans .....	6
1.2.	Who is it for? .....	8
1.3.	Why do we need a Local NRAP?.....	10
1.4.	Biodiversity in Monmouthshire.....	14
2.	Nature Emergency .....	17
2.1.	Drivers of Change .....	18
2.2.	Positive Change .....	20
3.	Delivery of the Local NRAP.....	21
3.1.	Content of the Local NRAP .....	21
3.2.	Monitoring and Review .....	22
4.	General Action Plan.....	22
5.	Signposting .....	24
5.1.	Bannau Brycheiniog National Park.....	24
5.2.	Gwent Wildlife Trust’s Ten Vulnerable Species .....	25
5.3.	Wye Valley National Landscape .....	26
	Appendix 1: Policy and Legislation .....	27
	Appendix 2: Protected Sites.....	29
	Appendix 3: Priority Habitats in Monmouthshire.....	31
	Appendix 4: Priority Species in Monmouthshire.....	32
	Appendix 5: NRAP for Wales Objectives.....	42

## Contents



This document is hyperlinked. Click on **bold green** text for references. Page 449



## 1. INTRODUCTION

The **Monmouthshire Local Nature Recovery Action Plan (NRAP)** is a guide to conservation work in Monmouthshire to deliver outcomes to benefit nature recovery. The plan aims to provide practical, achievable actions designed to help reverse the decline in biodiversity and build ecosystem resilience in Monmouthshire. We want to motivate communities to actively contribute to the effective restoration and protection of nature in Monmouthshire.

The Monmouthshire Local NRAP has been produced by the Monmouthshire **Local Nature Partnership (LNP)**. The LNP exists to co-ordinate, promote and record conservation actions to promote and enhance nature locally. The Monmouthshire LNP covers the local authority area of Monmouthshire County Council, excluding that in the Bannau Brycheiniog National Park which has a separate Local Nature Partnership and **Local NRAP**. For ease of use we refer to the area covered by the LNP and this NRAP as "Monmouthshire" throughout the document.

The Local NRAP is being collated and edited by LNP coordinators hosted by Monmouthshire County Council in collaboration with key partners with expertise and responsibilities for conservation and nature recovery in Monmouthshire. It is intended to be a "living document" with regular updates to record and expand on the work of the LNP.

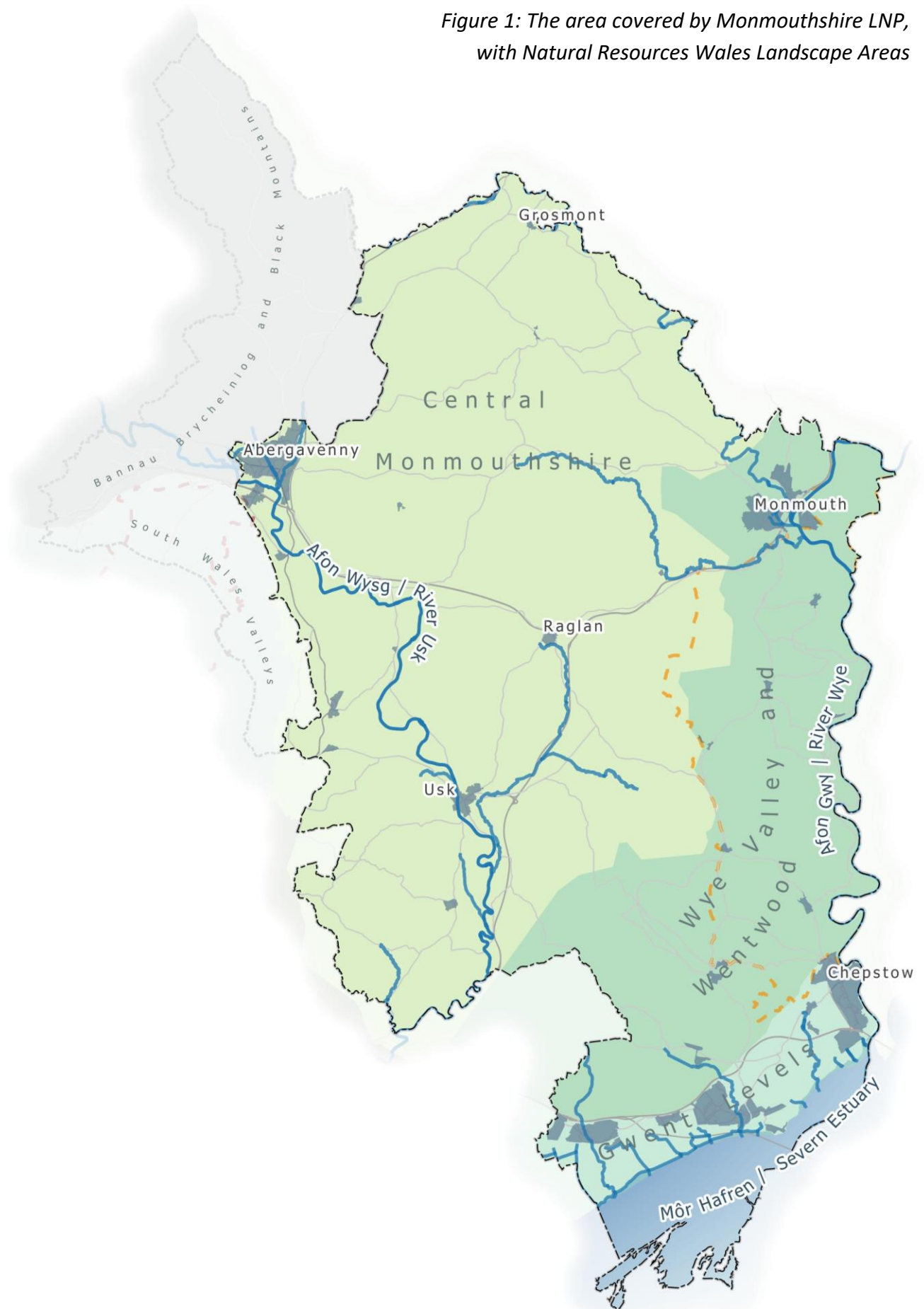
### **Box 1: The Local NRAP and Monmouthshire Local Nature Partnership**

The LNP is a key mechanism for delivering a Local NRAP for Monmouthshire, but the NRAP is also fundamental in delivering the aims of the LNP to: **Co-ordinate, promote and record existing and new actions to conserve, promote and enhance nature in Monmouthshire...taking account of local and national priorities.**

The Local NRAP meets the purposes of the LNP set out in the Terms of Reference through:

- Enabling partnership working between key organisations and individuals that protect and enhance nature in Monmouthshire.
- Supporting the development of projects undertaken by individual organisations to address local priorities.
- Identifying opportunities for integrating the conservation, promotion, and enhancement of nature into other policy areas, plans and projects throughout Monmouthshire.
- Supporting and encouraging new and existing action groups to take forward the implementation of actions identified in the plans.
- Raising awareness of nature conservation related issues and priorities in Monmouthshire

Figure 1: The area covered by Monmouthshire LNP, with Natural Resources Wales Landscape Areas



## 1.1. RELATIONSHIP TO OTHER PLANS


The Local NRAP is a replacement of the Monmouthshire **Local Biodiversity Action Plan (LBAP)**, published in 2005 by the predecessor to the LNP, Monmouthshire Biodiversity Partnership. The LBAP included action plans for six habitats and 15 species. The Local NRAP will expand on the work started by the LBAP, identify current priorities and threats, and revise the actions to bring them up to date.

The **NRAP for Wales** was launched in 2015 and sets out how Wales will deliver the commitments of the UN Convention on Biological Diversity's Strategic Plan for Biodiversity. The NRAP for Wales is broad, designed to be a guide for all public bodies in Wales that sets out the objectives to support Welsh Government's ambition **"to reverse the decline in biodiversity, for its intrinsic value, and to ensure benefits to society"**.

The **Greater Gwent NRAP** was produced by Resilient Greater Gwent and Gwent Green Grid Partnerships and published in 2022. It provides guidance and recommendations on nature recovery actions within the Greater Gwent area, i.e. Caerphilly, Blaenau Gwent, Torfaen, Newport, and Monmouthshire. The Greater Gwent NRAP encourages partnership working between all public bodies and organisations within Greater Gwent and promotes a regional approach to nature recovery at all levels, aligned to national and local priorities.

Monmouthshire County Council published its **Forward Plan** in 2017. The plan was produced to meet the Section 6 Biodiversity and Ecosystem Resilience duty of the Environment (Wales) Act 2016 and to provide a mechanism for delivering the County's requirements under the Well-being of Future Generations (Wales) Act 2015. Monmouthshire County Council have a duty to report every three years on progress made in delivering the plan. The 2023 report has identified the need to refresh the Forward Plan which will include eight objectives and actions for delivery over the next 4 years.

**Our Local NRAP will take the objectives established in the regional and national plans and turn them into deliverable actions that we can achieve within the LNP, for our local sites and our local communities.**



**Figure 2 on Page 7 is hyperlinked.** Click on plan and strategy titles for more information. A summary of the policy and legislation underpinning the NRAP are also given in **Appendix 1**

Consistent with the NRAP for Wales, this Local NRAP does not include actions for marine habitats. Refer to the Severn Estuary Partnership for actions affecting the Severn Estuary.




Figure 2: The relationship between plans





## 1.2. WHO IS IT FOR?

The Local NRAP is for anyone undertaking operations, projects or action in Monmouthshire which may affect biodiversity or nature recovery.

- ✦ It is for individuals, community groups and conservation bodies carrying out boots-on-the-ground conservation activities.
- ✦ It is for businesses looking to contribute to effective nature recovery. It is for developers to inform meaningful net benefit for biodiversity as part of their developments in Monmouthshire.
- ✦ It is for the county, town, and community councils to aid and guide their functions whilst meeting the Section 6 biodiversity duty.
- ✦ It is both a source of activities to be funded and an evidence base for funding applications.

Figure 3: Contributors and users of the Local NRAP



## **Box 2: The Local NRAP and Monmouthshire County Council**

Section 6 of the Environment (Wales) Act 2016 places a duty on public authorities to seek to **maintain and enhance biodiversity where it is within the proper exercise of their functions**. In doing so, public authorities must seek to promote the resilience of ecosystems. This means that Monmouthshire County Council must take a pro-active approach to improve and not reduce biodiversity when carrying out its functions. The legislation also requires Public Bodies to prepare a 'Forward Plan' to outline how they shall meet the duty and report on that plan every three years from the first reporting round in 2019.

Monmouthshire County Council declared a **Climate Emergency** in 2019. The first Climate Emergency Action Plan identified the importance of managing green spaces to reduce energy use, absorb carbon and be resilient. However, when it was updated in 2021, the emphasis on nature recovery was strengthened and an action on addressing water quality was added to improve protection of our rivers and coasts.

In March 2022, a **Motion for Rivers and Ocean** was passed by elected members, taking the Motion for the Ocean model developed by the Local Government Association Coastal Special Interest Group, and adapting it to recognise the importance of taking a catchment to coast approach to protecting water quality. Monmouthshire County Council produced a report containing recommendations for how the council should act to realise clean, healthy and productive rivers and oceans, alongside the commitment to tackle the climate emergency.

In April 2023, Monmouthshire County Council published the **Community and Corporate Plan 2022-2028**, which aims to take Monmouthshire forward, working together for a fairer, greener, more successful county. The objectives of the plan include making Monmouthshire a "green place" to live work, with reduced carbon emissions, and making a positive contribution to addressing the climate and nature emergency.

Following two rounds of statutory reporting and a rapidly changing landscape for nature recovery in Monmouthshire and Wales, Monmouthshire County Council are publishing revised Biodiversity and Ecosystem Resilience Forward Plan, which will be available mid-2024.

**The Local NRAP is a key element to effective delivery of these plans and strategies by providing practical actions that meet the objectives of strategic plans, as well as promoting collaborative working with communities and other stakeholders to achieve common goals.**





## 1.3. WHY DO WE NEED A LOCAL NRAP?

### 1.3.1. UNDERSTANDING BIODIVERSITY

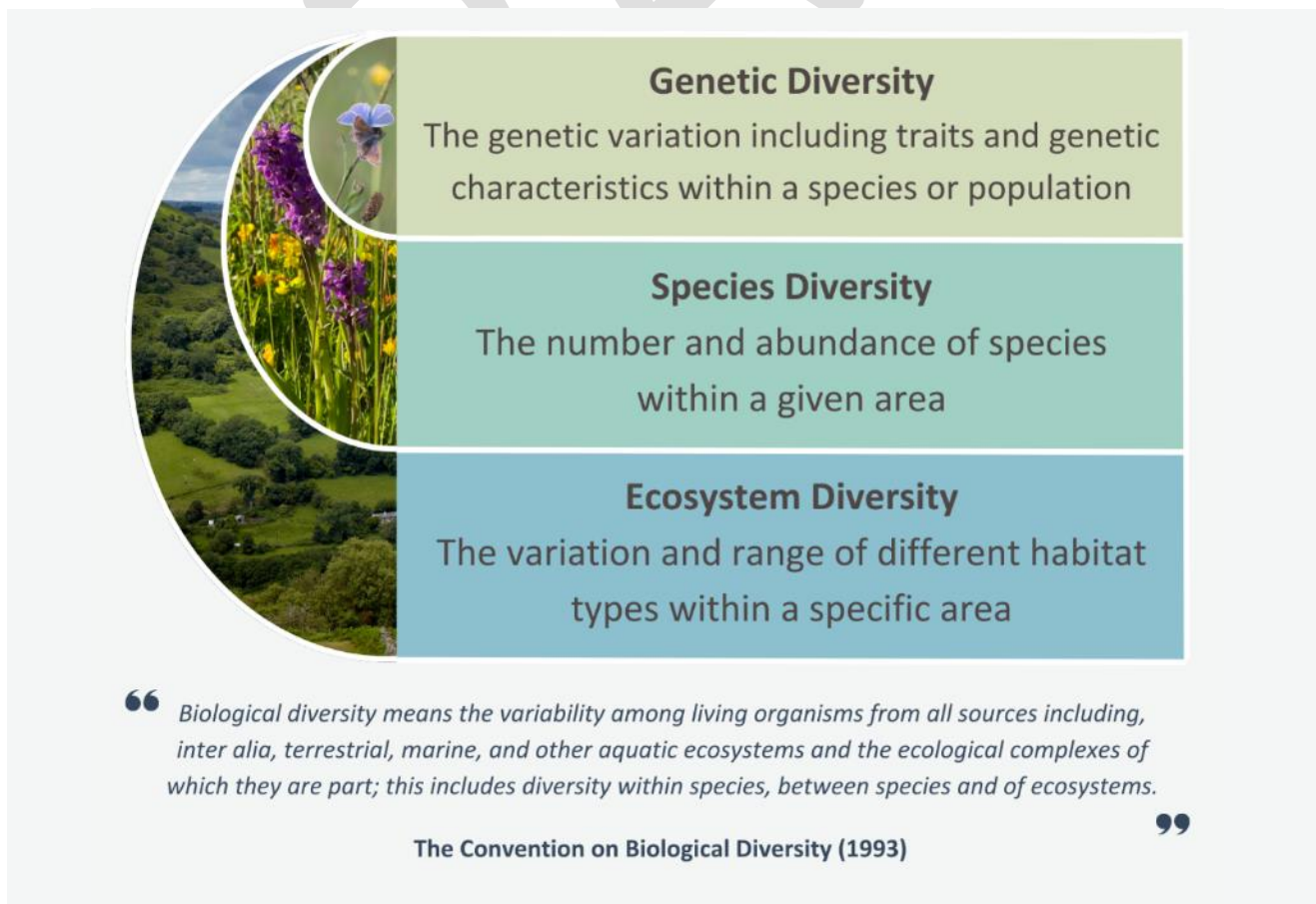
Biodiversity is short for biological diversity and simply means the variety of life. It includes all the living things that occur in the natural world and the variation between them. Biodiversity is not just about the number of species that occur in a place, it also includes the genetic variation between and within species, and the interactions between species and individuals.

Biodiversity is not just restricted to rare or threatened species, although Monmouthshire has plenty of both, it encompasses all living things in the natural world, from those that are common to those that are critically endangered.

Nature, although more commonly understood, is perhaps more difficult to define. Nature is broader than biodiversity, encompassing not only species and habitats but all the physical processes on Earth that create and support life. An ecosystem is a dynamic and interconnected system of living organisms and physical environment contained within specific geographical area. When we talk of "**nature recovery**" we talk of restoring species populations, habitat condition, natural processes and all the things in between that make up a healthy and resilient ecosystem.

Nature Recovery is essential because nature plays a critical role in all aspects of our lives, and there is substantial evidence for the negative impacts of degraded ecosystem services on life as we know it.

Figure 4: Definition of Biodiversity



### 1.3.2. ECOSYSTEM SERVICES

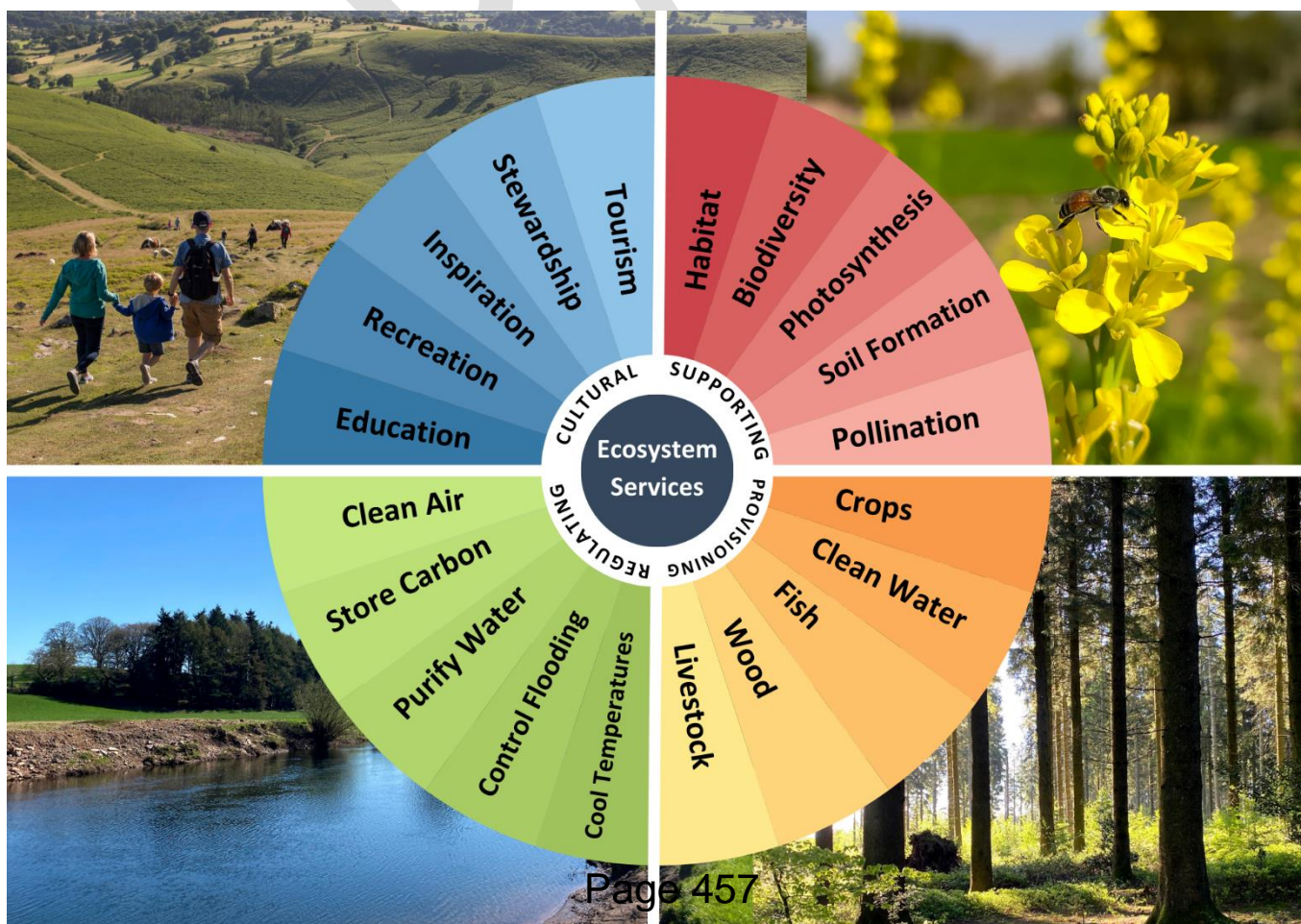
Ecosystem Services are the natural systems which create an environment in which we can live and thrive, ranging from providing resources, temperature and flood regulation and mitigation, to cultural benefits including recreation and well-being. Biodiversity underpins most, if not all, essential ecosystem services including provision of food, materials, flood defences and carbon sequestration.

The most vital ecosystem services provided by biodiversity are provision of oxygen and carbon sequestration through photosynthesis; the process by which carbon dioxide is removed from the atmosphere by plants, broken down into carbon for growth and oxygen released back into the air for us to breathe. As plants grow, they store carbon in their leaves, twigs, and trunks, and importantly in their roots and the soil around them.

Ecosystem services help society adapt to a changing climate and provide mitigation for flooding. Trees and woodlands play a crucial role in mitigating air pollution, minimising noise, and providing cooling and shade. Green spaces and access to nature provides opportunities for healthy and active lifestyles. Evidence supports associations between access to nature and increased mental well-being.

The concept of ecosystem services is proven to be successful in demonstrating the necessity of taking action for nature recovery. It also provides us with criteria to measure impacts and demonstrate success, but our use of the term does not mean we consider the intrinsic value of nature and biodiversity any less.

Figure 5: Ecosystems services





### 1.3.3. ECOSYSTEM RESILIENCE

Ecosystem resilience refers to the ability of an ecosystem to withstand disturbances, adapt to changes, and recover its structure and function after being exposed to various stresses or shocks. This concept is a fundamental aspect of ecology and its importance in the fields of conservation and nature recovery has been recognised in recent years.

**Natural Resources Wales (NRW)** developed the **DECCA** framework (sometimes also the DECC framework) which describes the attributes which contribute to a resilient ecosystem; **Diversity, Extent, Condition and Connectivity**. The first iteration of the framework included Adaptability which is now replaced by "other **Aspects**" to recognise that adaptability is a function of the four key attributes. The speed and success of nature recovery and species climate-change adaptation will mainly depend on actions that maintain or enhance all four attributes of resilience (see **Figure 7**).

In 2010, Defra published "**Making Space for Nature**", known as The Lawton Report, which provides the most succinct conclusion on what is required; "*the essence of what needs to be done to enhance the resilience and coherence of [an] ecological network can be summarised in four words: **more, bigger, better and joined***". Small, isolated sites do not contain enough food, shelter or genetic diversity required to support sustainable populations. We need **more** sites that are rich in biodiversity. We need **bigger** sites to allow for larger, more stable, populations and greater diversity of habitats and species composition. We need **better** quality sites and to manage sites better, to ensure protected sites are not degraded by neglect, inappropriate management, or development. And we need to **join** our nature sites to allow movement between populations, allow species to move away from sites where they can no longer thrive, or repopulate an area.

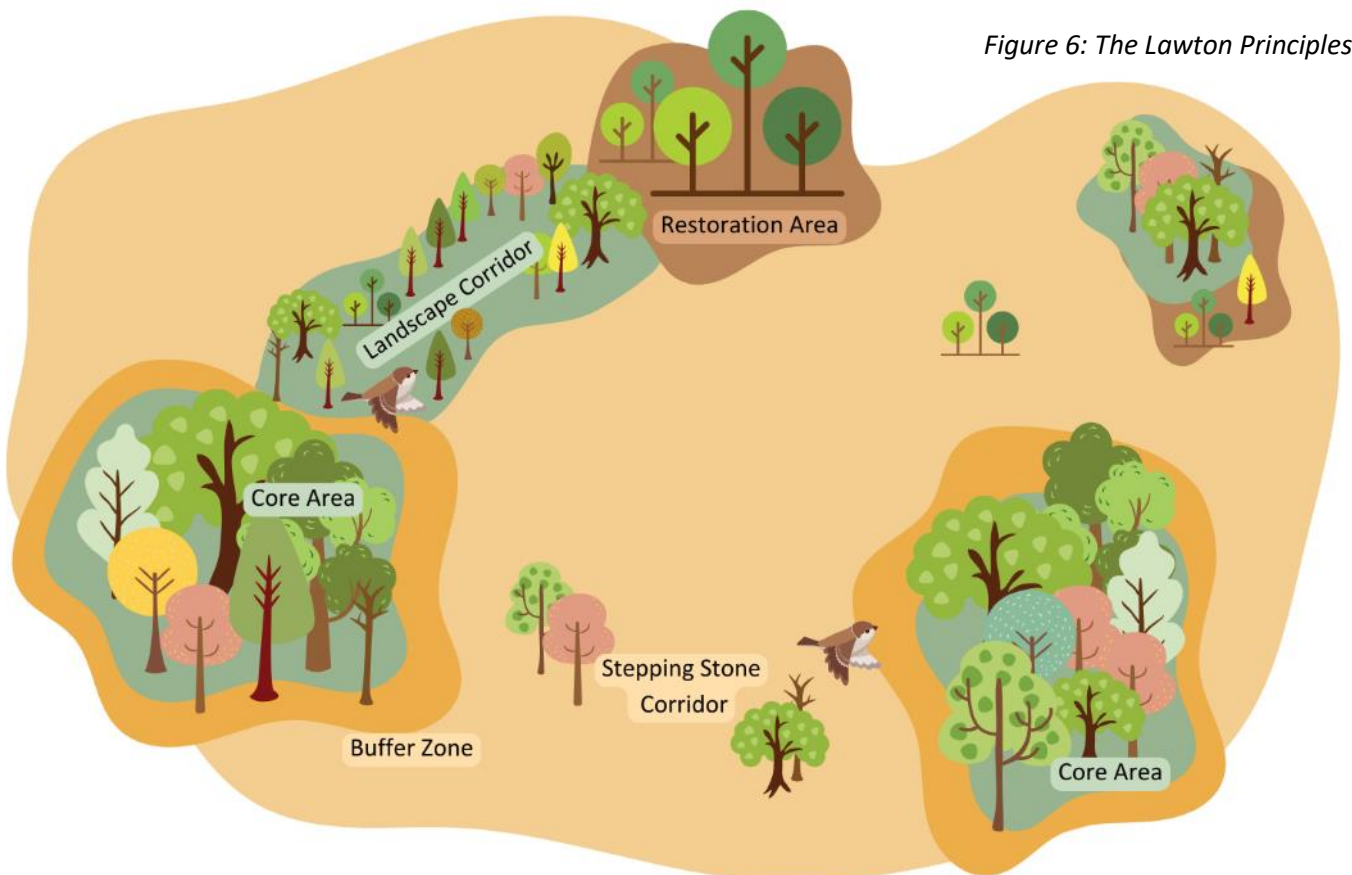
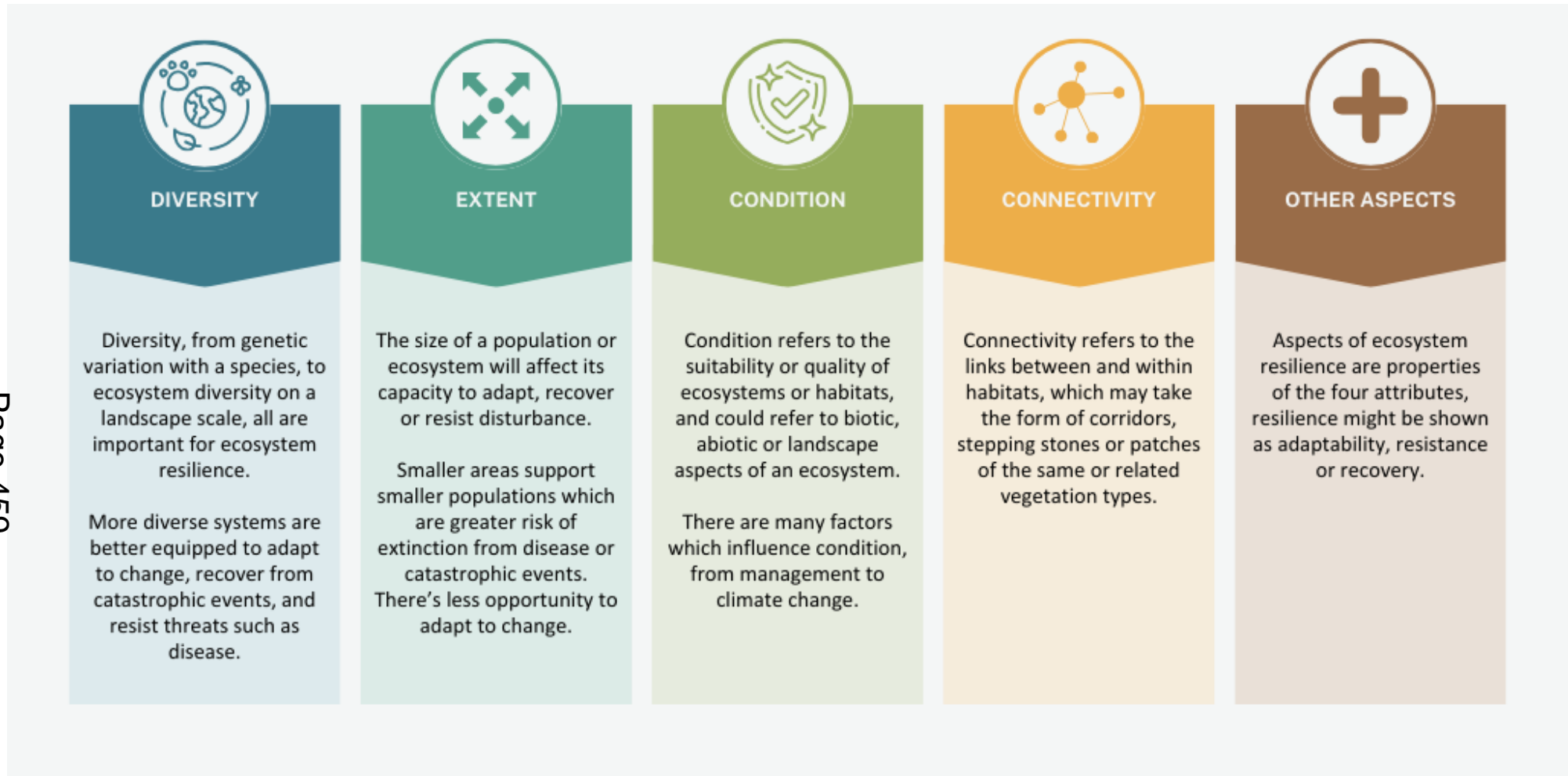


Figure 6: The Lawton Principles

Figure 7. The Decca Framework



## 1.4. BIODIVERSITY IN MONMOUTHSHIRE

Monmouthshire is a large and varied county, with distinct differences between north and south, east and west. It is a coastal county, but its estuary location means that it is often not viewed as such. The **South East Wales Area Statement** identified three landscape profile areas in Monmouthshire which are useful to illustrate the differences across the county: **Central Monmouthshire**, **Wye Valley and Wentwood**, and the **Gwent Levels**. The landscape profiles primarily share the same natural habitats but with clear differences which give them their distinctive character. The areas covered by each profile are shown on **Figure 1**.

**Central Monmouthshire** is noted for its undulating lowlands comprising pasture and arable farmland with isolated pockets of woodland. It is a valuable farming area with agriculturally improved pasture and arable fields. Hedgerows provide important links between small, isolated, ancient woodlands, often on hilltops and steep valley sides where farming is difficult. Parcels of unimproved grassland remain, and considered in the context of massive historical decline are of significant ecological importance.

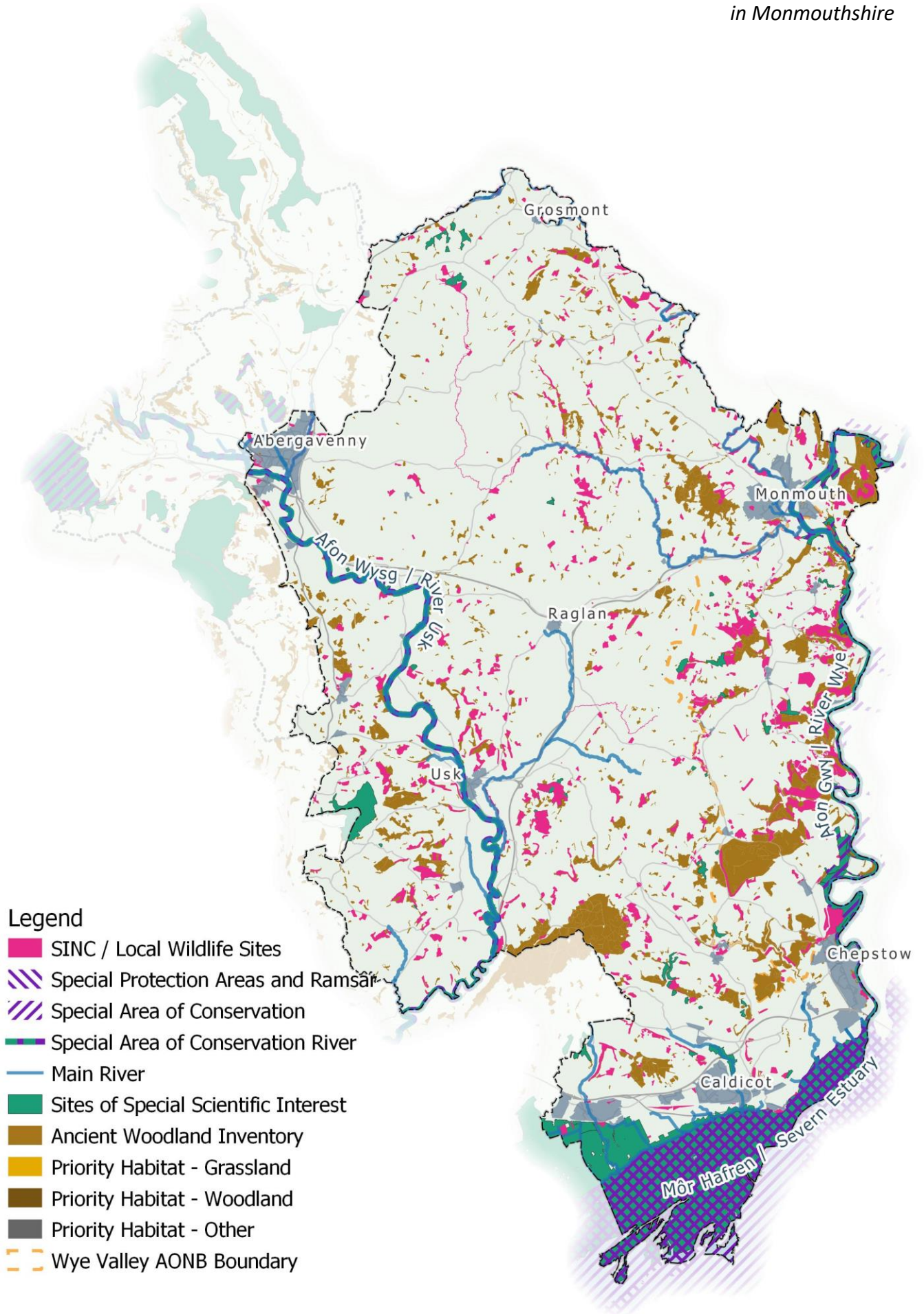
**Wye Valley and Wentwood** is predominantly a wooded and riverine landscape. The steep sides of the Wye Valley are clothed in extensive blocks of internationally important woodlands, designated as the Wye Valley Woodlands **Special Area of Conservation (SAC)**. The Wye Valley is home to internationally important bat species including greater horseshoe bats and lesser horseshoe bats, with many of their roosts included in the Wye Valley and Forest of Dean Bat Sites SAC. Parts of the Wye Valley are known to be used by at least 15 different species of bats including the rare Barbastelle bat and Bechstein's bat. The Wye Valley is also a stronghold for dormouse, and polecats reintroduced in England have been observed on this side of the river on more than one occasion.

In the south, the unique **Gwent Levels** form an extensive coastal habitat along the Severn Estuary comprising reclaimed agricultural land drained by a network of ditches known as reens. The reens support a particularly diverse community of water plants and aquatic invertebrates and are designated as a **Site of Special Scientific Interest (SSSI)**. Following a successful reintroduction program at Magor Marsh SSSI in 2012, water voles have spread across the Gwent Levels with the furthest record 16 km from the original release site.





Figure 8: Protected Sites and Priority Habitats in Monmouthshire



Legend

- SINC / Local Wildlife Sites
- Special Protection Areas and Ramsar
- Special Area of Conservation
- Special Area of Conservation River
- Main River
- Sites of Special Scientific Interest
- Ancient Woodland Inventory
- Priority Habitat - Grassland
- Priority Habitat - Woodland
- Priority Habitat - Other
- Wye Valley AONB Boundary

The two major rivers in Monmouthshire are the River Usk and River Wye. Both are designated as Special Areas of Conservation and together with their tributaries provide important wildlife corridors and migratory routes for key species such as salmon, otters, shad and white clawed crayfish. Another important freshwater habitat in Monmouthshire is the Llandegfedd Reservoir, designated as a SSSI for supporting overwintering wildfowl. The breakdown of protected sites is shown in Figure 9 and more information on the legislation behind protected sites is given in [Appendix 2](#).

Despite having a wealth of protected and priority species, Monmouthshire's ecosystems are currently facing significant challenges. Grassland sites are at risk from poor management and development pressures. The Wye Valley is our most ecologically rich area, but the quality of the woodland is under threat from lack of management and the spread of ash dieback. A large proportion of reens and ditches on the Gwent Levels are degraded. Freshwater habitats are under threat from water abstraction, pollution, and siltation. Monmouthshire, like the rest of the world, is facing a Nature Emergency.

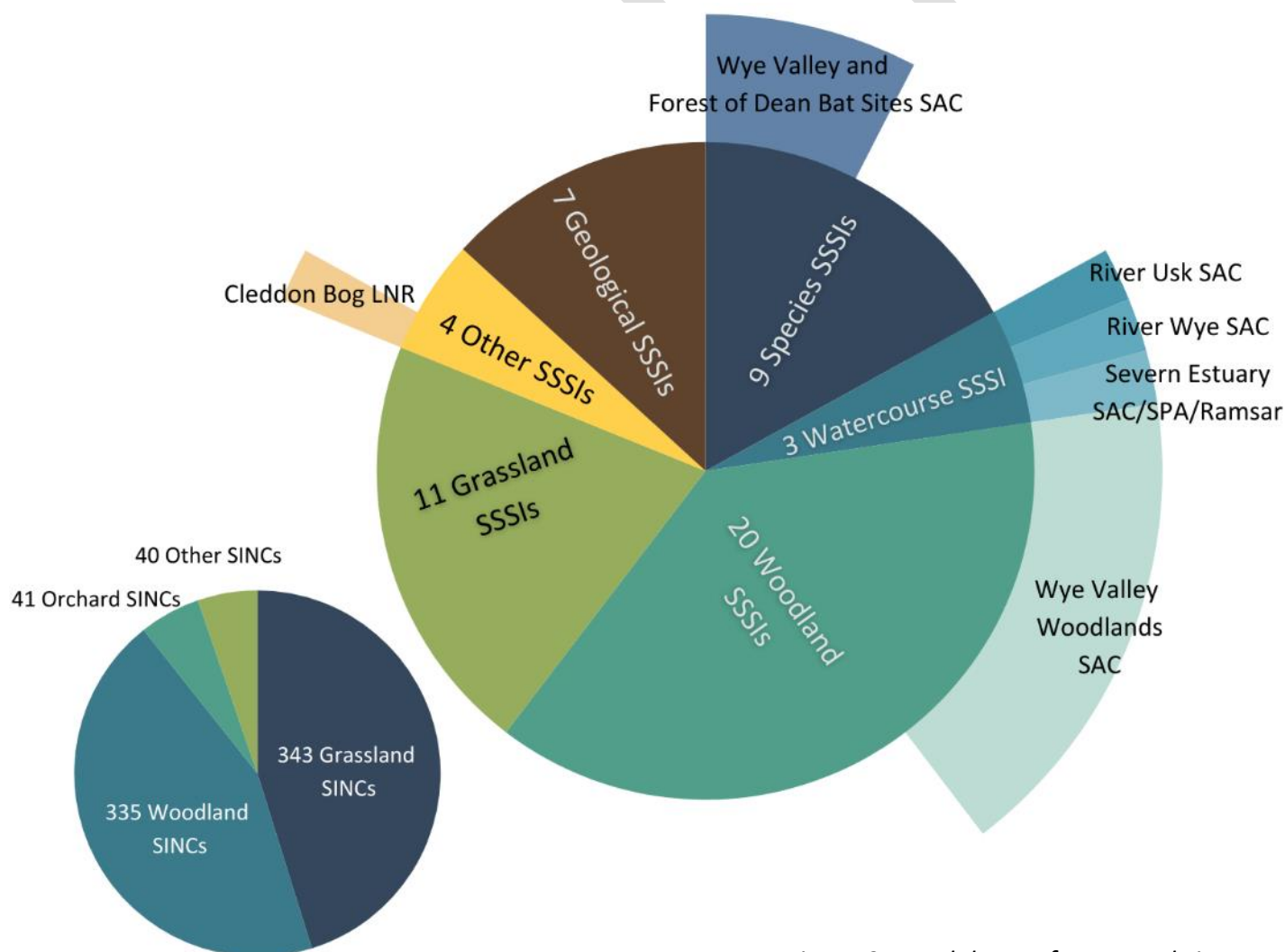


Figure 9: Breakdown of protected sites in Monmouthshire



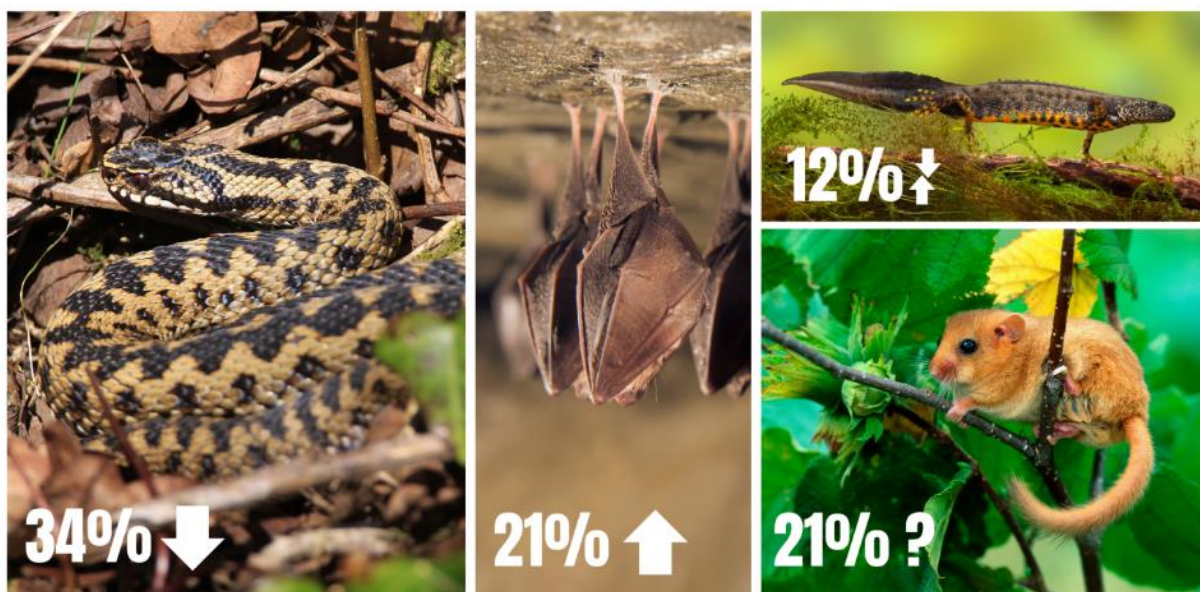
## 2. NATURE EMERGENCY

We are in the midst of a global nature crisis. The planet is changing as a result of human activity and biodiversity loss is the clearest warning sign that we are facing a planetary emergency. In June 2021, the Senedd declared a **nature emergency** recognising that continued and drastic biodiversity loss is a clear sign of a global crisis. The **Wales Summary** for the **State of Nature 2023** makes the stark statement that **Wales is now one of the most nature depleted countries on Earth.**

The **State of Nature Partnership** is a collaboration of over 60 partners, from conservation NGOs, research institutes, and statutory nature conservation bodies. The first UK State of Nature report was published in 2013 and although the last decade has seen continued research and nature recovery action, the most recent report continues to show substantial declines in biodiversity. The headlines from the 2023 summary include 18% of species assessed in Wales are threatened with extinction. That's over 600 species. There has been an average decline of 20% in species abundance since 1994, and the distribution of species and composition of our flora and fauna is changing.

We have local evidence of the nature emergency. The **Greater Gwent State of Nature** was published in 2021, and used existing data to analyse the status and trends of species within the Greater Gwent area. The report analysed individual species and groups of species representing over 500 individual species, presented as 100 different stories of these species and species groups. Of all the species and species groups analysed, 34% of species showed a decline in their numbers or are predicted to continue to decline. Only 12% showed stable populations. Twenty-one percent showed a welcome increase in their numbers, but the remaining 21% did not have enough data to describe the population trends.

*Figure 10: Percentage of species or species groups identified as decreasing, increasing, stable or unknown in the Greater Gwent State of Nature*





## 2.1. DRIVERS OF CHANGE

The **IPBES (the Intergovernmental Science-Policy Platform on Biodiversity and Ecosystem Services)** has identified five direct drivers of global biodiversity loss (changing use of sea and land, direct exploitation of organisms, climate change, pollution, invasive non-native species) and two indirect drivers (people's disconnect with nature, lack of value and importance for nature), published in the **Global Assessment for Biodiversity and Ecosystem Services** in 2019.

In the same year, the State of Nature Partnership published their **third report** on the condition of UK nature which focussed on identifying the pressures acting on nature in the UK. The drivers identified in the UK are agricultural land management, climate change, freshwater management (or hydrological changes), invasive non-native species (including pests and diseases), fisheries, woodland management, pollution and urbanisation. The fourth State of Nature report (2023) provided an update on the two biggest threats in the UK only, i.e. agricultural land management and climate change.

### Box 3. Drivers of Biodiversity Loss

#### Agricultural Land Management

Farmland ecosystems are hugely important for food production, but the drive for increasing yields has led to the loss of habitat, degradation of remaining habitat and loss of many species associated with the traditional farmed landscape. Our ecology and landscapes were created by farming; our most species-rich hay meadows developed because of traditional farming techniques. The Gwent Levels were created by draining marsh land for use as farmland. But the industrialisation of farming has resulted in loss of space for wildlife and degradation of remaining habitats.



#### Climate Change

Global changes in temperature, rainfall and other climatic factors that caused by climate change affect the abundance and distribution of species. Seasonal weather variation disrupts species phenology (timing of seasonal events such as egg laying) and increased extreme weather events can cause catastrophic disruption to populations more frequently. Summer drought can have a significant impact on the growth and survival of tree species, leading to major changes in the composition and structure of woodland. As climate change continues we will see change in the species and habitats that can thrive and survive in Monmouthshire.

## Box 3 cont.

### Pollution

Pollution can come from many sources and can affect every habitat and ecosystem. One of the most significant ecological issues in Monmouthshire currently is the state of our rivers as a result of pollution. Excess nutrients in rivers cause a process called eutrophication, where algal blooms reduce light and oxygen levels, killing fish and other species. River monitoring targets for phosphates were tightened in 2020 as a result of evidence that nutrients had a negative impact on riverine ecology at much lower levels than originally thought. Additionally, the impact of climate change on rivers (warmer water temperatures and lower water levels) is similar to nutrient enrichment, so the tighter targets were also necessary to counteract the impacts of climate change.



### Invasive Non-Native Species

When introduced species have negative impacts on native ecology or are detrimental to human health or economy, they are considered to be Invasive Non-Native Species (INNS). INNS can have adverse impacts on native ecosystems by outcompeting or preying on native species, introducing diseases which native populations have no tolerance to, and hybridisation with native species. The Wales Biodiversity Partnership has produced a list of 45 priority species for action. The list includes 16 species to prevent arrival in Wales, 11 more recent introductions to manage before they take hold (of which two have been recorded in Monmouthshire, ruddy duck and sika deer), and 18 species which are well established and require long-term management, all but two of which are found in Monmouthshire.

### Pests and Diseases

The biggest current threat from plant pathogens is **ash dieback** caused by *Hymenoscyphus fraxineus* (previously known as *Chalara fraxinea*). Although the 2019 data available to the Greater Gwent State of Nature reported only eight records in the whole of Gwent, we know it had taken hold across the county by then and is now ubiquitous in towns and woodlands alike.

Loss of ash from our landscape is not only a tragic loss in itself but will have a consequent negative impact on ash dependent species of fungi and invertebrates. Management of the problem will result in the release of carbon into the atmosphere as diseased trees are removed for health and safety reasons.





## 2.2. POSITIVE CHANGE

Although the situation is grave, there is reason to be hopeful for recovery. Nature recovery is embedded into **Future Wales National Plan**, and Welsh Government have been clear that the nature crisis should be given parity with the climate emergency. We still have work to do to make this a reality, but the basis for action is clear.

### Box 4. A selection of positive actions

#### Regenerative Farming

There is a growing interest and uptake in regenerative farming practices nationally and locally. Regenerative farming, or regenerative agriculture, can apply to any farming methods which aim to improve the environment whilst producing crops or livestock. The primary goal is to improve soil health, to not only facilitate crop production but also recognising the role of healthy soils in water quality, climate change and human health. The primary themes of regenerative farming are: keeping the soil covered, keeping living roots in the soil, minimising soil disturbance, growing a wide variety of crops, and including livestock in the system.



#### Natural Flood Management

A key priority of the National Strategy for Flood and Coastal Erosion Risk Management in Wales is to deliver more natural interventions and catchment approaches to help improve environmental, social, and economic resilience. This includes working with natural processes and green infrastructure to “reduce flood and coastal erosion risk by implementing measures that help to protect, restore and emulate the natural functions of catchments, floodplains, rivers and the coast”, defined as Natural Flood Management (NFM). Examples of NFM include interventions such as tree planting, in-stream obstructions, soil and land management, and creation of new wetlands.

#### Ecological Network Mapping

Natural Resources Wales with Gwent Green Grid Partnership are undertaking mapping Resilient Ecological Networks (RENs) and Priority Ecological Networks (PENs) across South East Wales; the process interrogates how different stakeholders could co-operate to achieve multiple environmental and socio-economic benefits. Gwent Green Grid are creating a purpose-built portal to publish maps of Gwent to enable users to develop impactful local projects.



### 3. DELIVERY OF THE LOCAL NRAP

The success of the Monmouthshire Local NRAP will depend on collaboration and long-term commitment of the Monmouthshire LNP. By working together our efforts can be maximised, making the most of our collective knowledge, skills, and experience and allowing us to respond any opportunities for partnership working as and when they arise.

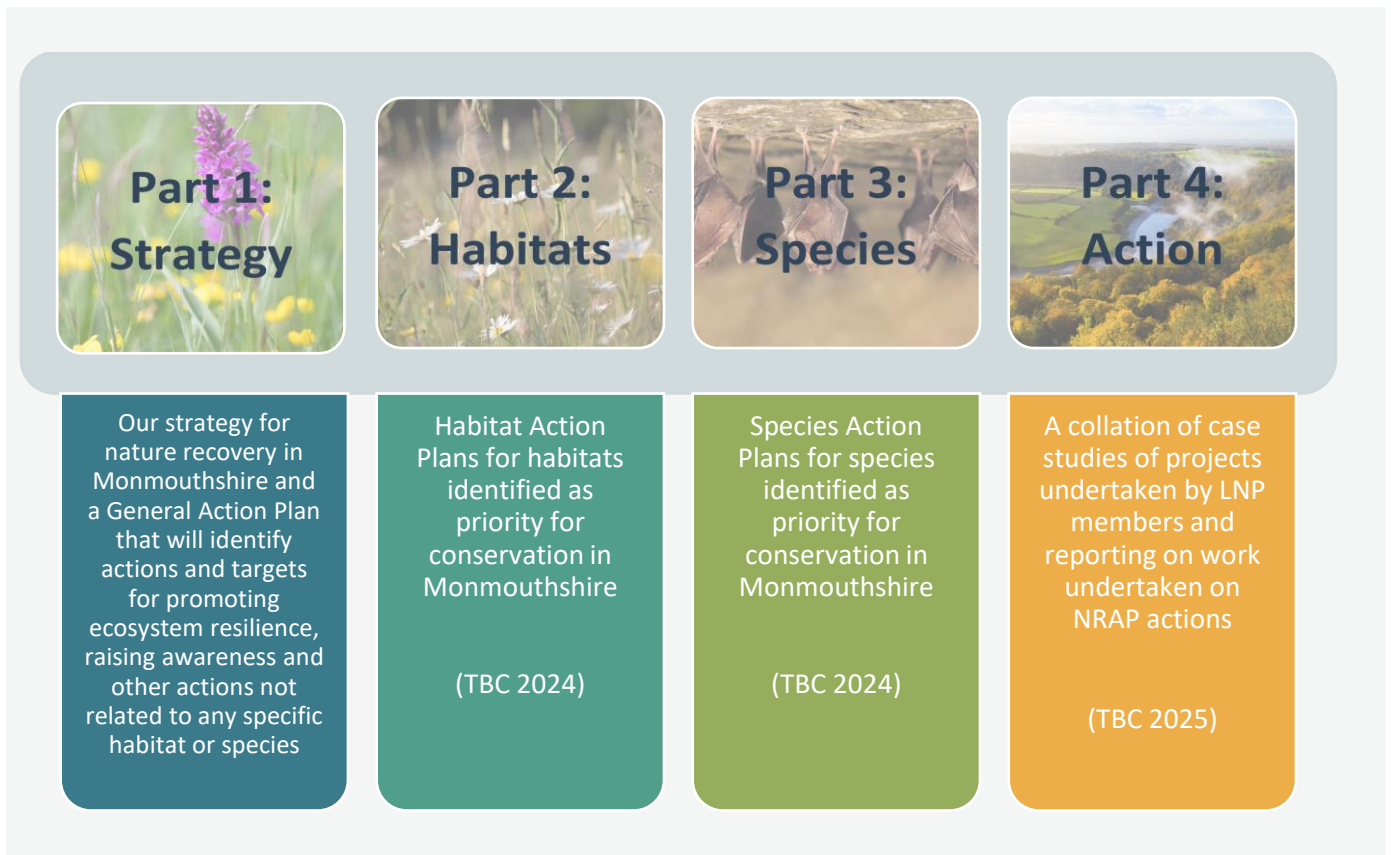
The way actions are delivered will vary. Some actions may be delivered by one partner and others by partners working collaboratively. All partners can contribute to delivery of the Local NRAP whether they are a large organisation, small community group, or an individual.

#### 3.1. CONTENT OF THE LOCAL NRAP

The Monmouthshire Local NRAP will comprise four parts described in Figure 11 and will focus on habitats and species that national priorities for conservation and are locally important. Priority habitats recorded in Monmouthshire are given in [Appendix 3](#) and priority species in [Appendix 4](#).

As lead partner, LNP coordinators hosted by Monmouthshire County Council are responsible for editing and collating the content of the Monmouthshire Local NRAP. Partners are encouraged to contribute and develop action plans for species or habitats within their field of interest. Action Plans will be reviewed and approved by a working group of LNP members before being published.

Figure 11: Content of the Monmouthshire Local NRAP



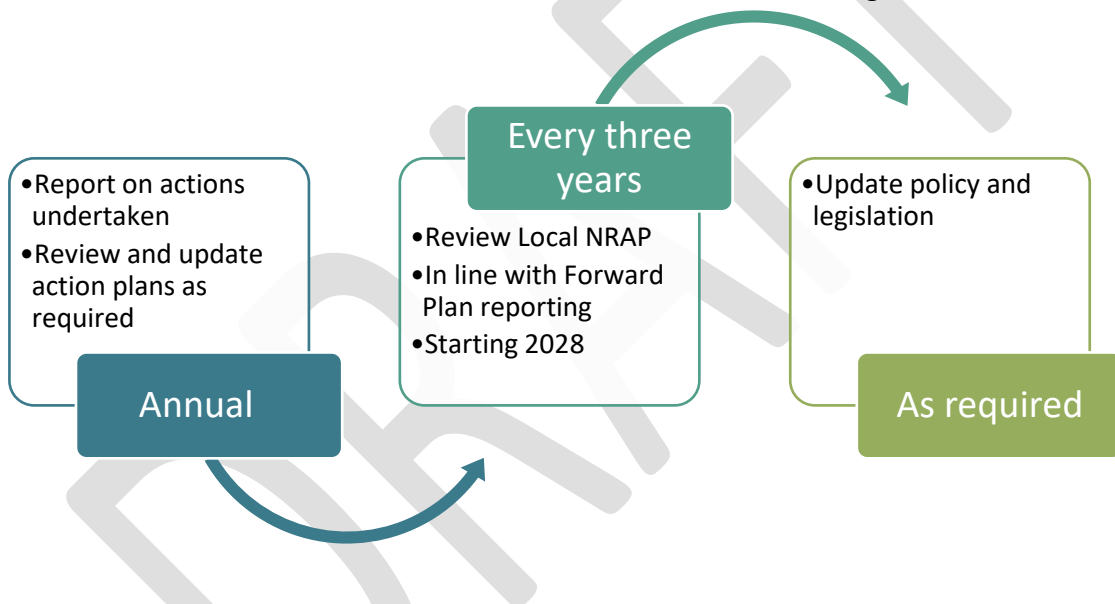
### 3.2. MONITORING AND REVIEW

A key feature of the Monmouthshire Local NRAP is that it is flexible and adaptable. The actions plans are published separately to enable continual additions, review, and updates.

The number of Habitat and Species Action Plans will be added to depending on the availability of funding and the level of contributions from our partners. Existing plans will be reviewed annually by the Local NRAP working group so actions can be added to or removed in response to updates in local species and habitat information. The working group will report back to LNP following the annual review.

The **General Action Plan** will be part of the annual review. The supporting text of this Part of the Local NRAP will be updated with regards to resources, policy, legislation at minimum once every five years.

Figure 12. Review schedule



## 4. GENERAL ACTION PLAN

The General Action Plan provides a set of actions not related to a specific habitat or species that have been identified as local priorities to deliver nature recovery in Monmouthshire.

Actions are numbered for reference only; numbers do not relate to their priority level or the order in which actions will be delivered. The NRAP for Wales and Greater Gwent NRAP objectives that each action contributes to is given in **Appendix 5**.

**Table 1: General Action Plan**

Action	
<b>Polices, Plans and Procedures</b>	
<b>G1.1</b>	Embed evidence-led nature positive decision making at all levels and advocate for changes that support ecosystem resilience and nature recovery.
<b>G1.2</b>	Ensure measures to address nature recovery and maximise biodiversity opportunities are embedded into all partners plans and policies.
<b>G1.3</b>	Provide a strong and functioning Local Nature Partnership to act as an interface between local and national delivery partners and Welsh Government.
<b>G1.4</b>	Implement a programme of monitoring and reporting on progress achieved through the Local NRAP, including revising actions as new evidence and policies become available.
<b>Education and Awareness</b>	
<b>G2.1</b>	Develop a website/other web-based presence for the LNP to promote nature recovery activities and key messages, and provide and maintain a list of actions suitable for individuals and communities to take action for nature recovery.
<b>G2.2</b>	Engage with communities, schools, businesses, landowners and town and community councils to promote understanding of biodiversity in their area and work together to encourage appropriate management and actions to achieve nature recovery.
<b>G2.3</b>	Promote and support training events to collaboratively deliver a programme of nature and green skills training
<b>Evidence and Understanding</b>	
<b>G3.1</b>	Compile and maintain an inventory of previous, current and planned nature recovery action projects and data, to identify potential overlaps and opportunities for collaboration.
<b>G3.2</b>	Ensure all survey and monitoring data captured by Monmouthshire LNP members is submitted to SEWBRc.
<b>G3.3</b>	Create a list of locally important species and habitats for Monmouthshire and a programme for recording and monitoring their status
<b>G3.4</b>	Support and improve monitoring, surveying, recording and mapping of locally important habitats and species, invasive species and ecosystem resilience indicators, including volunteer and citizen science schemes
<b>G3.5</b>	Support development of resilient ecological network maps to establish a baseline for ecosystem resilience planning and identify opportunities for nature recovery
<b>Promoting Ecosystem Resilience</b>	
<b>G4.1</b>	Encourage collaborative action between LNP members and with neighbouring LNPs, including project development, funding, and participation in landscape scale or national project.
<b>G4.2</b>	Promote and support the use of nature based solutions and identify suitable areas for providing nature based solutions in Monmouthshire.



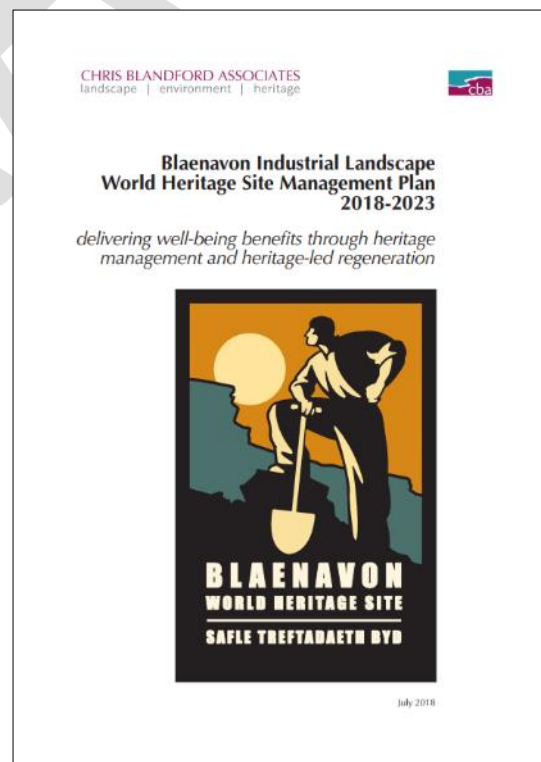
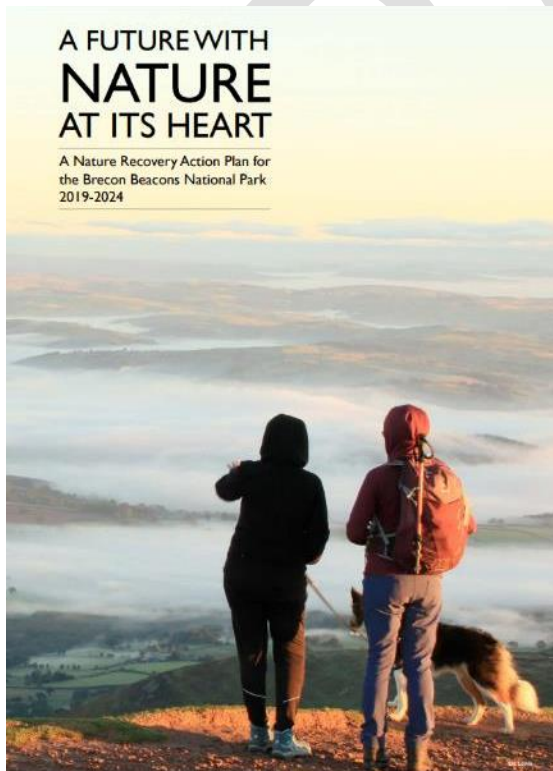
## 5. SIGNPOSTING

We don't want to duplicate efforts where we don't need to, so for some habitats and species we direct people towards actions plans created by partners working locally or wider afield but still applicable in our area. Where habitats and species have been identified as priorities in the Monmouthshire LNP area, we will aim to review partners action plans and identify local actions which can contribute to them as appropriate.

### 5.1. BANNAU BRYCHEINIOG NATIONAL PARK

The Bannau Brycheiniog National Park has its own Local Nature Partnership which produced a Local NRAP published in 2019 and is currently reviewing the actions for next issue, forecast to be published in 2024. The BBNP Local NRAP is intended to guide nature recovery efforts within the National Park, as one part of the jigsaw to deliver an Ecosystem Approach. The Monmouthshire Local NRAP will identify actions that enable cross border working and collaboration with the Bannau Brycheiniog LNP but activities within the park area should be guided by their Local NRAP.

Partners working in the BBNP should also be aware of the Blaenavon Industrial Landscape World Heritage Site Management Plan. Many of the actions in the plan which are designed to protect the features of the WHS will also have positive impacts for biodiversity and nature recovery, such as reducing damaging activities like off-roading.



## 5.2. GWENT WILDLIFE TRUST'S TEN VULNERABLE SPECIES



# Ymddiriedolaet Natur Gwent Wildlife Trust

Gwent Wildlife Trust set their 2030 goal to recover ten vulnerable species in Gwent, reasoning that by spotlighting a small number of species action can be targeted and the impact better measured. The species were chosen as they are threatened in Gwent and also action for the chosen species would benefit other species in the varied counties across Gwent. Action plans were created for the following species:

- **Adder**
- Barn owl
- Dipper
- Grayling
- Hedgehog
- Nightjar
- Pine marten
- Pink waxcap
- **Shrill carder bee**
- **Water vole**

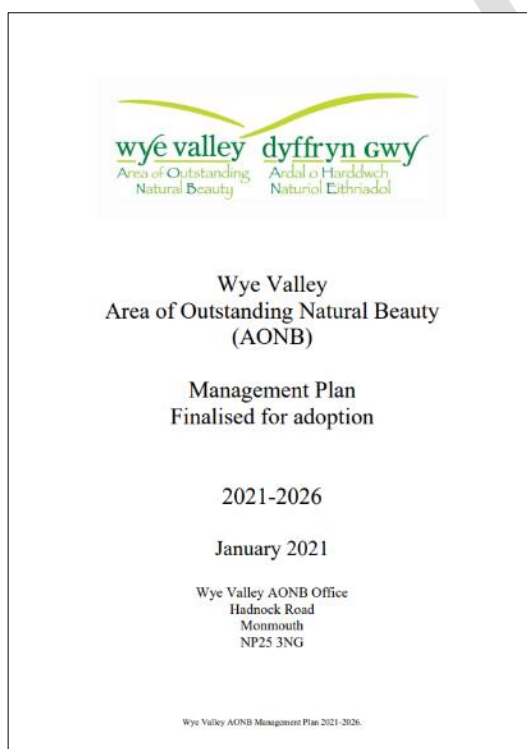
All the species have been recorded in Monmouthshire, although for some species the records are historic or unconfirmed. Species in bold were also identified as priorities in Monmouthshire by LNP members.



### 5.3. WYE VALLEY NATIONAL LANDSCAPE

The Wye Valley National Landscape is an Area of Outstanding Natural Beauty (AONB) which covers parts of Herefordshire, Gloucestershire and Monmouthshire. The AONB Management Plan sets out the vision for the designated Area of Outstanding Natural Beauty and the priorities for its management. The Wye Valley National Landscape’s Nature Recovery Plan will focus on habitats identified as Special Qualities of the protected landscape, their current extent, condition and aims and objective for nature recovery in each. Accompanying Species Action Plans for five species or assemblage of species related to key habitats will also be produced. The plans will cover:

- Woodland and assemblage of woodland butterflies, with particular interest in wood white and pearl bordered fritillary
- Species rich grassland and assemblage of bumblebees, with a particular interest in shrill carder bee, brown banded carder bee, redshank carder bee and long-horned bee
- Orchards and the noble chafer beetle
- Watercourses (i.e. the River Wye and its tributaries) and water crowfoot
- Boundary habitat features (e.g. hedgerows and dry-stone walls) and hedgehogs
- Veteran trees



*This link provides further information on Priority Species chosen and will be updated when the Nature Recovery Plan is published.*

## APPENDIX 1: POLICY AND LEGISLATION

### WELL-BEING OF FUTURE GENERATIONS (WALES) ACT 2015

The Well-being of Future Generations (Wales) Act 2015 is concerned with improving the social, economic, environmental and cultural well-being of Wales. The Act places a duty on public bodies listed in the Act to carry out sustainable development. To do this public bodies are required to work towards the following seven well-being goals:



All public bodies listed in the Act must set up and publish well-being objectives. The Act has also established Public Services Boards (PSBs) for each local authority area in Wales. Their role is to improve the economic, social, environmental and cultural well-being in its area by strengthening joint working across all public services in Wales.

An annual Well-being of Wales report The Future Generations commissioner publishes an annual report which summarises progress with reference to a set of 46 national indicator, including (43) area of healthy ecosystem and (44) the status of biodiversity in Wales.

## THE ENVIRONMENT (WALES) ACT 2016

The Environment (Wales) Act 2016 puts in place the legislation needed to plan and manage Wales' natural resources in a more proactive, sustainable and joined-up way.

### BIODIVERSITY AND RESILIENCE OF ECOSYSTEMS DUTY

Section 6 under Part 1 of the Environment (Wales) Act 2016 introduced an enhanced biodiversity and resilience of ecosystems duty (Section 6 Duty) for public bodies. The duty requires that public bodies must seek to maintain and enhance biodiversity so far as consistent with the proper exercise of their functions and in doing so promote the resilience of ecosystems.

### SUSTAINABLE MANAGEMENT OF NATURAL RESOURCES (SMNR) FRAMEWORK

Part 1 of the Environment (Wales) Act 2016 sets out Wales' approach to planning and managing natural resources at a national and local level with a general purpose linked to statutory Principles of Sustainable Management of Natural Resources (SMNR) defined within the Act.

There are three main components to the associated SMNR framework:

#### **Part 1: The State of Natural Resources Report (SoNaRR)**

The Report (produced by Natural Resources Wales, NRW) sets out the state of Wales' natural resources. It assesses the extent to which natural resources in Wales are being sustainably managed, and recommends a proactive approach to building resilience. For the first time the Report links the resilience of Welsh natural resources to the well-being of the people of Wales.

#### **Part 2: Natural Resources Policy (NRP)**

Produced by Welsh Government, it sets out the priorities, risks and opportunities for managing natural resources sustainably. The Policy takes into account the findings of the State of Natural Resources Report. The focus of the NRP is the sustainable management of Wales' natural resources, to maximise their contribution to achieving goals within the Well-being of Future Generations (Wales) Act 2015. The policy sets out the following three National Priorities:

- Delivering nature-based solutions,
- Increasing renewable energy and resource efficiency,
- Taking a place-based approach

#### **Part 3: Area Statements**

Area Statements will translate the high level strategic priorities while taking account of local need, opportunities and pressures, such as listed in this NRAP. An area profile will identify potential opportunities and priorities at a local level and possible collaboration opportunities for different bodies to work. Monmouthshire is in the South East Wales Area Statement area which takes a landscape approach to working, recognising the special and distinct landscape profiles of the area.

## APPENDIX 2: PROTECTED SITES

The protected site network is made of sites designated under several different legislations and mechanisms. Sites which are nationally or internally important are designated as “statutory” designations. Locally important sites do not have the same statutory protection, but a vital components of ecosystem health and resilience.

**Table 2: Protected Site Designations**

Type of Designation	Details
<p>Ramsar Site</p> <p><i>The Convention on Wetlands 1971</i></p>	<p>Ramsar sites are wetlands of international importance, designated following the Convention on Wetlands signed in Ramsar, Iran, in 1971. All are designated as SSSI as well and through that are legally protected against damaging activities.</p> <p>The Severn Estuary is designated as a Ramsar site for estuarine habitat, assemblages of migratory fish species and internationally important populations of waterfowl.</p>
<p>Special Protection Area (SPA)</p> <p><i>Conservation of Habitats and Species Regulations 2019</i></p>	<p>Internationally important sites for the breeding, feeding, wintering or the migration of rare and vulnerable species of birds are designated as Special Protection Areas (SPAs). There is a legal duty to manage and monitor SPA sites. All are designated as SSSI as well and through that are legally protected against damaging activities.</p> <p>The Severn Estuary SPA is one of the most important estuaries in the UK for overwintering wildfowl and waders, especially when severe weather conditions affect sites further north and east. The Estuary regularly supports over 20,000 wintering wildfowl, with over 80,000 individual waterfowls recorded in the winter seasons.</p>
<p>Special Area of Conservation (SAC)</p> <p><i>Conservation of Habitats and Species Regulations 2019</i></p>	<p>Sites which support internationally important habitats or species populations are designated as Special Areas of Conservation (SACs). There is a legal duty to manage and monitor SAC sites. All are designated as SSSI as well and through that are legally protected against damaging activities.</p> <p>There are five SACs in Monmouthshire. The Severn Estuary is designated as one of the largest coastal plain estuaries in Europe, with a classic funnel shaper and one of the highest tidal ranges in the world. Together with the Ramsar and SPA designations the site is known as the Severn Estuary European Marine Site.</p> <p>The Rivers Usk and Wye SACs are both designated as watercourses which support migratory and non-migratory fish, as well as otter and water crowfoot habitat.</p> <p>The Wye Valley Woodlands SAC comprises over 900 ha of mixed ash, beech and yew woodlands, on both Welsh and English representing the western-most range of most of the woodland types recorded.</p> <p>The Wye Valley and Forest of Dean Bat Sites SAC is another cross border SAC the protects an internationally important network of lesser and greater horseshoe bat roosts. In Monmouthshire there are four roosts which include the only known greater horseshoe maternity roost in Wales.</p>
<p>Site of Special Scientific Interest (SSSI)</p>	<p>Sites which support habitats or species population of national importance are designated as Sites of Species Scientific Interest. Some sites are also designated for geological reasons. Activities which are likely to damage a SSSI require consent from the relevant nature conservation body.</p>

Type of Designation	Details
<p><i>Wildlife and Countryside Act 1981, Countryside and Rights of Way Act 2000</i></p>	<p>There are 67 Sites of Special Scientific Interest (SSSIs) including nine sites designated for the species they support, 20 woodland SSSIs and 11 designated for species-rich or ancient grassland. The full breakdown of SSSI types is given in Figure 8.</p>
<p>National Nature Reserve (NNR)</p> <p><i>Wildlife and Countryside Act 1981</i></p>	<p>National Nature Reserves are designated by the relevant nature conservation body. They are all nationally important sites designated as SSSIs which are also open to the public (with some exceptions).</p> <p>There are two National Nature Reserves in Monmouthshire; Fiddlers Elbow and Upper Wye Gorge, both of which are part of Wye Valley Woodlands SAC</p>
<p>Local Nature Reserve (LNR)</p> <p><i>National Parks and Access to the Countryside Act 1949</i></p>	<p>Local Nature Reserve sites are designated by the council. There is no legal protection as a result of the LNR designation but they are usually protected by management agreements and local plans.</p> <p>Cleddon Bog SSSI is designated as Local Nature Reserve in Monmouthshire.</p>
<p>Local Wildlife Site (LWS) or Site of Importance for Nature Conservation (SINC)</p> <p><i>Not a statutory designation</i></p>	<p>Local Wildlife Sites or Sites of Importance for Nature Conservation have substantive nature conservation value and play a critical role in conservation, but have no legal protection. National and local planning policy provides some protection against development, and recent updates to Planning Policy Wales have strengthened the commitment to protect locally designated sites and irreplaceable habitats.</p> <p>At time of publication there are 759 sites designated as SINCs identified in Monmouthshire LPA predominantly in relation to grassland and ancient and semi-natural woodland. Gwent Wildlife Trust identify new sites each year so this number is subject to change.</p>

## APPENDIX 3: PRIORITY HABITATS IN MONMOUTHSHIRE

The habitats in the following table are habitats listed on Section 7 of the Environment (Wales) Act 2016 that are known to occur within Monmouthshire. We have used data sets available on Data Map Wales and designated site citations to inform the list.

**Table 3: Priority Habitats in Monmouthshire**

Habitats	Cynefin	Priority Habitats	Cynefin sy'n Flaenoriaeth
Broadleaved, mixed and yew woodland	Coedwig lydanddail, gymysgac ywen	Traditional orchards	Perllannau traddodiadol
		Wood pasture & parkland	Porfa goediog a pharcdir
		Lowland beech and yew woodland	Coedwig ffawydd ac ywenar dir isel
		Wet woodland	Coedwig wlyb
		Lowland mixed deciduous woodland	Coedwig gollddail gymysgar dir isel
Boundary and linear features	Coedwig lydanddail, gymysgac ywen	Hedgerows	Gwrychoedd
Improved grassland	Glaswelltir wedi ei wella	Coastal and floodplain grazing marsh	Tir pori corslyd ar forfaarfordirol a gorlifdir
Neutral grassland	Glaswelltir niwtral	Lowland meadows	Gweirgloddiau yr iseldir
Calcareous grassland	Glaswelltir calchaid	Lowland calcareous grassland	Glaswelltir calchaid yriseldir
Acid grassland	Glaswelltir asidaidd	Lowland dry acid grassland	Glaswelltir asidaidd sychiseldir
Dwarf shrub heath	Gweundir o gorlwyni	Lowland heathland	Gweundir yr iseldir
Fen, marsh and swamp	Ffen, cors a chors siglennaidd	Lowland fens	Ffeniau ar dir isel
		Reedbeds	Gwelyau cyrs
Bogs	Corsydd	Lowland raised bog	Cyforgors ar dir isel
Rivers and Streams	Afonydd a nentydd	Rivers	Afonydd
Standing open waters and canals	Dŵr llonydd agored a chamlesi	Ponds	Pyllau dŵr
Inland rock	Craig fewndirol	Open mosaic habitats on previously developed land	Brithwaith o gynefinoeddagored ar dir a oedd cynt wedi ei ddatblygu
Supralittoral rock	Craig uwch-lanw	Maritime cliff and slopes	Clogwyni a llethrau arforol

## APPENDIX 4: PRIORITY SPECIES IN MONMOUTHSHIRE

The species in the following table have all been recorded in Monmouthshire and are listed as priority species on Section 7 of the Environment (Wales) Act 2016. The list and dates are from data provided by SEWBReC in May 2022.

**Table 4: Priority Species in Monmouthshire**

Species Group	Scientific Name	English Name	Welsh Name	Earliest Record	Latest Record
Mammals	<i>Arvicola amphibius</i>	European Water Vole	Llygod Pengrwn y Dwr	1959	2021
	<i>Barbastella barbastellus</i>	Western Barbastelle	Ystlum Du	2010	2020
	<i>Erinaceus europaeus</i>	West European Hedgehog	Draenog	1964	2021
	<i>Lepus europaeus</i>	Brown Hare	Ysgyfarnog	1959	2021
	<i>Lutra lutra</i>	European Otter	Dyfrgi	1958	2022
	<i>Martes martes</i>	Pine Marten	Bele	1873	2021
	<i>Micromys minutus</i>	Harvest Mouse	Llygod yr Yd	1968	2021
	<i>Muscardinus avellanarius</i>	Hazel Dormouse	Pathew	1905	2022
	<i>Mustela putorius</i>	Polecat	Ffwlbart	1900	2021
	<i>Myotis bechsteinii</i>	Bechstein's Bat	Ystlum Bechstein	2011	2020
	<i>Nyctalus noctula</i>	Noctule Bat	Ystlum Mawr	1959	2021
	<i>Phocoena phocoena</i>	Common Porpoise	Ilamidyddion	2013	2020
	<i>Pipistrellus pipistrellus</i>	Common Pipistrelle	Ystlum Cyffredin	1986	2021
	<i>Pipistrellus pygmaeus</i>	Soprano Pipistrelle	Ystlum Lleiaf	1996	2021
	<i>Plecotus auritus</i>	Brown Long-eared Bat	Ystlum Hirglust	1969	2021
	<i>Rhinolophus ferrumequinum</i>	Greater Horseshoe Bat	Ystlum Pedol Mwyaf	1961	2020
	<i>Rhinolophus hipposideros</i>	Lesser Horseshoe Bat	Ystlum Pedol Lleiaf	1959	2022
<i>Tursiops truncatus</i>	Bottle-Nosed Dolphin	Dolffin Trwyn Potel	1988	1988	

Species Group	Scientific Name	English Name	Welsh Name	Earliest Record	Latest Record
Birds	<i>Acanthis cabaret</i>	Lesser Redpoll	Llinos Bengoch	1960	2022
	<i>Alauda arvensis</i>	Eurasian Skylark	Ehedydd	1961	2022
	<i>Anser albifrons</i>	White-fronted Goose	Gwydd Dalcen-Wen	1891	1983
	<i>Anthus trivialis</i>	Tree Pipit	Corhedydd y Coed	1961	2021
	<i>Botaurus stellaris</i>	Eurasian Bittern	Adar y Bwn	1985	2016
	<i>Branta bernicla bernicla</i>	Dark-bellied Brent Goose		2011	2016
	<i>Caprimulgus europaeus</i>	Nightjar	Troellwr Mawr	1959	2021
	<i>Charadrius hiaticula</i>	Common Ringed Plover	Cwtiad Torchog	1972	2020
	<i>Chroicocephalus ridibundus</i>	Black-headed Gull	Gwylan benddu	1971	2021
	<i>Circus cyaneus</i>	Hen Harrier	Boda Tinwyn	1994	2020
	<i>Coccothraustes coccothraustes</i>	Hawfinch	Gylfinbraff	1961	2022
	<i>Crex crex</i>	Corncrake	Rhegen yr Yd	1973	1981
	<i>Cuculus canorus</i>	Cuckoo	Cog	1959	2022
	<i>Cygnus columbianus bewickii</i>	Bewick's Swan	Alarch Bewick	1966	2019
	<i>Dryobates minor</i>	Lesser Spotted Woodpecker	Cnocell Fraith Leiaf	1959	2022
	<i>Emberiza calandra</i>	Corn Bunting	Bras yr Yd	1973	2009
	<i>Emberiza citrinella</i>	Yellowhammer	Bras Melyn	1961	2021
	<i>Emberiza schoeniclus</i>	Common Reed Bunting	Bras y Cyrs	1965	2021
	<i>Falco tinnunculus</i>	Kestrel	Cudyll Coch	1961	2021
	<i>Ficedula hypoleuca</i>	European Pied Flycatcher	Gwybedog Brith	1959	2021
	<i>Lagopus lagopus</i>	Red Grouse	Grugiar Goch	1964	2022
	<i>Larus argentatus</i>	European Herring Gull	Gwylan y Penwaig	1961	2022
	<i>Limosa lapponica</i>	Bar-tailed Godwit	Rhostog Coch	1971	2020
	<i>Linaria cannabina</i>	Linnet	Llinos	1966	2021
<i>Locustella naevia</i>	Grasshopper Warbler	Troellwr Bach	1959	2019	
<i>Lullula arborea</i>	Woodlark	Ehedydd y Coed	1985	2019	



Species Group	Scientific Name	English Name	Welsh Name	Earliest Record	Latest Record
	<i>Melanitta nigra</i>	Common Scoter	Mor-Hwyaden Ddu	1971	2020
	<i>Motacilla flava</i>	Western Yellow Wagtail	Siglen Felen	1960	2020
	<i>Muscicapa striata</i>	Spotted Flycatcher	Gwybedog Mannog	1961	2021
	<i>Numenius arquata</i>	Curlew	Gylfinir	1960	2022
	<i>Passer domesticus</i>	House Sparrow	Adar y To	1965	2022
	<i>Passer montanus</i>	Tree Sparrow	Golfan y Mynydd	1961	2020
	<i>Perdix perdix</i>	Grey Partridge	Petris	1959	2017
	<i>Phylloscopus sibilatrix</i>	Wood Warbler	Telwr y Coed	1961	2020
	<i>Pluvialis apricaria</i>	Golden Plover	Cwtiad Aur	1901	2020
	<i>Poecile montanus</i>	Willow Tit	Titw'r Helyg	1981	2021
	<i>Poecile palustris</i>	Marsh Tit	Titw'r Wern	1961	2020
	<i>Prunella modularis</i>	Dunnock	Llwyd y Gwrych	1961	2022
	<i>Pyrhula pyrrhula</i>	Eurasian Bullfinch	Coch y Berllan	1961	2022
	<i>Streptopelia turtur</i>	Turtle Dove	Turtur	1959	2020
	<i>Sturnus vulgaris</i>	Starling	Drudwen	1961	2021
	<i>Turdus philomelos</i>	Song Thrush	Bronfraith	1959	2022
<i>Turdus torquatus</i>	Ring Ouzel	Mwyalchen y Mynydd	1960	2020	
<i>Vanellus vanellus</i>	Lapwing	Cornchwiglen	1959	2022	
<b>Reptiles and Amphibians</b>	<i>Anguis fragilis</i>	Slow-worm	Nadroedd Defaid	1883	2021
	<i>Bufo bufo</i>	Common Toad	Llyffant Dafadennog	1833	2021
	<i>Natrix helvetica</i>	Grass Snake	Nadroedd y Gwair	1958	2022
	<i>Triturus cristatus</i>	Great Crested Newt	Madfall Ddwr Gribog	1833	2021
	<i>Vipera berus</i>	Adder	Gwiber	1963	2021
	<i>Zootoca vivipara</i>	Common Lizard	Madfall	1956	2021

Species Group	Scientific Name	English Name	Welsh Name	Earliest Record	Latest Record
Fish	<i>Alosa alosa</i>	Allis Shad	Herlod	1964	1964
	<i>Alosa fallax</i>	Twaite Shad	Gwangen	1980	2013
	<i>Anguilla anguilla</i>	European Eel	Llysywen	1967	2021
	<i>Gadus morhua</i>	Atlantic Cod	Penfras	1981	1981
	<i>Lampetra fluviatilis</i>	Lampern	Llysywen Bendoll yr Afon	1975	2011
	<i>Petromyzon marinus</i>	Sea Lamprey		1963	2011
	<i>Raja clavata</i>	Roker	Morgath Styds	2017	2017
	<i>Salmo salar</i>	Atlantic Salmon	Eog	1976	2014
	<i>Salmo trutta</i>	Brown/Sea Trout	Brithyll	1964	2014
Butterflies and Moths	<i>Acronicta psi</i>	Grey Dagger	Bidog Llwyd	1912	2021
	<i>Acronicta rumicis</i>	Knot Grass	Bidog Tafol	1966	2021
	<i>Adscita statices</i>	Forester	Coediwr	1982	2015
	<i>Agonopterix atomella</i>	Greenweed Flat-body		1977	1977
	<i>Agrochola helvola</i>	Flounced Chestnut	Castan Grech	1965	2017
	<i>Agrochola litura</i>	Brown-spot Pinion	Castan Smotyn Brown	1966	2017
	<i>Agrochola lychnidis</i>	Beaded Chestnut	Castan Leiniog	1912	2016
	<i>Allophyes oxyacanthae</i>	Green-brindled Crescent	Cilgant Brych	1962	2017
	<i>Amphipoea oculea</i>	Ear Moth	Clustwyfyn Llygeidiog	1973	2015
	<i>Amphipyra tragopoginis</i>	Mouse Moth		1966	2016
	<i>Anania funebris</i>	White-spotted Sable		1966	1974
	<i>Apamea remissa</i>	Dusky Brocade	Brithion Llwydolau	1961	2017
	<i>Arctia caja</i>	Garden Tiger	Teigr yr Ardd	1964	2016
	<i>Argynnis adippe</i>	High Brown Fritillary	Britheg Frown	1905	1989
	<i>Asteroscopus sphinx</i>	Sprawler	Cwcwll Bwaog	1965	2021
	<i>Atethmia centrago</i>	Centre-barred Sallow	Melyn yr Ynn	1935	2016
<i>Boloria euphrosyne</i>	Pearl-bordered Fritillary	Britheg Berlog	1890	2019	

Species Group	Scientific Name	English Name	Welsh Name	Earliest Record	Latest Record
	<i>Boloria selene</i>	Small Pearl-bordered Fritillary	Britheg Berlog Fach	1906	2021
	<i>Brachylomia viminalis</i>	Minor Shoulder-knot	Gwarglymau Bach	1967	2015
	<i>Caradrina morpheus</i>	Mottled Rustic	Gwladwr Brith	1966	2017
	<i>Celaena haworthii</i>	Haworth's Minor	Gwyfyn Plu'r Gweunydd	2013	2013
	<i>Ceramica pisi</i>	Broom Moth	Gwyfyn Banadl	1966	2020
	<i>Chesias legatella</i>	Streak	Rhesen y Banadl	1962	2016
	<i>Chesias rufata</i>	Broom-tip	Rhesen Gam	1967	2016
	<i>Chiasmia clathrata</i>	Latticed Heath	Seffyr Delltog	1968	2014
	<i>Cirrhia gilvago</i>	Dusky-lemon Sallow	Melyn y Llwyf	1966	2005
	<i>Cirrhia icteritia</i>	Sallow	Melyn Penfelyn	1966	2017
	<i>Coenonympha pamphilus</i>	Small Heath	Gweirlöyn Bach y Waun	1906	2021
	<i>Cossus cossus</i>	Goat Moth	Gwyfyn Drewllyd	1971	1971
	<i>Cupido minimus</i>	Small Blue	Gleision Bach	2007	2020
	<i>Cymatophorina diluta</i>	Oak Lutestring	Tannau'r Deri	1971	2012
	<i>Diarsia rubi</i>	Small Square-spot	Smotiau Sgwar Bach	1912	2017
	<i>Diloba caeruleocephala</i>	Figure of Eight	Crwbach Ffigwr Wyth	1963	2016
	<i>Ecliptopera silaceata</i>	Small Phoenix	Ffenics Bach	1912	2022
	<i>Ennomos erosaria</i>	September Thorn	Carpiog Medi	1969	2017
	<i>Ennomos fuscantaria</i>	Dusky Thorn	Carpiog Tywyll	1966	2017
	<i>Ennomos quercinaria</i>	August Thorn	Carpiog Awst	1966	2017
	<i>Entephria caesiata</i>	Grey Mountain Carpet	Brychan Llwyd y Mynydd	1984	1999
	<i>Epirrhoe galiata</i>	Galium Carpet	Brychan y Friwydd	1984	2010
	<i>Eriopygodes imbecilla</i>	Silurian	Gwyfyn Gwent	1999	2019
	<i>Erynnis tages</i>	Dingy Skipper	Gwibiwr Llwyd	1906	2020
	<i>Eugnorisma glareosa</i>	Autumnal Rustic	Gwladwr yr Hydref	1966	2017
	<i>Eulithis mellinata</i>	Spinach	Brychan Cwrens	1967	2015

Species Group	Scientific Name	English Name	Welsh Name	Earliest Record	Latest Record
	<i>Euphydryas aurinia</i>	Marsh Fritillary	Britheg y Gors	1890	1994
	<i>Euxoa nigricans</i>	Garden Dart	Dart y Gerddi	1972	2004
	<i>Graphiphora augur</i>	Double Dart	Dart Deunod	1967	2015
	<i>Helotropha leucostigma</i>	Crescent	Clustwyfyn Cilgantog	1974	2016
	<i>Hemaris tityus</i>	Narrow-bordered Bee Hawk-moth	Gwalch-Wyfyn Gwenynaidd Ymyl Gul	1933	1933
	<i>Hemistola chrysoprasaria</i>	Small Emerald	Emrallt Barf yr Hen Wr	1967	2017
	<i>Hepialus humuli</i>	Ghost Moth	Chwimwyfyn Rhithiol	1963	2017
	<i>Hipparchia semele</i>	Grayling		1941	2016
	<i>Hoplodrina blanda</i>	Rustic	Llwyd Llyfn	1966	2021
	<i>Hydraecia micacea</i>	Rosy Rustic	Gwladwr Gwridog	1966	2016
	<i>Lasiommata megera</i>	Wall	Gweirlöyn y cloddiau	1906	2021
	<i>Leptidea sinapis</i>	Wood White	Gwyn y Coed	1935	2018
	<i>Leucania comma</i>	Shoulder-striped Wainscot	Gwensgod Gwar Rhesog	1966	2020
	<i>Limenitis camilla</i>	White Admiral	Mantell Wen	1952	2021
	<i>Litologia literosa</i>	Rosy Minor	Corachod Gwridog	1967	2015
	<i>Lycia hirtaria</i>	Brindled Beauty	Rhisgl Brith	1965	2022
	<i>Macaria wauaria</i>	V-Moth	Seffyr y Ffyrch	1966	1990
	<i>Malacosoma neustria</i>	Lackey	Gwaswyfyn	1966	2016
	<i>Melanchra persicariae</i>	Dot Moth	Gwyfyn Dotiog	1963	2017
	<i>Melanthia procellata</i>	Pretty Chalk Carpet	Brychan Hardd y Calch	1966	2017
	<i>Minoa murinata</i>	Drab Looper	Dolennwr Llwydfelyn	1911	2019
	<i>Mniotype adusta</i>	Dark Brocade	Pali Tywyll	1970	2013
	<i>Noctua orbona</i>	Lunar Yellow Underwing	Isadain Felen Loerol	2019	2019
	<i>Orthonama vittata</i>	Oblique Carpet	Brychan Lletraws	1966	2016
	<i>Orthosia gracilis</i>	Powdered Quaker	Crynwr Llychlyd	1967	2022

Species Group	Scientific Name	English Name	Welsh Name	Earliest Record	Latest Record
	<i>Perizoma albulata</i>	Grass Rivulet	Gwregys y Gwair	1967	2016
	<i>Plebejus argus</i>	Silver-studded Blue	Gleision Serennog	2015	2015
	<i>Pyrgus malvae</i>	Grizzled Skipper	Gwibiwr Brith	1906	2021
	<i>Rheumaptera hastata</i>	Argent & Sable	Brychan Pennau Saethau	1988	2004
	<i>Rhizedra lutosa</i>	Large Wainscot	Gwelltwyfyn Mawr	1967	2016
	<i>Sabra harpagula</i>	Scarce Hook-tip	Bachadain Brin	1961	2016
	<i>Satyrium w-album</i>	White-letter Hairstreak	Brithribin W Wen	1876	2018
	<i>Scopula marginepunctata</i>	Mullein Wave	Ton Arfor	2005	2016
	<i>Scotopteryx chenopodiata</i>	Shaded Broad-bar	Rhesen Lydan Dywyll	1967	2019
	<i>Sideridis reticulata</i>	Bordered Gothic	Rhwyll Ymylog	1892	1892
	<i>Spilosoma lubricipeda</i>	White Ermine	Ermin Gwyn	1935	2021
	<i>Spilosoma lutea</i>	Buff Ermine	Ermin Llwydfelyn	1935	2020
	<i>Stilbia anomala</i>	Anomalous	Llwyd Gloyw	1968	2014
	<i>Synanthedon scoliaeformis</i>	Welsh Clearwing	Cliradain Gymreig	2015	2021
	<i>Thecla betulae</i>	Brown Hairstreak	Brithribin Brown	1983	2000
	<i>Tholera cespitis</i>	Hedge Rustic	Rhwyll y Crawcwellt	1912	2014
	<i>Tholera decimalis</i>	Feathered Gothic	Rhwyll Bluog	1966	2021
	<i>Timandra comae</i>	Blood-vein		1966	2021
	<i>Trichiura crataegi</i>	Pale Eggar	Wylun Gwelw	1966	2016
	<i>Tyria jacobaeae</i>	Cinnabar	Teigr y Benfelen	1968	2021
	<i>Watsonalla binaria</i>	Oak Hook-tip	Bachadain y Deri	1937	2018
	<i>Xanthorhoe ferrugata</i>	Dark-barred Twin-spot Carpet	Brychan Deusmotiog Tywyll	1966	2016
	<i>Xestia agathina</i>	Heath Rustic	Clai'r Rhos	1986	1986
	<i>Xestia castanea</i>	Neglected Rustic	Clai'r Waun	1973	2014
	<i>Xylena exsoleta</i>	Sword-grass	Cleddyfyn Cyffredin	1892	1892

Species Group	Scientific Name	English Name	Welsh Name	Earliest Record	Latest Record
Bees, Wasps, Ants and Sawflies	<i>Bombus humilis</i>	Brown-banded Carder-bee	Cardwenynen Frown	1997	2022
	<i>Bombus muscorum</i>	Moss Carder-bee		1956	2019
	<i>Bombus ruderarius</i>	Red-shanked Carder-bee		1997	2010
	<i>Bombus sylvarum</i>	Shrill Carder Bee	Cardwenynen	2003	2017
	<i>Chrysis fulgida</i>	Shimmering Ruby-tail		2020	2020
	<i>Eucera longicornis</i>	Long-horned Bee	Gwenynen Hirgorn	1922	2021
	<i>Formicoxenus nitidulus</i>	Shining Guest Ant		1995	1995
Other Invertebrates	<i>Asilus crabroniformis</i>	Hornet robberfly	Pryf Lladd	1959	2019
	<i>Austropotamobius pallipes</i>	Freshwater Crayfish	Cimwch yr Afon	1900	2021
	<i>Baetis niger</i>	Southern Iron Blue		1977	2014
	<i>Bembidion quadripustulatum</i>	Scarce Four-dot Pin-palp		1997	2012
	<i>Bembidion testaceum</i>	Pale Pin-palp	Chwilen y Traeth	1977	2015
	<i>Brachyptera putata</i>	Northern February Red	Pryf Coch y Cerrig	1983	2001
	<i>Calosoma inquisitor</i>	Caterpillar-hunter		2002	2002
	<i>Carabus monilis</i>	Necklace Ground Beetle		1985	2013
	<i>Clorismia rustica</i>	Southern Silver Stiletto-fly	Pryf Pigfain Arian	1969	2005
	<i>Empis limata</i>	English Assassin Fly		2000	2002
	<i>Lipsothrix nervosa</i>	Southern Yellow Splinter	Pryfyn Teiliwr Melyn	1968	2007
	<i>Lipsothrix nobilis</i>	Scarce Yellow Splinter		2005	2005
	<i>Lucanus cervus</i>	Stag Beetle	Chwilen Gorniog	1961	2012
	<i>Meloe proscarabaeus</i>	Black Oil-beetle	Chwilen Olew Ddu	1971	2022
	<i>Meloe rugosus</i>	Rugged Oil-beetle	Chwilen Olew Garw	2006	2021
	<i>Meloe violaceus</i>	Violet Oil-beetle	Chwilen Olew Fioled	2015	2021
	<i>Meotica anglica</i>	Shingle Rove Beetle		1998	1998
	<i>Monocephalus castaneipes</i>	Broad Groove-head Spider		1991	1998
<i>Pisidium tenuilineatum</i>	Fine-lined Pea Mussel	Misglen	1973	2003	

Species Group	Scientific Name	English Name	Welsh Name	Earliest Record	Latest Record
	<i>Potamanthus luteus</i>	Yellow Mayfly	Cleren Fai Melyn	1954	2020
	<i>Pseudanodonta complanata</i>	Depressed River Mussel	Misglen yr Afon	1955	2010
	<i>Rhabdomastix japonica</i>	River-shore Crane-fly		1972	1997
	<i>Saaristoa firma</i>	Triangle Hammock-spider		2000	2000
	<i>Synaptus filiformis</i>	Hairy Click Beetle	Chwilen Glic Blewog	1852	2003
<b>Plants</b>	<i>Anomodon longifolius</i>	Long-leaved Tail-moss	Mwsogl Cynffon Hirddail	1911	2012
	<i>Asplenium trichomanes subsp. pachyrachis</i>	Lobed Maidenhair Spleenwort	Duegredynen Gwallt y Forwyn	1988	2019
	<i>Bupleurum tenuissimum</i>	Slender Hare's-ear	Paladr Trwyddo Eiddilddail	1972	2011
	<i>Campanula patula</i>	Spreading Bellflower	Clychlys Lledaenol	1944	2018
	<i>Centaurea cyanus</i>	Cornflower	Glas yr Yd	1991	2020
	<i>Cephalanthera longifolia</i>	Narrow-leaved Helleborine	Caldrist Culddail	1879	2019
	<i>Clinopodium acinos</i>	Basil Thyme	Brenhinllys	2011	2011
	<i>Dianthus armeria</i>	Deptford Pink	Penigan y Porfeydd	1980	1980
	<i>Didymodon tomaculosus</i>	Sausage Beard-moss		2004	2004
	<i>Euphrasia officinalis subsp. anglica</i>	Glandular Eyebright	Effros Chwareog Gwalltog	1985	2021
	<i>Euphrasia officinalis subsp. monticola</i>	Eyebright		1997	1997
	<i>Euphrasia officinalis subsp. pratensis</i>	Eyebright	Effros Blodau Bach Gludiog	1971	2021
	<i>Euphrasia pseudokernerii</i>	Eyebright	Effros y Calch	2003	2017
	<i>Fumaria purpurea</i>	Purple Ramping-fumitory	Mwg y Ddaear Glasgoch	1984	2014
	<i>Galeopsis angustifolia</i>	Red Hemp-nettle	Penboeth Culddail	1983	1983
	<i>Hordeum marinum</i>	Sea Barley	Haidd y Morfa	1972	1972
	<i>Hypopitys monotropa</i>	Yellow Bird's-nest	Cyd-Dwf	1845	2021
	<i>Hypopitys monotropa subsp. hypophegea</i>	Bird's-nest		1969	2010



Species Group	Scientific Name	English Name	Welsh Name	Earliest Record	Latest Record	
	<i>Lycopodium clavatum</i>	Stag's-horn Clubmoss	Cnwbfwsogl Corn Carw	1980	2016	
	<i>Melittis melissophyllum</i>	Bastard Balm	Gwenynog	1977	1977	
	<i>Mentha pulegium</i>	Pennyroyal	Brefai	1964	1964	
	<i>Oenanthe fistulosa</i>	Tubular Water-dropwort	Cegid Pibellaidd	1965	2019	
	<i>Ophrys insectifera</i>	Fly Orchid	Caineirian yr Ednogyn	1878	1979	
	<i>Orthotrichum pumilum</i>	Dwarf Bristle-moss		2011	2011	
	<i>Platanthera bifolia</i>	Lesser Butterfly-orchid	Baladr Dwyddeiliog	1878	2011	
	<i>Ranunculus arvensis</i>	Corn Buttercup	Blodyn-Ymenyn yr Yd	1973	1981	
	<i>Scleranthus annuus</i>	Annual Knawel	Dinodd Blynnyddol	2005	2005	
	<i>Sorbus eminens</i>	Round-leaved Whitebeam	Cerddinen Mynwy	1903	2005	
	<i>Sorbus leptophylla</i>	Thin-leaved Whitebeam	Cerddinen Gymreig	1988	1988	
	<i>Stellaria palustris</i>	Marsh Stitchwort	Serenllys Llwydlas	1982	1983	
	<i>Trollius europaeus</i>	Globeflower	Blodeuyn y Gronnell	2011	2011	
	<i>Weissia multicapsularis</i>	Many-fruited Beardless-moss		1980	2010	
	<i>Weissia squarrosa</i>	Spreading-leaved Beardless-moss	Mwsogl Diflew Lled-ddail	2003	2011	
Fungi, and Moulds	Lichen and Slime	<i>Clavaria zollingeri</i>	Violaceous Fairy Club	Cwrel Fioled	2000	2021
		<i>Entoloma bloxamii</i>	Big Blue Pinkgill	Tagell Binc Fawr Las	2006	2016
		<i>Microglossum olivaceum</i>	Earth Tongue	Tafod Daear Melynwyrd	1998	2016
		<i>Parmelia ernstiae</i>			2016	2016
		<i>Phylloporus pelletieri</i>	Gilled Bolete	Boled Tagell Aur	2017	2017
		<i>Piptoporus quercinus</i>	Oak polypore		2006	2006
		<i>Punctelia jeckeri</i>			1986	2009
		<i>Punctelia reddenda</i>			1975	1975
		<i>Pyrenula nitida</i>			1982	1982
		<i>Usnea articulata</i>			2016	2016
		<i>Usnea florida</i>	Witches' Whiskers Lichen		2005	2005



## APPENDIX 5: NRAP FOR WALES OBJECTIVES

The following table gives the NRAP for Wales objectives, which are also the Greater Gwent NRAP objectives. .

**Table 5: NRAP for Wales Objectives and Local NRAP Actions**

NRAP for Wales Objectives		Monmouthshire Local NRAP Actions
1	Engage and support participation and understanding to embed biodiversity throughout decision making at all levels	G1.1 G1.2
2	Safeguard species and habitats of principal importance and improve their management	G3.1 G3.3
3	Increase the resilience of our natural environment by restoring degrading habitats and habitat creation	G4.1 G4.2
4	Tackle key pressures on species and habitats	G3.3 G3.4
5	Improve our evidence, understanding and monitoring	G2.1 G2.2 G2.3 G3.1 G3.2 G3.3 G3.4 G3.5
6	Put in place a framework of governance and support for delivery	G1.3 G1.4

# GREEN INFRASTRUCTURE STRATEGY

April 2024

Volume 1 **Strategic Framework**





## CONTENTS

### Key messages

- 1 **Setting the Scene**
- 2 **The Green Infrastructure Approach**
- 3 **Green Infrastructure Strategy**
- 4 **Settlement Green Infrastructure Networks**

### Appendices

- A Acknowledgements
- B GIS Database
- C Stakeholder Consultation Record
- D Green Infrastructure Assessment:
  - D1 - Green Infrastructure Assets
  - D2 - Ecosystem Services
  - D3 - Green Infrastructure Needs & Opportunities
- E Planning Policy Wales 12 Extract - Chapter 6: Distinctive & Natural Places Green Infrastructure Policy
- F Monmouthshire Wellbeing Plan Extract – Objective 3
- G Sources of Advice
- H Biodiversity & Ecosystem Resilience Forward Plan Objectives

## Key Messages

- First published in 2019, the Green Infrastructure Strategy has been reviewed to reflect changes in policy, the new Gwent Green Grid Regional Green Infrastructure Strategy and updated baseline data. The review also reflects progress in delivery of green infrastructure projects over the last 5 years.
- Planning Policy Wales 12 defines Green Infrastructure as 'the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places' (such as towns and villages).
- This Green Infrastructure Strategy promotes an integrated and joined up approach to delivering Green Infrastructure that takes into account the needs of Monmouthshire's communities, environment and economy.
- An important overarching principle underpinning the Strategy is the need to recognise the multi-functionality of Green Infrastructure assets and to maximise the benefits different assets can deliver through an integrated approach. For example, green spaces can be used for sustainable food production, contribute to flood management and provide access to nature for informal recreation. These benefits can support improved health and well being, climate mitigation/adaptation and biodiversity.
- It is essential that the inter-relationship and connections between the individual projects outlined in the Green Infrastructure Delivery Plan are considered in the round to ensure that opportunities for shared outcomes and mutual benefits are maximised.

## Green Infrastructure Vision for Monmouthshire

Monmouthshire has a well-connected multifunctional green infrastructure network comprising high quality green spaces and links that offer many benefits for people and wildlife.

The network's integrity and connectivity is maintained, protected and enhanced in a planned and managed way, which recognises the interdependency and multifunctionality of landscape, heritage and biodiversity elements.

Investment in green infrastructure underpins the County's ongoing economic, social and environmental success by supporting sustainable growth, improving quality of life and place, delivering ecosystem resilience and tackling the nature and climate emergencies.

Monmouthshire is a green and healthy place to live, with an increasingly coherent and resilient ecological network of wildlife habitats, helping to conserve biodiversity.







1

Setting the Scene



## 1.1 Introduction

1.1.1 This Strategy sets out Monmouthshire County Council's approach to the planning, management and delivery of Green Infrastructure (GI) focussed around the following strategic objectives and priorities:

- Improve Health & Wellbeing
- Enhance Biodiversity & Increase Ecosystem Resilience
- Increase Climate Change & Nature Resilience
- Strengthen Landscape Character & Distinctiveness
- Support Sustainable Economic Development

1.1.2 In doing so, the GI Strategy will help contribute to the delivery of:

- Replacement Local Development Plan
- MCC Community and Corporate Plan
- MCC Climate and Nature Emergency Strategy and Action Plans
- MCC Biodiversity and Ecosystem Resilience Forward Plan and Action Plan
- MCC Nature Recovery Action Plan
- Public Service Board Wellbeing Plans

1.1.3 There is great benefit from working in a collaborative, integrated and joined-up way to deliver GI through a multi-disciplinary approach as illustrated on **Diagram 1.1**, both at the local and regional scale. This way of working is championed by the Gwent Green Grid Partnership through the Regional Green Infrastructure Strategy.

### Green Infrastructure Strategy Review

The 2019 Green Infrastructure Strategy has been reviewed to reflect changes to national planning policy; alignment with the new Gwent Green Grid Regional Green Infrastructure Strategy; updated local plans and strategies; updated green infrastructure mapping data/information; and progress in delivery of green infrastructure projects.



## 1.2 Structure of the Strategy

1.2.1 The Strategy was prepared by CBA on behalf of Monmouthshire County Council.

### Volume 1 – Strategic Framework (this document)

1.2.2 Volume 1 of the Strategy sets out the Council's strategic framework for GI provision in Monmouthshire. It identifies key priorities and strategic opportunities where the restoration, maintenance, creation or connection of green features and functions would deliver the most significant benefits, both on a county-wide basis and for locations where growth is planned in the Monmouthshire Replacement Local Development Plan (RLDP) 2018-2033 Preferred Strategy (endorsed October 2023).

1.2.3 As required by Planning Policy Wales, the GI Strategy is informed by a Green Infrastructure Assessment for Monmouthshire (see **Appendix D**) developed in accordance with the principles of the NRW Green Infrastructure Assessment Guidance Note 42 (2023).

1.2.4 An Executive Summary of the GI Strategy is set out in a separate document.

### Volume 2 – Delivery Plan

1.2.5 Volume 2 of the Strategy provides the Council's delivery plan for GI in Monmouthshire. Provided as a separate document, the Delivery Plan includes prioritised action plans for delivery of strategic/landscape-scale GI projects, and local GI projects to support development at the key growth locations and rural secondary settlements. The action plans are designed to support funding bids by the Council and its delivery partners.

Planning Policy Wales Edition 12 (February 2024) Green Infrastructure Strategy/Assessment Requirements	GI Strategy Signposts
Identify landscape, biodiversity, geodiversity, historic and cultural features which need to be safeguarded as part of multi-functioning urban and rural landscapes (para 6.2.7)	Vol 1 - Appendix D (GI Assessment)  Vol 1 - Section 3 (GI Strategy)  Vol 2 - Delivery/Project Action Plan
Identify how a net benefit for biodiversity will be secured and the attributes of ecosystem resilience will be enhanced, making the links to other land management activity and maintenance regimes (para 6.2.7)	
Facilitate the reduction of pollution by identifying nature based solutions which form part of, or complements, wider activity at a catchment scale to address pollution and improve the restoration of riverine and other habitats (para 6.2.7)	
Address the climate emergency by ensuring tree canopy cover in urban areas is increased, incorporating measures for maintaining good air quality and appropriate soundscapes and by requiring effective natural flood management and sustainable urban drainage schemes (para 6.2.7)	
Ensure communities have accessible natural green spaces of various sizes and scales within reasonable walking and cycling distances (para 6.2.7)	
Identify how the provision of green infrastructure could form an integral part of strategies for growth and provide broad parameters for securing its implementation which recognises the dynamic nature of its provision and identifies measures which will need to be provided to safeguard it over the long term (para 6.2.7)	
The need for ecosystems, habitats and species to adapt to climate change and other pressures should be considered as part of the Green Infrastructure Assessment. (para 6.2.8)	

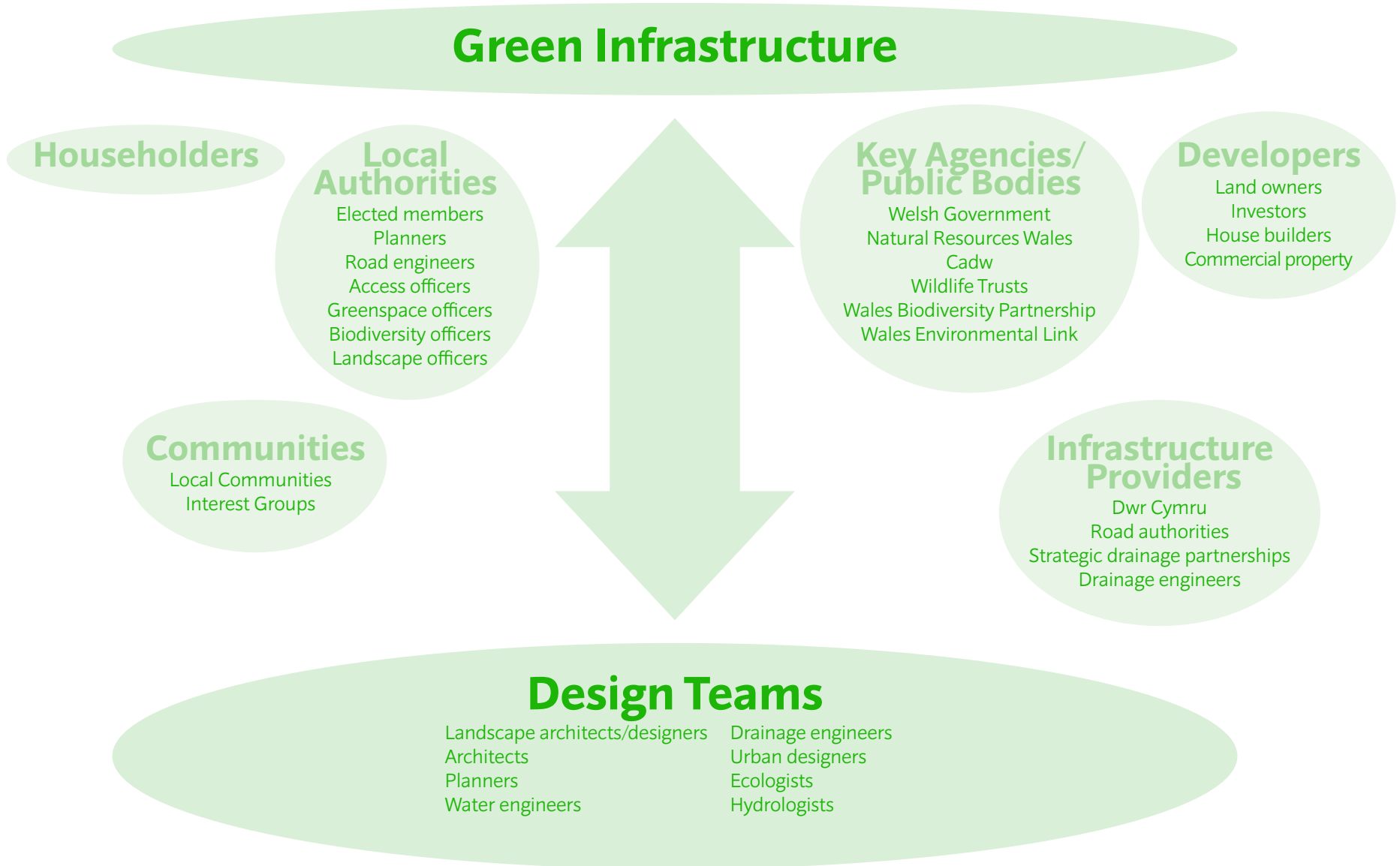
### **GIS Database of GI Assets**

1.2.6 A comprehensive and user-friendly GIS Database of GI assets and related information is held by the Council, which provides a tool for informing land use planning and land management decision-making with regards to GI.

1.2.7 The Green Infrastructure Strategy will be kept under review by the Council and updated as necessary to have regard to changing circumstances.

**DIAGRAM 1.1 Multidisciplinary Working**

(Adapted from *GI Design and Placemaking* (Scottish Government, 2011))



## 1.3 Links to Other Documents

1.3.1 The GI Strategy was informed by, and should be read in conjunction with, the other key relevant plans and strategies shown on **Diagram 1.2**. The GI Strategy also supports the Management Plan For Bannau Brycheiniog National Park 2023-2028 and the Wye Valley National Landscape AONB Management Plan 2021-26.

1.3.2 This GI Strategy should also be read in conjunction with the Council's Green Infrastructure Supplementary Planning Guidance adopted in April 2015. A number of other relevant guidance documents are interrelated with this GI Strategy. These are listed in **Box 1.1**.

1.3.3 A number of studies and assessments, carried out to inform the development of the adopted Local Development Plan, provide valuable baseline GI information in respect of the location, quality, quantity and accessibility of a range of GI assets/types (see **Boxes 1.2-1.5**). They also form an important starting point in terms of identifying local GI needs and opportunities.

### BOX 1.1 Links to Relevant Guidance

#### Supplementary Planning Guidance

Green Infrastructure	MCC adopted this SPG in April 2015 to support the interpretation and implementation of GI policies S13 and GI1 of the adopted LDP.
Landscape Character	MCC adopted this SPG to support the interpretation and implementation of landscape policies S13 and LC5 of the adopted LDP.
Planning Obligations	MCC intends to produce a Planning Obligations SPG (work in progress). The Interim Policy on the Approach to Planning Obligations (March 2013) sets out an approach to guide negotiations for Section 106 planning obligations between MCC and applicants.
Renewable Energy and Energy Efficiency	MCC adopted this SPG in March 2016 to support the interpretation and implementation of policies S3, S12, SD1, SD2 and DES1 of the LDP.

#### Other Guidance

Monmouthshire's Countryside Access Improvement Plan 2020 – 2030	This plan sets out an approach to providing and managing access to Monmouthshire's countryside for the benefit of all residents and visitors.
Countryside Access Design Guide (2012)	Intended to assist anyone installing countryside furniture on public rights of way (PRoW) and other access areas in Monmouthshire.
Rights of Way Network Condition & Opportunities Study (2017)	Sets out the condition of the County's Public Rights of Way network and opportunities for improving countryside access.
Public Rights of Way Biodiversity Action Plan (2011)	Aims to ensure that biodiversity is taken into account in the planning and carrying out of all maintenance operations, improvement schemes and other PRoW work. Sets out specific habitat and species action plans.
Gwent Levels Green Infrastructure Strategy (2017)	Provides an overarching long-term vision, principles and framework for the planning and delivery of GI through the Living Levels Landscape Partnership Scheme.

**DIAGRAM 1.2 Links to Other Key Relevant Plans & Strategies**



Page 500



### BOX 1.2 Open Space Study

Sets out the results of an audit of all open space sites located within 13 settlements/sub-areas in Monmouthshire. Findings relate to the quantity, quality and accessibility of sites/open space types. An assessment of provision against minimum standards is provided.

It should be noted that the definition given to natural/semi-natural greenspace differs to that in the Greenspace Study. This is likely to have a bearing on the levels of provision (surplus/deficiency) identified in the Study. Further advice can be sought from MCC (see **Appendix G**). The 2008 Open Space Study is being updated as part of the RLDP 2018-2033 process.

### BOX 1.3 Greenspace Study

Identifies potential greenspace sites, natural sites and accessible natural sites within a 2km buffer zone of 10 settlements/sub-areas in Monmouthshire. An analysis of provision and assessment of opportunities for improvement in relation to accessible natural greenspace is provided.

It should be noted that greenspaces were identified on the basis of available datasets, which suggests that additional sites may exist. Further advice can be sought from MCC (see **Appendix G**). The 2010 Greenspace Study is not being updated as part of the RLDP 2018-2033 process.

### BOX 1.4 Ecological Connectivity Assessment

Provides an objective assessment of semi-natural habitat connectivity in and around eight settlements/sub-areas in Monmouthshire. This forms the basis for identifying and informing future habitat management and creation opportunities.

The value of the Assessment's maps and the accuracy with which predictions can be made will be enhanced as the baseline datasets are verified. Further advice can be sought from MCC (see **Appendix G**). The 2010 Ecological Connectivity Assessment is not being updated as part of the RLDP 2018-2033 process. This will be superseded by the Nature Networks Ecological Opportunity Mapping for Gwent.

### BOX 1.5 Other Studies

**Landscape Sensitivity and Capacity Studies (2009/2010) and Landscape Sensitivity Update Study (2020)**

These studies set out detailed assessments of sensitivity and capacity of local landscape character areas (around main settlements and villages) and candidate strategic sites. As part of the RLDP 2018-2033 process, an updated study was undertaken in 2020 to take into account settlement boundary changes due to new development.

**Strategic Transport Study**

Provides some baseline information relating to sustainable modes of transport and possible transport proposals around development sites. The 2009 Strategic Transport Study is being updated as part of the RLDP 2018-2033 process.



The landscape setting of Llanellen





2

# The Green Infrastructure Approach





Start of Wales Coast Path, Chepstow



## 2.1 Local Policy Drivers

### Monmouthshire County Council Community & Corporate Plan 2022-2028

2.1.1 The Community & Corporate Plan sets out MCC's ambition to become a zero-carbon county, while supporting the well-being of Monmouthshire's communities. Monmouthshire will be a:

- Fair place to live where the effects of inequality and poverty have been reduced
- Green place to live and work with reduced carbon emissions and making a positive contribution to addressing the climate and nature emergency
- Thriving and ambitious place, where there are vibrant town centres and where businesses can grow and develop
- Safe place to live where people have a home where they feel secure in
- Connected place where people feel part of a community and are valued
- Learning place where everybody has the opportunity to reach their potential.

2.1.2 These goals are underpinned by a series of actions that will shape the Council's medium-term financial spending plan and priorities, and includes a range of measures to enable progress to be monitored.

### Monmouthshire County Council Climate & Nature Emergency Strategy & Action Plans 2024

2.1.3 This strategy and action plan was developed to meet the target to reduce the Council's carbon emissions to zero by 2030. Following community consultation, an action plan was published in November 2021 that includes actions under a range of themes:

- Reducing energy use - reducing the amount of energy that is used for buildings and street lighting
- Using renewable energy - speed up the move from fossil fuels to renewable energy
- Supporting nature recovery and managing green spaces - absorb carbon to support biodiversity and ecosystem resilience, and the ability to adapt
- What we buy - reducing carbon by thinking carefully about when and what we buy and whole life costs
- Reducing waste - by encouraging people to reduce, re-use and recycle more
- Walking and cycling - encouraging and making it easier for people to walk and cycle rather than drive
- Greener vehicles - reducing the impact of vehicle use and encouraging use of electric and hydrogen vehicles
- Public transport - encouraging people to use public transport rather than cars
- Education and involvement - helping people understand climate change and what they can do to make a difference
- Climate adaptation - preparing and adapting for the impact of climate change

### **Monmouthshire County Council Biodiversity & Ecosystem Resilience Forward Plan 2024**

2.1.4 The Plan was first published by the Council in 2017 to meet the Section 6 Biodiversity and Ecosystem Resilience duty of the Environment (Wales) Act 2016, and to provide a mechanism for maximising the Council's contributions to the Well-being of Future Generations (Wales) Act 2015 Well-being Goals. Progress was reported to Welsh Government in 2019 and 2023, and a refreshed Plan was published in 2024 (prior to a further round of reporting, expected in 2025).

2.1.5 The Forward Plan considers the current biodiversity and ecosystem resilience of Monmouthshire's relevant habitats and species of principal importance for nature conservation, and sets out ways in which the Council can influence biodiversity and ecosystem resilience when exercising its functions as a Public Authority. It considers conservation work that is already underway by the Council and other relevant organisations and identifies opportunities for enhanced delivery and improved governance.



The Usk Valley is an important ecological corridor within Monmouthshire

2.1.6 The Plan also highlights the importance of green infrastructure delivery to strengthening biodiversity and ecosystem resilience and its relationship to the Climate and Nature Emergency Strategy and other plans. The Plan will also identify actions and delivery mechanisms to meet the objectives during the period of 2023-2028.

### **Monmouthshire County Council Nature Recovery Action Plan 2024**

2.1.7 The Local NRAP is a replacement of the Monmouthshire Local Biodiversity Action Plan (LBAP), published in 2005 by the predecessor to the LNP, Monmouthshire Biodiversity Partnership. The Monmouthshire Local Nature Recovery Action Plan (NRAP) is a guide to conservation work in Monmouthshire to deliver outcomes to benefit nature recovery. The plan aims to provide practical, achievable actions designed to help reverse the decline in biodiversity and build ecosystem resilience in Monmouthshire. We want to motivate communities to actively contribute to the effective restoration and protection of nature in Monmouthshire.

2.1.8 The Monmouthshire Local NRAP has been produced by the Monmouthshire Local Nature Partnership (LNP). The LNP exists to co-ordinate, promote and record conservation actions to promote and enhance nature locally. The Monmouthshire LNP covers the local authority area of Monmouthshire County Council, excluding that in the Bannau Brycheiniog National Park which has a separate Local Nature Partnership and Local NRAP.

### **Monmouthshire Public Service Board Well-being Plan**

2.1.9 Published by the Monmouthshire Public Service Board (PSB) in 2018, the Plan sets out four objectives for improving well-being:

1. giving children and young people the best possible start in life
2. working to improve prosperity in the county
3. making the most of the assets older people bring whilst ensuring their needs are met
4. maximising the benefits of the natural environment

### Monmouthshire Wellbeing Assessment 2022-2027

2.1.10 The Monmouthshire Well-being Assessment, is a comprehensive report aimed at understanding the well-being of the county and its communities. It uses a wide range of information to provide an evidence-based understanding of well-being in Monmouthshire, focusing on the strengths and assets of people and their communities. The assessment covers various areas of well-being and focuses on Gwent as a whole, Monmouthshire as a whole, and 5 local areas within Monmouthshire. The report is reviewed annually.



The grounds of Caldicot Castle provide accessible greenspace

### Gwent Public Service Board Well-being Plan

2.1.11 Informed by an assessment of the economic, social, environmental and cultural well-being of Gwent undertaken in 2021/22, the Gwent Public Service Board (PSB) Well-being Plan published in 2023 sets out actions to help improve well-being across the region. The Plan sets out what the PSB could do over the next five years to tackle the social, economic, environmental and cultural issues which affect well-being in Gwent under two objectives:

1. We want to create a fairer, more equitable and inclusive Gwent for all.
2. We want a climate-ready Gwent, where our environment is valued and protected, benefitting our well-being now and for future generations

### Pollinator Policy

2.1.12 A Pollinator Policy was adopted by MCC in 2014 in response to the Welsh Government's Action Plan for Pollinators to demonstrate the Council's commitment to change and in recognition of our role as land managers. Prepared in partnership with Bee Friendly Monmouthshire, the policy commits MCC to:

- Reduce mowing of road verges - safety cut only for first cut on A & B routes
- Reduce mowing of green spaces
- Urban wildflower planting in towns/villages in place of unsustainable flower beds
- Identify opportunities for development of meadows within open spaces
- Use the Bee Friendly Monmouthshire logo to raise awareness
- Monitor the effectiveness of changes



## Local Development Plan

2.1.13 This GI Strategy is intended to expand on policies S13 and GI1 (see **Box 2.2**) of the adopted Local Development Plan (LDP) 2011-2021, which are central to the protection and delivery of GI as part of development in the County.

2.1.14 The Preferred Strategy (2023) for the Replacement Local Development Plan (RLDP) 2018-2033 includes a proposed replacement for the adopted Strategic Policy S13 (see Policy S17 in **Box 2.1**).

### BOX 2.1 Strategic Policy S17 – Green Infrastructure, Landscape and Nature Conservation

Development proposals will embrace the placemaking approach and incorporate Green Infrastructure assets and opportunities that are assessed, designed and managed to deliver a multifunctional resource; capable of delivering a wide range of social, economic, environmental and health and well-being benefits for local communities and the County as a whole, including climate change action, biodiversity action, mitigation and net gain.

Development proposals must:

Maintain, protect and enhance the integrity and connectivity of Monmouthshire's green infrastructure, landscapes, biodiversity, public rights of ways and heritage assets through the following key functions:

- (i) Landscape setting and quality of place, by identifying, assessing, protecting and enhancing the distinctive landscape, historical, cultural, ecological and geological heritage, including natural and man-made elements associated with existing landscape character;
- (ii) Biodiversity and resilient ecosystems by protecting, assessing, positively managing and enhancing biodiversity and geological interests, including designated and non-designated sites, protected and priority species and their habitats, and the ecological connectivity between them;
- (iii) Greenspace provision, connectivity and enjoyment by ensuring the creation of accessible multifunctional interconnected spaces that offer opportunities for recreation and health and well-being;
- (iv) Sustainable energy use;
- (v) Local food production; and
- (vi) Flood attenuation and water resource management.

Note: Policy wording may change post-deposit plan consultation

### BOX 2.2 Development Management Policy GI1 Green Infrastructure

Development proposals will be expected to maintain, protect and enhance Monmouthshire's diverse green infrastructure network by:

- a) Ensuring that individual green assets are retained wherever possible and integrated into new development. Where loss of green infrastructure is unavoidable in order to secure sustainable development appropriate mitigation and/or compensation of the lost assets will be required;
- b) Incorporating new and /or enhanced green infrastructure of an appropriate type, standard and size. Where on-site provision of green infrastructure is not possible, contributions will be sought to make appropriate provision for green infrastructure off-site.



Residential development in Rogiet incorporating a sustainable drainage system

Note: Policy wording may change post-deposit plan consultation

2.1.15 These policies are supported by the adopted Green Infrastructure and Landscape Character Supplementary Planning Guidance. Other key adopted LDP policies that relate to GI are listed in **Diagram 2.1**.

DIAGRAM 2.1 Relevant adopted LDP Policies



## 2.2 Regional Policy Drivers

2.2.1 Key strategies and plans that provide the regional framework for GI planning, delivery and management in Monmouthshire are listed in Box 2.3.

2.2.2 Of particular importance is the Gwent Green Grid Regional Green Infrastructure Strategy developed by the Gwent Green Grid Partnership (GGGP). The Partnership is working to improve the region's GI network and ensure its natural resources are healthy and resilient to change, and thereby better able to provide vital well-being benefits for current and future generations. Established in March 2020, the GGGP includes the five local authorities of Gwent (Blaenau Gwent, Caerphilly, Monmouthshire, Newport and Torfaen Councils) as well as Natural Resources Wales.

### BOX 2.3 Regional Plans and Strategies Context

#### Gwent Green Grid Regional Green Infrastructure Strategy (2024)

This strategy aims to support the Gwent Green Grid Partnership's aspirations to improve the region's green infrastructure, which has a crucial role to play in addressing nature, climate change and health emergencies, as well as providing green job opportunities. It sets out a high-level, regional framework to support public bodies on the Gwent Public Service Board working in a collaborative, integrated and joined up way to discharge their duties under the Wellbeing of Future Generations (Wales) Act 2015 and the Environment (Wales) Act 2016 through a regional approach to green infrastructure delivery reflecting Welsh Government natural resources and planning policy.

The strategy is intended to act as a mechanism for green infrastructure delivery to support the Gwent Public Service Board's Well-being Plan, the Natural Resources Wales South East Wales Area Statement and the forthcoming Strategic Development Plan for Gwent. Crucially, the strategy aims to support a coordinated approach to green infrastructure project development, funding and delivery through a set of strategic action plans. These are intended to support a range of positive well-being outcomes for Gwent's communities, particularly within urban communities experiencing health inequalities.

#### NRW South East Wales Area Statement (2020)

Developed in response to the national Natural Resources Policy through a collaborative process involving local stakeholders, the South East Wales Area Statement covers the Local Authorities of Blaenau Gwent, Caerphilly, Monmouthshire, Newport and Torfaen. The South East Wales Area is also referred to as Gwent.

The Area Statement sets out landscape-scale nature-based solutions to addressing the increasingly complex and widespread environmental, social and political challenges that transcend traditional management boundaries. It aims to inform internal and external planning and help stakeholders to consider different ways of working together. To ensure everyone involved in the Area Statement process is thinking of South East in the same context, four strategic themes are used to investigate and understand place:

1. Linking Our Landscapes.
2. Climate Ready Gwent.
3. Healthy Active Connected.
4. Ways of Working.

#### Gwent Public Service Board Regional Well-being Plan (2023)

The Gwent Public Service Board (PSB) carried out its Assessment of the economic, social, environmental and cultural wellbeing of Gwent in 2021/22. The PSB have used the information from the assessment to create its Well-being Plan to help improve well-being across the region.

The Plan sets out what the PSB could do over the next five years to tackle the social, economic, environmental and cultural issues which affect well-being in Gwent.

The PSB has identified two objectives:

1. We want to create a fairer, more equitable and inclusive Gwent for all.
2. We want a climate-ready Gwent, where our environment is valued and protected, benefitting our well-being now and for future generations.

The Gwent PSB Well-being Plan was published in August 2023.

<p><b>South East Wales Strategic Development Plan (forthcoming)</b></p>	<p>All Strategic Development Plans (SDPs) and Local Development Plans (LDPs) prepared in Wales now have to be in general conformity with Future Wales: The National Plan 2040.</p> <p>The South East Wales SDP was the first SDP in Wales to formally commence preparation in 2022. This introduces a tier of regional planning to address matters extending beyond Local Authority boundaries.</p> <p>As a cross-boundary asset, strategic GI lends itself well to a more regional scale of planning. SDPs may provide a mechanism through which to consider regional scale planning for connections and larger, strategic GI assets.</p>
<p><b>Gwent State of Nature Report (2021)</b></p>	<p>The Greater Gwent State of Nature report, produced in 2021, looks at the status and trend of 100 species found within Greater Gwent, providing a snapshot of biodiversity status, trends and threats in the wider area.</p> <p>The species included are a wide selection from different groups and different habitats, chosen with the aim of providing a snapshot that represents much of the biodiversity that is to be found within the diverse Gwent region. A secondary aim of this report is to examine the availability of biological data at the regional level; to demonstrate what can be shown with the wealth of data that has already been collected; and to highlight where there are knowledge gaps or data issues.</p>

<p><b>Greater Gwent Nature Recovery Action Plan (GGNRAP) (2021)</b></p>	<p>Developed by the Resilient Greater Gwent Partnership in 2021, the GGNRAP provides a 10-year plan for guiding public bodies in taking action to support nature recovery by creating a resilient and connected ecological network at a regional scale across Gwent.</p> <p>The GGNRAP has been developed to both inform and support the integration between the national and local NRAPs, which are being developed for each Local Nature Partnership (LNP) to support cohesive joined up approaches when developing and delivering strategies plans and actions</p> <p>The GGNRAP's aims are relevant to GI delivery, namely:</p> <ul style="list-style-type: none"> <li>• Ecosystems that are functioning and resilient</li> <li>• Increased diversity of species and habitats</li> <li>• People connected with nature</li> <li>• Reduction of pollution and invasive non-native species</li> <li>• Partners that are working better together</li> </ul>
<p><b>Green Infrastructure Action Plan for Pollinators in South East Wales (2015)</b></p>	<p>The Action Plan was commissioned by Monmouthshire County Council on behalf of Monmouthshire, Blaenau Gwent, Caerphilly and Torfaen Councils. Published in 2015, the Action Plan is part of the wider Pollinators for Life project funded by Welsh Government's Nature Fund, which aims to address the decline in Welsh biodiversity through landscape-scale projects.</p> <p>Action Plans for pollinators are provided for different green infrastructure types of publicly owned land, which include for example school grounds; roadside verges; civic spaces; allotments and community gardens; and public parks. Many actions relate to changes to management regimes for the benefit of pollinators such as cutting grass to different heights and/or at different times of the year. Some actions require more extensive changes such as development of wildflower meadows or formal planting areas.</p>

Gwent Green Grid Green Corridors Strategic Access Action Plan (2024)

Developed by the Gwent Green Grid Partnership, the Action Plan provides a strategic approach to delivery of improved and sustainable countryside access by public bodies and stakeholder organisations working collaboratively across local authority boundaries in Gwent to:

- Enable people to lead active healthy lifestyles
- Provide economic opportunities
- Support local communities and volunteering
- Expand, where possible, the network available to cyclists and horse riders
- Provide sustainable and long-term solutions

It provides a framework for a clear strategic approach and stronger partnership working across the five local authority areas within the Gwent region, in relation to access planning and management.

Gwent Green Grid Woodland Priority Planting Action Plan

Developed by the Gwent Green Grid Partnership, the Action Plan provides a 10-year priority woodland planting and implementation programme to support public bodies and stakeholder organisations across the region in taking positive action to tackle climate change, through carbon storage and increasing the resilience of ecosystems to the risks from a changing climate.

It provides a framework for a consistent approach to woodland planting and management across Gwent. In addition to supporting Welsh Government's Woodlands for Wales Strategy and National Forest for Wales commitments, it provides a delivery mechanism for the South East Wales Area Statement, the Gwent PSB Well-being Plan and the Gwent Strategic Development Plan, as well as supporting local authorities' climate change action plans.

Upland Commons of South-east Wales Natural Resources Management Plan (2015)

The Plan is based on an ecosystems approach to the management of the uplands commons of South East Wales (encompassing parts of Torfaen, Blaenau Gwent, Caerphilly, Merthyr Tydfil, Monmouthshire and the Brecon Beacons National Park). The Plan identifies and informs the delivery of a portfolio of projects intended to restore important areas of upland habitat to favourable condition; enhance biodiversity; improve opportunities for sustainable grazing; identify innovative additional commercial uses including land-based products; support tourism development; and assist with climate change resilience by storing water and capturing carbon.

Wye Valley AONB Management Plan 2021-2026

The Management Plan for the Wye Valley National Landscape AONB sets out the vision for the designated Area of Outstanding Natural Beauty (AONB) and the priorities for its management over a 5 year period. The Plan formulates Local Authority policy "for the carrying out of their functions in relation to" the management of the AONB. It also provides guidance to the local communities and many landowners, residents and visitors in the area.

Blaenavon Industrial Landscape World Heritage Site Management Plan 2018-2023

The Plan identifies an overall vision and key principles for the management of the World Heritage Site, together with short-, medium- and long-term objectives. These are supported by a suite of policies for the continued effective protection, conservation, presentation and transmission of the Site's Outstanding Universal Value over the plan period (2018-2023).



## 2.3 National Policy Drivers

2.3.1 The concept of a GI approach to land-use planning, design and management can deliver a wide range of policy outcomes (e.g. in relation to sustainable development, climate change, biodiversity, place-making, economic growth and health and well-being). It is well established through the Welsh spatial planning system and provides a means to bring together and deliver policy and advice messages in a holistic way. National legislation and policies that provide the framework for the conservation, delivery and promotion of GI in Monmouthshire are listed in **Box 2.4**.

### BOX 2.4 National Legislative & Policy Context

#### The Environment (Wales) Act 2016

Section 4 of the Act sets out principles for promoting a joined-up and sustainable approach to the management of natural resources and ecosystem services in Wales. The Act places a duty (Section 6) on public bodies to prepare a Biodiversity and Ecosystem Resilience Forward Plan, demonstrating how they intend to deliver the plan in collaboration with other partners, taking into consideration the Nature Recovery Plan for Wales and the Well-being of Future Generations Act. Section 7 of the Act requires Welsh Government, in consultation with NRW, to publish a list of the organisms and habitats of principal importance (priority habitats), and take all reasonable steps to maintain and enhance this list, including encouraging others to do the same.

#### Natural Resources Policy (Welsh Government, 2017)

A statutory requirement of the Environment (Wales) Act, this sets out Welsh Government's policy for the sustainable management of Wales' natural resources to maximise their contribution to the goals of the Well-being of Future Generations Act. The Policy outlines three national priorities: delivering nature-based solutions; increasing renewable energy and resource efficiency; and taking a place-based approach. The Policy sets the context for the State of Natural Resources Report (SoNaRR) and Area Statements produced by NRW, which aim to ensure that the national priorities inform the approach to local delivery.

#### Wellbeing of Future Generations (Wales) Act 2015

This Act seeks to improve the social, economic, environmental and cultural well-being of Wales. Public bodies must do what they do in a sustainable way and think more about the long term; work better with people and communities and each other; look to prevent problems; and take a more joined-up approach to delivering services and advice. Public bodies need to make sure that, when making their decisions, they take into account the impact they could have on people living in Wales. The Act includes GI related indicators for monitoring implementation, such as:

- Areas of healthy ecosystems in Wales.
- Status of Biological diversity in Wales.
- Percentage of surface water bodies, and groundwater bodies, achieving good or high overall status.
- Emissions of greenhouse gases within Wales.
- Levels of nitrogen dioxide (NO2) pollution in the air.
- The Ecological Footprint of Wales.
- Percentage of people feeling safe at home, walking in the local area, and when travelling.

#### Nature Recovery Plan for Wales (Welsh Government, 2015)

The Plan sets out how Wales will deliver the commitments of the UN Convention on Biological Diversity and the EU Biodiversity Strategy to halt the decline in biodiversity by 2020. It includes a strategy for our current and proposed action, particularly through the Well-being of Future Generations Act, and through the Sustainable Management of Natural Resources, will contribute to reversing the loss of biodiversity in Wales. Part 2 (updated 2020) of this plan is an Action Plan setting out those actions which have been specifically identified to meet objectives to reverse the decline of biodiversity.

#### Vital Nature: Making the Connections between Biodiversity and the People and Places of Wales (NRW, 2018)

Vital nature is NRW's strategic steer for biodiversity to 2022. It sets out NRW's priorities, direction of travel and ways of working with regards to delivering its Biodiversity and Ecosystem Resilience duties through the Sustainable Management of Natural Resources. Through a series of goals and commitments, it establishes a high-level framework for action in line with the Nature Recovery Action Plan for Wales.

#### Future Wales 2040

The National Development Framework sets out a 20-year land use framework for Wales. It will be reviewed every 5 years, and sets out where nationally important growth and infrastructure is needed and how the planning system can deliver it. It provides direction for Strategic and Local Development Plans and supports the determination of Developments of National Significance; sitting alongside Planning Policy Wales, which sets out the Welsh Government's planning policies and which will continue to provide the context for land use planning. It supports national economic, transport, environmental, housing, energy and cultural strategies and ensures they can be delivered through the planning system

#### Prosperity for All: A Climate Conscious Wales (2019)

Prosperity for All: A Climate Conscious Wales is the climate change adaptation plan for Wales. It sets out Welsh Government commitments to respond to the impacts from climate change we already see and those we expect to see in the future. The plan complements the steps to decarbonise the economy of Wales. The Plan shows how Welsh Government is taking action, over the next five years, to address the areas of greatest risk. This includes:

- protecting people, communities, buildings and infrastructure from flooding,
- protecting water supplies from drought and low river flows,
- tackling land management practices that exacerbate climate risks,
- managing risks to ecosystems and agricultural businesses.

#### Planning (Wales) Act 2015

The Planning (Wales) Act provides the legislative framework for the operation of the planning system in Wales. It supports the delivery of national, local and community aspirations by creating sustainable places where citizens have improved access to quality homes, jobs and built and natural environments and supports the use of the Welsh language.

#### Natural Resources Wales State of Natural Resources Report (SoNaRR) for Wales 2020

SoNaRR 2020 assesses how Wales is achieving the sustainable management of natural resources to improve Wales' well-being (Natural Resources Wales' purpose). It assesses Wales' progress against 4 aims and outlines opportunities for action for a sustainable future:

1. Stocks of natural resources are safeguarded and enhanced.
2. Ecosystems are resilient to expected and unforeseen change.
3. Wales has healthy places for people, protected from environmental risks.
4. Contributing to a regenerative economy, achieving sustainable levels of production and consumption.

#### Planning Policy Wales: Edition 12 (Welsh Government, February 2024)

Planning Policy Wales 12 (PPW 12) sets out the current land use planning policies of the Welsh Government. The core objective of national planning policy is to ensure that the planning system contributes towards the delivery of sustainable development and improves the social, economic, environmental and cultural well-being of Wales as required by the Well-being of Future Generations (Wales) Act 2015.

In response to the need for addressing the nature emergency through the planning system, parts of Chapter 6 (Distinctive & Natural Places) of Planning Policy Wales Edition 11 were updated in October 2023 to strengthen national planning policy on GI, Net Benefit for Biodiversity, protection for Sites of Special Scientific Interest and Trees and Woodlands.

The main changes to national GI policy in PPW 12 include: stronger emphasis on taking a proactive approach to green infrastructure covering cross boundary considerations, identifying key outputs of green infrastructure assessments, the submission of proportionate green infrastructure statements with planning applications and signposting Building with Nature standards. See **Appendix E** for details.

Welsh Government's Net Zero Strategic Plan (September 2022)	This Plan is the start of the journey to net zero and a greener, stronger, fairer Wales. It focuses on Wales' second carbon budget (2021–2025). The Plan brings together evidence and thinking from across the Welsh Government to outline priority decarbonisation initiatives out to 2030. Implementing them successfully will be required to reach net zero as an organisation and support the wider public sector to achieve a collective net zero
Technical Advice Note 5: Nature Conservation and Planning (Welsh Government, 2009)	Provides advice about how the land use planning system should contribute to protecting and enhancing biodiversity and geological conservation. Supplements Planning Policy Wales and should be read in conjunction with it.
Technical Advice Note 12: Design (Welsh Government, 2016)	Provides advice on good design. Supplements Planning Policy Wales and should be read in conjunction with it.
Technical Advice Note 15: Development and Flood Risk (Welsh Government, 2004)	Provides advice in relation to development and flooding, advising on development and flood risk as this relates to sustainability principles. Supplements Planning Policy Wales and should be read in conjunction with it.
Technical Advice Note 16: Sport, Recreation and Open space (Welsh Government, 2009)	Provides advice for communities, developers and local planning authorities in Wales preparing local development plans and taking decisions about planning applications with regards to sport, recreation and open space. Supplements Planning Policy Wales and should be read in conjunction with it.
Natural Heritage: a Pathway to Health (Countryside Council for Wales Policy Research for the Welsh Assembly Government, 2007)	Sets out the findings of a 12 month study into the impact of the natural environment on health and wellbeing, conducted by the Institute of Rural Health. The study found that the natural environment can play a key role in improving public health and wellbeing.
Community Grown Food Action Plan (Welsh Government, 2010)	Action Plan to promote, support and encourage opportunities for community grown food in Wales.
Active Travel Act Guidance (Welsh Government, 2021)	The guidance includes best practice on active travel infrastructure design and network planning, and gives advice on how to provide related facilities such as cycle parking.

Active Travel (Wales) Act 2013	The Active Travel (Wales) Act sets out provisions to make walking and cycling the preferred option for shorter journeys, particularly everyday journeys, such as to and from a workplace or education establishment, or to access health, leisure or other services or facilities. The Act requires local authorities to produce Integrated Network Maps, identifying the walking and cycling routes required to create fully integrated networks for walking and cycling to access work, education, services and facilities.
Framework for South East Wales Networked Environmental Regions (CCW, EA Wales & Wales Environmental Link for Welsh Government, 2009)	First stage in a collaborative project to turn the concept of a Networked Environmental Region (NER) into reality. The report reviews the policy context, briefly describes the unique characteristics of the South East Wales landscape and considers opportunities and challenges across the city region. It also highlights the next steps needed towards implementing the NER.
Wales State of Nature Report 2023	Leading wildlife organisations, including Wildlife Trusts Wales, have published a landmark State of Nature 2023 report. The report shows that nature is continuing to decline at an alarming rate across the UK, which is already one of the most nature-depleted countries in the world: <ul style="list-style-type: none"> <li>• 18% (one in six) of our species are at risk of extinction from Wales, including plants and animals such as Fen Orchid, Water Vole and Sand Lizard.</li> <li>• The abundance of land and freshwater species has on average fallen by 20% across Wales since 1994.</li> <li>• Of almost 3,900 species assessed, more than 2% are already extinct in Wales.</li> </ul>
30x30 Target	A global target to protect 30% of the planet for nature by 2030 (known as '30x30') was agreed at the Convention on Biological Diversity (CBD) at COP15. Countries are expected to contribute to this global goal through domestic action to increase coverage of effectively managed protected areas. More than 100 countries have now signed up to the commitment, including the UK. The Biodiversity deep dive: recommendations (Welsh Government, 2022) develops a set of collective actions to support meaningful delivery of the CBD '30 by 30' goal in Wales, recognising the capabilities present in Wales and reflecting duties and approach under the Wellbeing of Future Generations and Environment (Wales) Acts

## 2.4 What is GI?

2.4.1 Chapter 6 (Distinctive & Natural Places) of Planning Policy Wales 12 defines GI as follows:

*'Green infrastructure is the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places.'*

*Component elements of green infrastructure (see **Box 2.5**) can function at different scales and some components, such as trees and woodland, are often universally present and function at all levels (see **Diagram 2.2**).*

*At the landscape scale green infrastructure can comprise entire ecosystems such as wetlands, waterways, peatlands and mountain ranges or be connected networks of mosaic habitats, including grasslands.*

*At a local scale, it might comprise parks, fields, ponds, natural green spaces, public rights of way, allotments, cemeteries and gardens or may be designed or managed features such as sustainable drainage systems.*

*At smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks.'*

### BOX 2.5 Examples of GI Components/Assets

- **Parks and gardens** including urban parks; country and regional parks; formal and private gardens; and institutional (e.g. schools and hospitals) grounds (e.g. Caldicot Country Park and the Linda Vista Gardens in Abergavenny).
- **Amenity greenspaces** including informal recreation spaces; play areas; outdoor sport facilities; housing green spaces; domestic gardens; village greens; urban commons; other incidental space; green roofs; hedges; civic squares and spaces; and highway trees and verges (e.g. Fairview open space Chepstow, Undy playing field and Dixton Field in Monmouth).
- **Allotments, community gardens, city farms, orchards, roof gardens, and urban edge farmland** (e.g. Usk Road allotments in Raglan and Sudbrook Road allotments in Portskewett/Sudbrook).
- **Cemeteries and churchyards** (e.g. Osbaston cemetery in Monmouth and St Mary's Churchyard in Abergavenny).
- **Natural and semi-natural rural, peri-urban and urban greenspaces** including woodland and scrub; grassland, heath and moor; wetlands; open and running water; brownfield sites; bare rock habitats (e.g. cliffs and quarries); coast and beaches; and Community Forests. It includes important and protected species and habitats such as existing national and local nature reserves and locally designated sites for nature conservation (e.g. Nedern Brook Wetlands SSSI and Fiddler's Elbow National Nature Reserve).
- **Green corridors** including rivers and canals and their banks; road and rail corridors; cycling routes; and public rights of way (e.g. Ifton Lane in Rogiet and the River Usk).
- **Functional green space** including sustainable urban drainage schemes and flood storage (e.g. residential development in Rogiet).
- **Heritage sites** including historic country estates; historic urban public parks; and historic sites and monuments (e.g. St Pierre near Chepstow and Abergavenny Castle and grounds).

Adapted from the Town and Country Planning Association: 'The essential Role of Green Infrastructural: Eco-towns Green Infrastructure Worksheet' (2008).





## DIAGRAM 2.2 Range of GI Scales/Connectivity

Adapted from GI Design and Placemaking (Scottish Government, 2011)



2.4.2 Planning Policy Wales goes on to say:

*'Green infrastructure is capable of providing several functions at the same time and as a result offers multiple benefits, for social, economic and cultural as well as environmental resilience.*

*The components of green infrastructure, by improving the resilience of ecosystems (see **Box 2.6**), can result in positive benefits to well-being including flood management, water purification, improved air quality, reduced noise pollution and local climate moderation, climate change mitigation and food production.*

*These benefits are important in urban environments where they can facilitate health and well-being related benefits of open space, clean air and improved tranquility, for example, as well as creating a sense of place and improved social cohesion. In addition, green infrastructure has a role in protecting local distinctiveness, providing economic benefits and social and community opportunities.'* (see **Box 2.7**)

2.4.3 Planning Policy Wales also notes the importance of building ecosystem resilience through the planning system. Ecosystem resilience is described by the State of Natural Resources report (2020) as:

*"the capacity of ecosystems to deal with disturbances, either by resisting them, recovering from them, or adapting to them, whilst retaining their ability to deliver services and benefits now and in the future"*

2.4.4 PPW notes that the broad framework for building ecosystem resilience and securing a net benefit for biodiversity through the planning system includes addressing all of the following attributes which contribute to ecosystem resilience: Diversity, Extent, Condition, Connectivity and Adaptability<sup>1</sup> to change. Collectively these are known as the DECCA framework.

#### **BOX 2.6 Ecosystem Services**

- **Supporting services** - essential to the functioning of ecosystems and indirectly responsible for all other services (e.g. water and nutrient cycling, soil formation and the processes of plant growth)
- **Regulating services** - that help regulate the environment (e.g. pollination, flood management, pest and disease control, carbon sequestration, water, air and soil quality)
- **Provisioning services** - that provide resources and goods (e.g. food, fresh water, building materials, energy and fuel)
- **Cultural services** - that provide aesthetic, spiritual, religious, recreational or scientific enrichment (e.g. access to green space, tourism, distinctive places and mental wellbeing)

<sup>1</sup> Note - the Monmouthshire NRAP refers to this as 'other Aspects' to recognise that adaptability is a function of the four key attributes

## BOX 2.7 GI Benefits

Adapted from GI Design and Placemaking (Scottish Government, 2011)



### Local distinctiveness

- Improving townscape, landscape quality and visual amenity.
- Heritage preservation and cultural expression.
- Reinforcing the local landscape character.
- Making places more interesting and distinctive.
- Giving places character and a strong identity.



### Economic

- Supporting a reduction in healthcare costs and increased productivity.
- Helping attract and retain a quality workforce.
- Supporting the local green economy.
- Reducing environmental costs such as those associated with the reduction of flood risk.
- Improving the image of a place.
- Boosting property values including house prices due to proximity to greenspace.
- Helping developers get the most out of the site by combining uses, e.g. open space & Sustainable Drainage Systems (SuDS), helping development viability.
- Attracting businesses and inward investors by creating attractive settings.
- Saving energy and money for residents and end users.
- Generating employment.



### Climate change

- Reducing CO<sub>2</sub> emissions by providing non-vehicular travel routes and encouraging walking and cycling.
- Providing carbon storage and sequestration in vegetation.
- Providing shelter and protection from extreme weather.
- Managing flood risk: living roofs, large trees and soft landscape areas absorb heavy rainfall.
- Providing for storage of surface water in times of peak flow in SuDS and other water features.
- Cleaning and cooling the air, water and soil, countering the 'heat island' effect of urban areas.
- Saving energy: through using natural rather than engineered solutions.
- Saving energy: living roofs insulate buildings, and large trees provide shade, reducing the need for air.
- Conditioning in the summer and raising ambient temperatures in the winter, reduction in heating costs in the winter due to slowing of wind speeds in urban areas.
- Supplying locally sourced timber, biomass or other bio-fuels to replace fossil fuels.

## BOX 2.7 GI Benefits

(Adapted from GI Design and Placemaking (Scottish Government, 2011))



### Nature Recovery

- Protecting and enhancing biodiversity.
- Reducing pollution through use of SuDS and buffer strips.
- Providing new and linking existing habitats or natural features, to allow species movement and increase available habitat areas.
- Protecting aquatic species through appropriate management of waterside habitats.
- Preventing fragmentation of habitats.
- Allowing diverse habitats to be created which are rich in flora and fauna.



### Community and social

- Improving community cohesion and social inclusion.
- Creating green spaces for socialising, interaction and events.
- More opportunities and places for children to play.
- Providing improved physical connections through green networks to get between places; and to communities, services, friends and family and wider green spaces.
- Providing spaces for practising and promoting horticultural skills.
- Creating opportunities for community participation and volunteering.
- Providing spaces for education and training.



### Health and well-being

- Encouraging exercise and physical activity by providing quality green spaces for walking, cycling, sports and play.
- Providing better opportunities for active travel and physical activity.
- Improving mental well-being by providing access to nature and attractive green spaces and breathing spaces.
- Providing opportunities for growing food locally and healthy eating.





Heritage sites



Private gardens



Allotments & growing spaces



Green walls



Community greenspaces





Page 521



Grasslands, heaths and moors

# GI ASSETS



Village greens



Churchyards



Gardens



Play areas



## 2.5 Monmouthshire's Existing GI Network

2.5.1 This section provides an overview of Monmouthshire's existing GI network. A detailed assessment of existing GI assets within different parts of the County is provided in **Appendix D1**.

### Monmouthshire's GI network

2.5.2 The County of Monmouthshire lies in South East Wales, between the major centres in South Wales and the South West of England and the Midlands. It covers an area of approximately 88,000 hectares and has an estimated population of 93,000 (2021 census). The main settlements are the three historic market towns of Abergavenny, Chepstow and Monmouth; Caldicot; Usk and Magor/Undy. The landscape is predominately rural with agriculture and tourism forming the main industries.

2.5.3 Monmouthshire is noted for its rural beauty and has a rich and diverse landscape stretching from the flat open coastline of the Gwent Levels in the south, to the exposed uplands of the Black Mountains in the north and the picturesque river corridor of the Wye Valley in the east (MCC, LDP). The Blaenavon Industrial World Heritage Site (WHS), Bannau Brycheiniog National Park and Wye Valley National Landscape AONB, landscapes of international/national value, are all distinctive features which partly fall within Monmouthshire.

2.5.4 The County includes a wealth of biodiversity/nature conservation assets such as the Severn Estuary, Fiddler's Elbow National Nature Reserve, 68 Sites of Special Scientific Interest, 10 of which are designated as European Sites, 752 non-statutory Sites of Importance for Nature Conservation (SINC) and a wide range of species and important habitats. Monmouthshire is particularly well wooded with a range of extensive blocks of ancient, semi-natural, broadleaved and coniferous woodlands such as Trellech Forests, Hale Wood and Chepstow Park Woods. Numerous watercourses (and associated predominantly undeveloped floodplains) cross the County - the main rivers are the Usk, the Wye and the Monnow.

2.5.5 Despite the range of habitats across the county, the Monmouthshire Biodiversity and Ecosystem Resilience Forward Plan (2017) notes that '*the extent and quality of habitats in the County is largely reducing*'. In addition, a number of the European Sites are in unfavourable condition.

2.5.6 Monmouthshire also contains a rich built heritage and historic environment which includes conservation areas, historic parks and gardens, scheduled ancient monuments and approximately 2400 listed buildings. As well as those GI assets already described, the County comprises a range of open/green spaces (e.g. allotments, parks and outdoor sport areas) located in and around the main settlements. There are also a number of existing 'Incredible Edible' sites and community orchards as well as the traditional allotment settings.

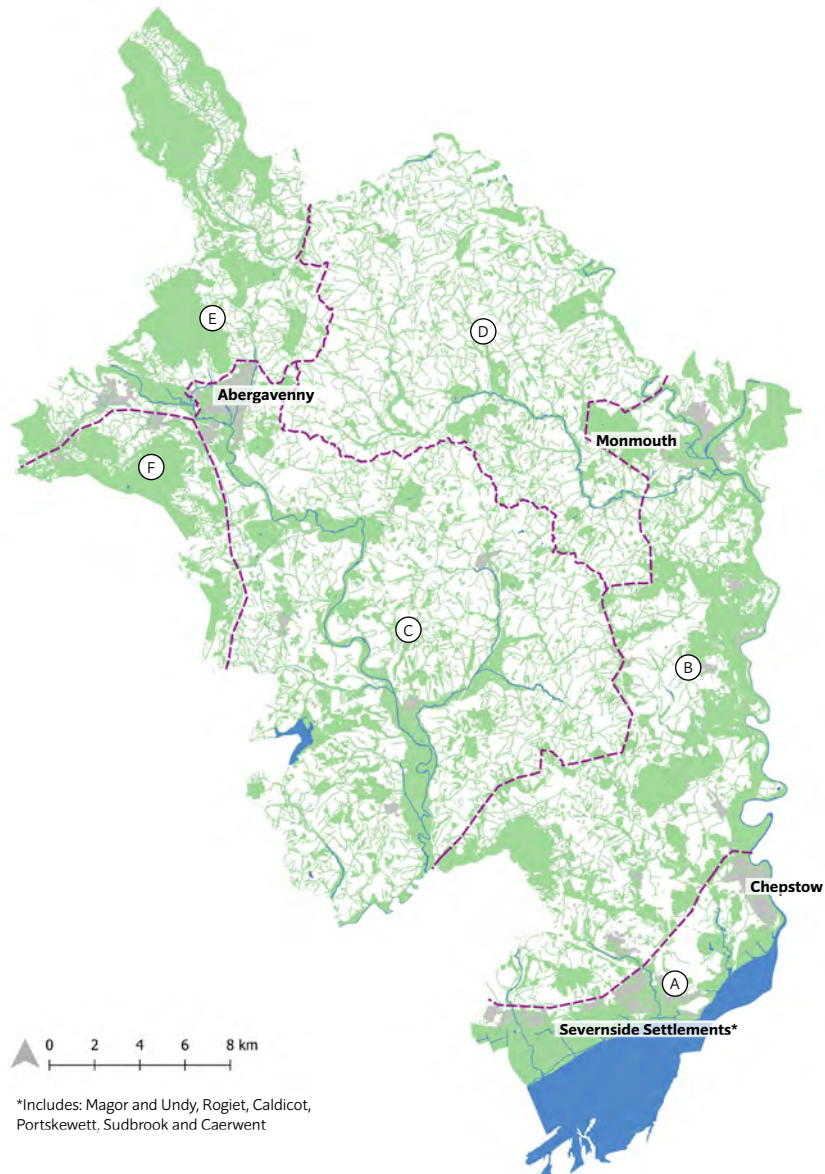
2.5.7 An extensive network of public rights of way provides a range of sustainable access routes for people (non-motorised users) and wildlife across Monmouthshire. It enables movement between settlements and GI assets, to the wider countryside and to amenities beyond the County boundary. This network is complemented by permissive paths, three long distance regional trails, a national trail and two national cycle routes. The All-Wales Coast Path also starts in Monmouthshire. Farmland, private gardens, street trees and other features (e.g. green roofs and SuDS) are other examples of GI assets in Monmouthshire.

2.5.8 As indicated by the above context analysis, Monmouthshire contains a wide range of GI assets. They include public and private assets, with and without public access. Grouped together they represent the County's existing GI network, the extent of which (based on available GI datasets) is shown in **Diagram 2.3**. It should be noted that this diagram only illustrates GI assets within Monmouthshire. However, it should be recognised that some 'landscape-scale' assets extend across administrative boundaries, such as the Wye Valley and the coastline. It is therefore of primary importance that GI is strategically planned to provide a comprehensive and integrated network at the strategic scale.

2.5.9 An assessment of the ecosystem services provided by Monmouthshire's GI assets within different parts (or GI Zones<sup>1</sup>) of the County is set out in **Appendix D2**.

<sup>1</sup> The GI Zones reflect the Gwent Green Grid Sub-Areas identified by the Regional GI Strategy, which provide a spatial framework for strategic planning, management and delivery of GI within Gwent.

**DIAGRAM 2.3** Monmouthshire's Existing GI Network



\*Includes: Magor and Undy, Rogiet, Caldicot, Portskewett, Sudbrook and Caerwent

**Existing GI Network**

**GI Zones:**

**GI Zones:**

A: Gwent Levels

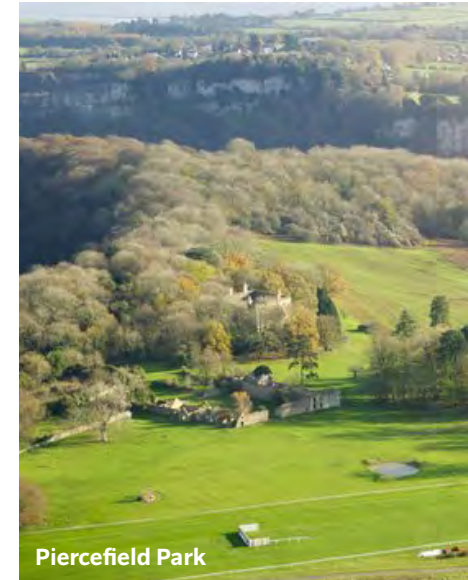
B: Wye Valley & Wentwood

C: Central Monmouthshire – South

D: Central Monmouthshire – North

E: Bannau Brycheiniog & Black Mountains

F: Eastern South Wales Valleys



Piercefield Park



Summit of Skirrid Fawr

The existing GI network represents GI assets defined by the following datasets: Greenspace Study (excluding non-natural greenspace), Open Space Study, county-wide public rights of way, county-wide designated sites of nature conservation value, county-wide designated features of historic value, county-wide watercourses and water bodies, predominantly undeveloped floodplains (flood risk areas), and county-wide woodlands. See Appendix B for details.



3

**Green Infrastructure Strategy**



### 3.1 General

3.1.1 Communities in Monmouthshire depend on the benefits provided by its natural systems to live and prosper. Over centuries, humans have developed methods of controlling the environment for their own benefit, such as channelling water by diverting rivers and draining the land for agriculture. These changes can result in unintended consequences elsewhere, such as flooding and habitat fragmentation. As a result, the long-term sustainability, resilience and capacity of natural systems in Monmouthshire to respond to environmental change and human pressures is at risk.

3.1.2 Careful planning and management is important in identifying interventions that maximise the multiple functions and benefits which integrated networks of GI can provide. There are opportunities for GI creation, enhancement and investment in Monmouthshire, which in turn can benefit local communities, the economy and the environment. This strategic framework identifies important elements of the GI network that require protection and management actions to improve their function or quality.

### 3.2 Vision for GI in Monmouthshire

3.2.1 The long-term aspirational vision for the future provision and management of GI in Monmouthshire is set out in **Box 3.1**.

3.2.2 The GI vision is underpinned by the following three core aims:

1. **Support health and wellbeing delivering strong communities and vibrant places; enriching people's lives through engagement and activity**
2. **Maintain and enhance biodiversity and support resilient ecosystems to address the nature and climate emergencies**
3. **Conserve, protect and enhance Monmouthshire's GI assets**

3.2.3 Together, the vision and three core aims provide the overarching framework for positive actions by all stakeholders involved in the future protection, management and enhancement of GI in Monmouthshire.

#### BOX 3.1 Green Infrastructure Vision for Monmouthshire

**Monmouthshire has a well-connected multifunctional green infrastructure network comprising high quality green spaces and links that offer many benefits for people and wildlife.**

**The network's integrity and connectivity is maintained, protected and enhanced in a planned and managed way, which recognises the interdependency and multifunctionality of landscape, heritage and biodiversity elements.**

**Investment in green infrastructure underpins the County's ongoing economic, social and environmental success by supporting sustainable growth, improving quality of life and place, delivering ecosystem resilience and tackling the nature and climate emergencies.**

**Monmouthshire is a green and healthy place to live, with an increasingly coherent and resilient ecological network of wildlife habitats, helping to conserve biodiversity.**





### 3.3 Strategic GI Objectives and Priorities

3.3.1 The GI Strategy's vision and core aims are supported by five strategic objectives and associated priorities for guiding the planning, management and delivery of GI in Monmouthshire (see **Box 3.2**). These objectives and priorities are reflected in the GI projects identified in the Delivery Plan (see Volume 2), and are also intended to be used in monitoring the outcomes of projects.

#### BOX 3.2 Strategic Green Infrastructure Objectives

1. **Improve Health & Wellbeing**
2. **Enhance Biodiversity & Increase Ecosystem Resilience**
3. **Increase Climate Change and Nature Resilience**
4. **Strengthen Landscape Character & Distinctiveness**
5. **Support Sustainable Economic Development**



Provision of public open space

3.3.2 The GI Strategy supports many of the national well-being goals (see **Box 3.3**) that public bodies have a duty under the Wellbeing of Future Generations Act to contribute to, in delivering sustainable development as defined in the Act - *to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs.*

#### BOX 3.3 National Wellbeing Goals

1. **A Prosperous Wales** – *an innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work.*
2. **A Resilient Wales** - *a nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).*
3. **A Healthier Wales** - *a society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.*
4. **A More Equal Wales** - *a society that enables people to fulfil their potential no matter what their background or circumstances (including their socio-economic background and circumstances).*
5. **A Wales of Cohesive Communities** - *attractive, viable, safe and well-connected communities.*
6. **A Wales of Vibrant Culture and Thriving Welsh Language** - *a society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, and sports and recreation.*
7. **A Globally Responsive Wales** – *a nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.*

Well-being of Future Generations (Wales) Act 2015



3.3.3 In addition, the GI Strategy also promotes the following five “ways of working” advocated by the Wellbeing of Future Generations Act:

- **Integration** – it reflects a joined up approach to communities and people, the economy, the environment and culture.
- **Long-term thinking** – the Strategy aims to balance current and long-term needs for GI.
- **Prevention** – the GI Strategy encourages taking action now to prevent problems in the future.
- **Collaboration** – it promotes working with a range of stakeholders to meet its GI objectives
- **Involvement** – it involves people affected by actions in delivery of GI projects.

3.3.4 At a local level, the GI Strategy also seeks to contribute to the well-being objectives of the Monmouthshire Public Service Board Well-being Plan (see **Box 3.4**).

#### **BOX 3.4 Local Well-being Objectives**

1. **Provide children and young people with the best possible start in life**
2. **Respond to the challenges associated with demographic change**
3. **Protect and enhance the resilience of our natural environment whilst mitigating and adapting to the impact of climate change** (see **Appendix F** for details)
4. **Develop opportunities for communities and businesses to be part of an economically thriving and well-connected county**

Monmouthshire Public Service Board Well-being Plan (Monmouthshire PSB, February 2018)

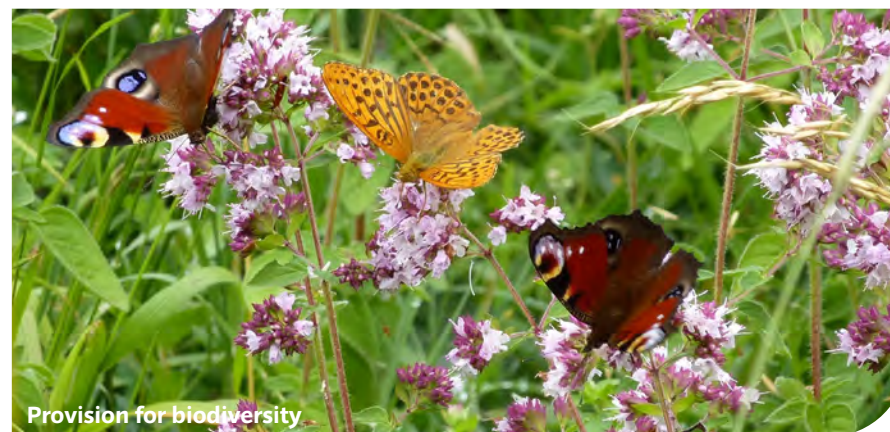
3.3.5 The GI Strategy also supports the objectives of the Monmouthshire Biodiversity and Ecosystem Resilience Forward Plan (see **Box 3.5**) developed by the Council in line with its duties under the Environment (Wales) Act 2016.

#### **BOX 3.5 Monmouthshire Biodiversity & Ecosystem Resilience Forward Plan Objectives**

1. **Embed biodiversity throughout decision making at all levels**
2. **Provide nature-based opportunities to raise awareness, support health and well-being and encourage action for nature**
3. **Undertake land management for biodiversity and promote ecosystem resilience**
4. **Influence land management to improve ecosystem resilience**
5. **Tackle key pressures on species and habitats**
6. **Support landscape scale projects and partnerships to maximise delivery**
7. **Use improved evidence, understanding and monitoring to inform action**
8. **Monitor the effectiveness of the plan and review**

See **Appendix H** for full details

Monmouthshire Biodiversity & Ecosystem Resilience Forward Plan (MCC, February 2024)



**Objective 1 – Improve Health & Wellbeing**

3.3.6 Contributing to improving the health and well-being of communities in Monmouthshire is a key objective for the GI Strategy.

3.3.7 The GI Strategy’s priorities for improving the health and well-being of communities in Monmouthshire are:






- Helping people to live healthier and more fulfilled lives through improved access to outdoor opportunities for health and wellbeing.
- Promoting actions that enable and encourage local communities to use, manage and enjoy their local areas for health, wellbeing and community cohesion – with a particular focus on disadvantaged communities and active travel routes.
- Promoting opportunities for sustainable access and recreation that encourage healthy lifestyles and improve well-being for communities in Monmouthshire, including creating and improving safe and pleasant off-road walking and cycling routes.
- Access to GI assets via public rights of way, cycle routes and navigable waterways should be enhanced to maximise opportunities for urban communities and visitors to enjoy the Monmouthshire countryside.

- Provision of well-connected, multifunctional greenspaces close to urban communities in Monmouthshire to encourage physical exercise, and create community gardens/allotments and places for people to meet and interact.
- Support opportunities for community growing initiatives and local sourcing of food production
- Seek opportunities to improve air quality supporting interventions in key areas such as Chepstow, Usk, Abergavenny and across the Severnside area

3.3.8 This objective contributes towards National Wellbeing Goal 3 (creating ‘A Healthier Wales’ in respect of people’s physical and mental well-being), Goal 5 (‘A Wales of Cohesive Communities’ in respect of creating well-connected communities) and Goal 6 (creating ‘A Wales of Vibrant Culture and Thriving Welsh Language’ in respect of participation in recreational activities).

3.3.9 This objective for improving the health and well-being of communities in Monmouthshire also contributes towards Local Wellbeing Objectives 1 and 3.

3.3.10 Subject to grant funding from the Welsh Government, the Regional Gwent Green Grid Partnership is proposing to produce a Health Impact Assessment of regional GI provision that will feed into local GI strategies.

GI Strategy Objective	National Well-being Goals (see Box 3.3)							Local Well-being Objectives (see Box 3.4)				Biodiversity & Ecosystem Resilience Forward Plan Objectives (see Box 3.5)								
	1	2	3	4	5	6	7	1	2	3	4	1	2	3	4	5	6	7	8	
Objective 1 – Improve Health & Wellbeing																				

**Objective 2 – Enhance Biodiversity & Increase Ecosystem Resilience**

3.3.11 Contributing to enhancing biodiversity and increasing ecosystem resilience in Monmouthshire is a key objective for the GI Strategy.












3.3.12 The GI Strategy’s priorities for increasing biodiversity in Monmouthshire are:

- Implement the forthcoming Monmouthshire Local Nature Recovery Plan
- Improving ecosystem resilience through improved land management for biodiversity, utilising the step-wise approach advocated by PPW12, guiding decision makers in securing a net benefit for biodiversity.
- Promoting actions that work with a range of partners in Monmouthshire to deliver landscape scale interventions delivering multiple benefits (such as improving the habitat condition and connectivity of natural areas on or between protected sites and sites of importance for nature conservation; natural flood risk management opportunities; woodland creation; climate change adaptation and mitigation; and species specific management).
- Ecosystem services on which the prosperity and well-being of communities in Monmouthshire depend should be safeguarded and enhanced by an integrated approach to management of natural resources (as advocated by the GI Action Plan for Pollinators in South East Wales and Bee Friendly Monmouthshire's Hedgerow Manifesto).
- Increase opportunities for people to engage and reconnect with the intrinsic and cultural value of nature in Monmouthshire to provide health and well-being benefits.

3.3.13 This objective contributes towards National Wellbeing Goal 2 (creating ‘A Resilient Wales’ in respect of maintaining a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecosystem resilience and the capacity to adapt to change) and Goal 3 (creating ‘A Healthier Wales’ in respect of people’s mental well-being by increasing access to nature).

3.3.14 This objective for enhancing biodiversity and increasing ecosystem resilience also contributes towards Local Wellbeing Objective 3.

3.3.15 This objective contributes towards all of the Monmouthshire Biodiversity and Ecosystem Resilience Forward Plan objectives.

GI Strategy Objective	National Well-being Goals (see Box 3.3)							Local Well-being Objectives (see Box 3.4)				Biodiversity & Ecosystem Resilience Forward Plan Objectives (see Box 3.5)							
	1	2	3	4	5	6	7	1	2	3	4	1	2	3	4	5	6	7	8
<b>Objective 2 – Enhance Biodiversity &amp; Increase Ecosystem Resilience</b>																			

**Objective 3 – Increase Climate Change and Nature Resilience**

3.3.20 Contributing to increasing climate change resilience in Monmouthshire is a key objective for the GI Strategy.




3.3.21 The GI Strategy’s priorities for increasing climate change and nature resilience in Monmouthshire are:

- Ensuring land and water in Monmouthshire is managed sustainably in an integrated way and reducing the risk from environmental hazards such as flooding and pollution.
- Adapt to and mitigate the potential effects of climate change by enabling Monmouthshire to be more resilient to the risk of flooding, drought and higher urban temperatures.
- Opportunities for local sustainable (small-scale) renewable energy generation and food production in Monmouthshire should be promoted to help mitigate climate change by reducing the area’s carbon footprint.
- Consideration of the potential of GI to reduce flood risk through the restoration of natural flood plains and the increased use of sustainable drainage systems/rain gardens in urban areas.
- Promoting opportunities to improve ecological connectivity to support biodiversity.
- Promoting opportunities to improve resilience to invasive species, pests and disease as a result of climate change

3.3.22 This objective contributes towards National Wellbeing Goal 2 (creating ‘A Resilient Wales’ in respect of maintaining healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to climate change) and Goal 7 (creating ‘A Globally Responsive Wales’ in respect of making a positive contribution to global well-being by helping address the challenges of climate change locally).

3.3.23 This objective for increasing climate change and nature resilience in Monmouthshire also contributes towards Local Wellbeing Objective 3.

3.3.24 This GI objective will also contribute to delivery of the Monmouthshire County Council Climate and Nature Emergency Strategy & Action Plans 2024.

GI Strategy Objective	National Well-being Goals (see Box 3.3)							Local Well-being Objectives (see Box 3.4)				Biodiversity & Ecosystem Resilience Forward Plan Objectives (see Box 3.5)							
	1	2	3	4	5	6	7	1	2	3	4	1	2	3	4	5	6	7	8
<b>Objective 3 – Increase Climate Change and Nature Resilience</b>																			

**Objective 4 – Strengthen Landscape Character & Distinctiveness**




3.3.16 Contributing to strengthening the landscape character and distinctiveness of Monmouthshire is a key objective for the GI Strategy.

3.3.17 The GI Strategy’s priorities for strengthening the landscape character and distinctiveness of Monmouthshire are:

- Improving townscape character and visual amenity through integration of multi-functional greenspace into new development.
- Reinforcing local heritage and cultural identity through place-based solutions.
- Enhancing the distinctive character of Monmouthshire’s landscape through an integrated approach to natural resource management (as highlighted in Objective 2).
- Protecting and restoring distinctive historic and semi-natural landscape features.
- Enhancing the condition of degraded landscapes where appropriate.
- Engaging local communities and visitors in appreciating and understanding the cultural and natural influences that shaped the character of the landscape.
- Reinforcing the strong sense of tranquillity, remoteness and wildness found within many places in Monmouthshire that makes a contribution to people’s mental well-being.

3.3.18 This objective contributes towards National Wellbeing Goal 6 (creating ‘A Wales of Vibrant Culture and Thriving Welsh Language’ in respect of promoting and protecting culture, heritage and the Welsh language) and Goal 3 (creating ‘A Healthier Wales’ in respect of the mental well-being benefits for people from experiencing the special qualities of the Monmouthshire landscape).

3.3.19 This objective for strengthening the landscape character and distinctiveness of Monmouthshire also contributes towards Local Wellbeing Objective 3.

GI Strategy Objective	National Well-being Goals (see Box 3.3)							Local Well-being Objectives (see Box 3.4)				Biodiversity & Ecosystem Resilience Forward Plan Objectives (see Box 3.5)								
	1	2	3	4	5	6	7	1	2	3	4	1	2	3	4	5	6	7	8	
<b>Objective 4 – Strengthen Landscape Character &amp; Distinctiveness</b>																				

**Objective 5 – Support Sustainable Economic Development**

3.3.25 Contributing to supporting sustainable economic development in Monmouthshire is a key objective for the GI Strategy.

3.3.26 The GI Strategy’s priorities for supporting sustainable economic development in Monmouthshire are:

- Promoting the sustainable use of natural resources to support Monmouthshire’s local green economy and develop skills and learning.
- Promoting actions that bring partners together to work with businesses in Monmouthshire to develop opportunities for delivering ecosystem services; improve resource efficiency and reduce energy consumption; identify opportunities and facilitate the sharing of resources between businesses; and re-localise the supply chain.
- Creating opportunities for new businesses/income generation, skills development and job creation in Monmouthshire from environmental land management and conservation, tourism and green technologies.
- Investing in the maintenance and enhancement of greenspaces and other GI assets that contribute to the environmental quality and distinctiveness of Monmouthshire's landscapes and settlements, helping attract and retain inward investment.

- Capitalise on the ability of ecosystems services provided by GI assets to alleviate local social and economic issues in Monmouthshire such as management of flood risk.
- Making appropriate provision for GI in the masterplanning of new developments in Monmouthshire that meets local needs, and is well designed and constructed to high environmental sustainability standards.
- Promoting the economic value of our public rights of way network/green corridors as an important investment in the future for the residents and visitors of Monmouthshire.

3.3.27 This objective contributes towards National Wellbeing Goal 1 (‘A Prosperous Wales’ in respect of creating an innovative, productive and low carbon society, developing a skilled and well-educated workforce and generating wealth and employment opportunities).

3.3.28 This objective for supporting sustainable economic development in Monmouthshire also contributes towards Local Wellbeing Objective 4.

GI Strategy Objective	National Well-being Goals (see Box 3.3)							Local Well-being Objectives (see Box 3.4)				Biodiversity & Ecosystem Resilience Forward Plan Objectives (see Box 3.5)							
	1	2	3	4	5	6	7	1	2	3	4	1	2	3	4	5	6	7	8
<b>Objective 5 – Support Sustainable Economic Development</b>	£										£								



### 3.4 Monmouthshire's Strategic GI Network

3.4.1 The Strategic GI Network for Monmouthshire is illustrated conceptually on **Diagram 3.1**. The Strategic GI Network provides an overarching framework for GI planning, management and delivery across the County as an integral part of the wider Gwent Green Grid. The network embraces strategic GI corridors connecting GI assets within the County and in neighbouring areas, providing important GI links to Monmouthshire's main settlements.

3.4.2 Drawing on the detailed assessment of the GI Zones set out in **Appendix D3**, this section provides an overview of the strategic needs and opportunities for restoring, maintaining, creating and/or connecting GI assets to help strengthen Monmouthshire's Strategic GI Network for the future.

3.4.3 The GI Zones reflect the Gwent Green Grid Sub-Areas identified by the Regional GI Strategy, which provide a spatial framework for strategic planning, management and delivery of GI within Gwent.

**Strategic GI Corridors:**

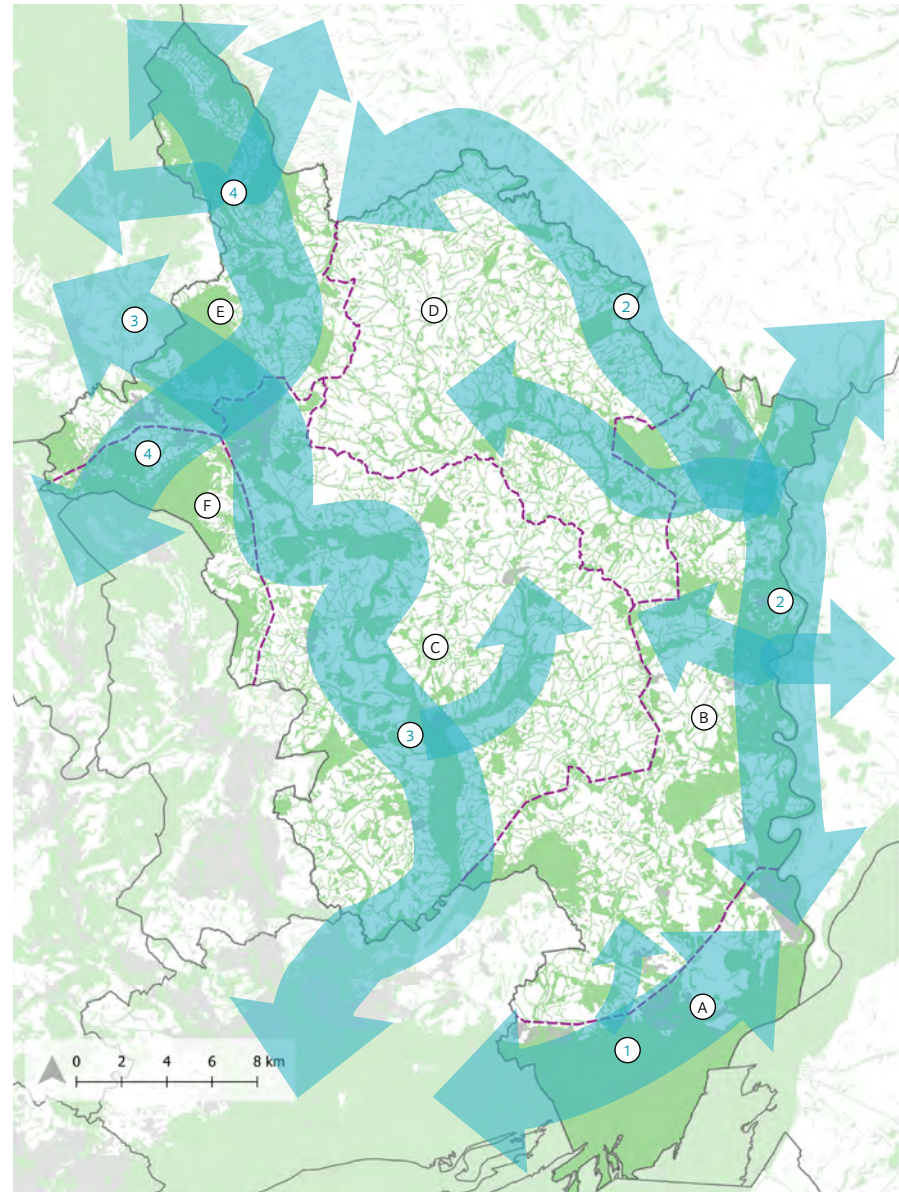
- 1: Gwent Levels/Coast
- 2: Wye Valley & Tributaries
- 3: Usk Valley & Tributaries
- 4: Bannau Brycheiniog Uplands

**GI Zones:**

- A: Gwent Levels
- B: Wye Valley & Wentwood
- C: Central Monmouthshire – South
- D: Central Monmouthshire – North
- E: Bannau Brycheiniog & Black Mountains
- F: Eastern South Wales Valleys

 Existing GI Network

**DIAGRAM 3.1 Monmouthshire's Strategic GI Network**





### GI Needs & Opportunities for Improving Health & Wellbeing

3.4.4 The County is generally well provided for in terms of accessible greenspace provision. However, there is an overarching **need** to enhance the connectivity of accessible greenspaces within the Strategic GI Network by improving access linkages, particularly to settlements; and to improve interpretation and promotion of existing assets, widening access to those who could most benefit from the County's accessible GI assets such as people with mental well-being challenges (particularly dementia) and physical/visual impairments.

3.4.5 The strategic GI **opportunities** in relation to improving the health and well-being of communities in Monmouthshire are:

- Reviewing and addressing gaps in and accessibility to the public rights of way network, particularly around settlements and their adjacent accessible greenspaces.
- Promoting existing accessible assets to ensure those who would most benefit from access to greenspaces can do so.
- Improving interpretation for existing accessible green infrastructure assets.
- Reviewing, improving and creating new health walks around the County and making rights of way accessible as possible to all as opportunities arise.
- Reconnecting people with nature through improved promotion and facilitation of volunteer/'Friends of' groups.
- Tree planting to improve air quality.

### GI Needs & Opportunities for Enhancing Biodiversity & Increasing Ecosystem Resilience

3.4.6 The County is generally well provided for in terms of natural greenspace and habitats. However, there is an overarching **need** to reverse the erosion and fragmentation of natural and semi-natural habitats in Monmouthshire, in order to reduce biodiversity loss, provide resilience to climate change and provide greater access to nature within the Strategic GI Network.

3.4.7 The strategic GI **opportunities** in relation to enhancing biodiversity and increasing ecosystem resilience in Monmouthshire are:

- Restoring or enhancing existing assets and habitats, providing management recommendations or support where habitats have been degraded, including the use of nature-based solutions.
- Encouraging and supporting the appropriate management of publicly owned land (including lease land e.g. county farms) and common land, to include where possible the creation, restoration and connectivity of flower-rich habitats to support and sustain pollinating insects.
- Ensuring that highways habitats are managed (by MCC and sub-contractors) sympathetically for biodiversity interest, following Codes of Best Practice and Llwybr Newydd i Natur – the Nature Recovery Action Plan for the Strategic Road Network, where appropriate.
- Where opportunities exist, promoting the benefits of high nature-value farming.
- Reconnecting people with nature via traditional and non-traditional education approaches.
- Maximising biodiversity benefits of projects through project design, retention of semi-natural habitats and long-term management for biodiversity.
- Identifying and promoting ecological connectivity in the landscape and utilising biodiversity opportunity mapping tools such as Buglife's Bee Lines.
- Produce and distribute clear practical advice to developers about how they can contribute to nature recovery and minimise the impacts on ecosystem resilience, utilising the step-wise approach advocated by PPW12.

### GI Needs & Opportunities for Increasing Climate Change and Nature Resilience

3.4.8 There is an overarching **need** to manage the water environment appropriately, to ensure biodiversity, flood management, water and soil quality are maintained and enhanced in a changing climate.

3.4.9 The strategic GI **opportunities** in relation to increasing climate change resilience in Monmouthshire are:

- Working in partnership with Dŵr Cymru Welsh Water (DCWW) and NRW, to achieve better flood risk management that reflects GI objectives.
- Increasing the use of SuDS and river buffer zones, helping to hold water back in the catchment and therefore helping to reduce runoff and flood risk.
- Increasing the use of SuDS in new developments where appropriate through implementation of Schedule 3 to the Flood and Water Management Act 2010, which establishes SuDS Approving Bodies (SABs) in local authorities and sets a statutory standard for the design, construction, operation and maintenance of SuDS (Sustainable Drainage Statutory Guidance, Welsh Government, 2019).
- Improve land management to benefit soils (for example, reducing frequency of grass cutting).

Creating and managing green spaces/habitats to absorb carbon and support biodiversity and ecosystem resilience.

### GI Needs & Opportunities for Strengthening Landscape Character & Distinctiveness

3.4.10 There is an overarching **need** to promote high quality design of new development to enhance the integrity and local distinctiveness of the County's landscapes and townscapes, and to encourage appropriate management of woodlands and grasslands that are of particular importance in defining the character of the County. There is also a need to understand, conserve and enhance the historic environment, which contributes significantly to landscape character in Monmouthshire.

3.4.11 The strategic GI **opportunities** in relation to strengthening the landscape character and distinctiveness of Monmouthshire are:

- Encourage effective place-making, supporting high standards of design, materials, energy efficiency, drainage and landscaping in all developments, to ensure that they complement and enhance the local landscape character and distinctiveness including scale and setting and minimise the impact on the natural environment. This should help to create more sustainable and resilient communities.
- Manage and maintain as appropriate the natural and semi-natural habitats that make Monmouthshire distinctive, including woodlands and grasslands.
- Researching, conserving and enhancing the historic environment and conserving archaeology.

## GI Needs & Opportunities for Supporting Sustainable Economic Development

3.4.12 There is an overarching **need** to support a sustainable farming and tourism industry, and appropriate sustainable housing development, in Monmouthshire in ways that deliver the supporting, regulating, provisioning and cultural services essential to the functioning of ecosystems.

3.4.13 The strategic GI **opportunities** in relation to supporting sustainable economic development in Monmouthshire are:

- Providing public benefits in the countryside through farming, working with farmers to support and advise them in sustainable agricultural practices, and appropriate changes to farm practices where necessary.
- Developing a coherent approach to the sustainable management of natural resources, including diversified agricultural land uses and increased renewable energy generation.
- Encouraging and supporting local producers to supply local food and to promote and encourage the use of local produce by public bodies, consumers, accommodation providers and local food outlets.
- Encouraging and supporting the development of the local green economy.
- Supporting actions which improve the image of places, especially with regard to the design of new development, being aware that inward investment is captured by attractive and diverse settings, and that property values can be boosted through proximity to green space.





4

**Settlement Green Infrastructure Networks**





## 4.1 Introduction

4.1.1 The Monmouthshire Replacement Local Development Plan 2018-2033 Preferred Strategy (endorsed October 2023) focusses growth in and around the following key locations (see **Diagram 4.1**).

### Primary Settlements:

- Abergavenny (including Llanfoist)\*
- Monmouth\*
- Chepstow\*
- Caldicot (including Severnside Settlements)\*

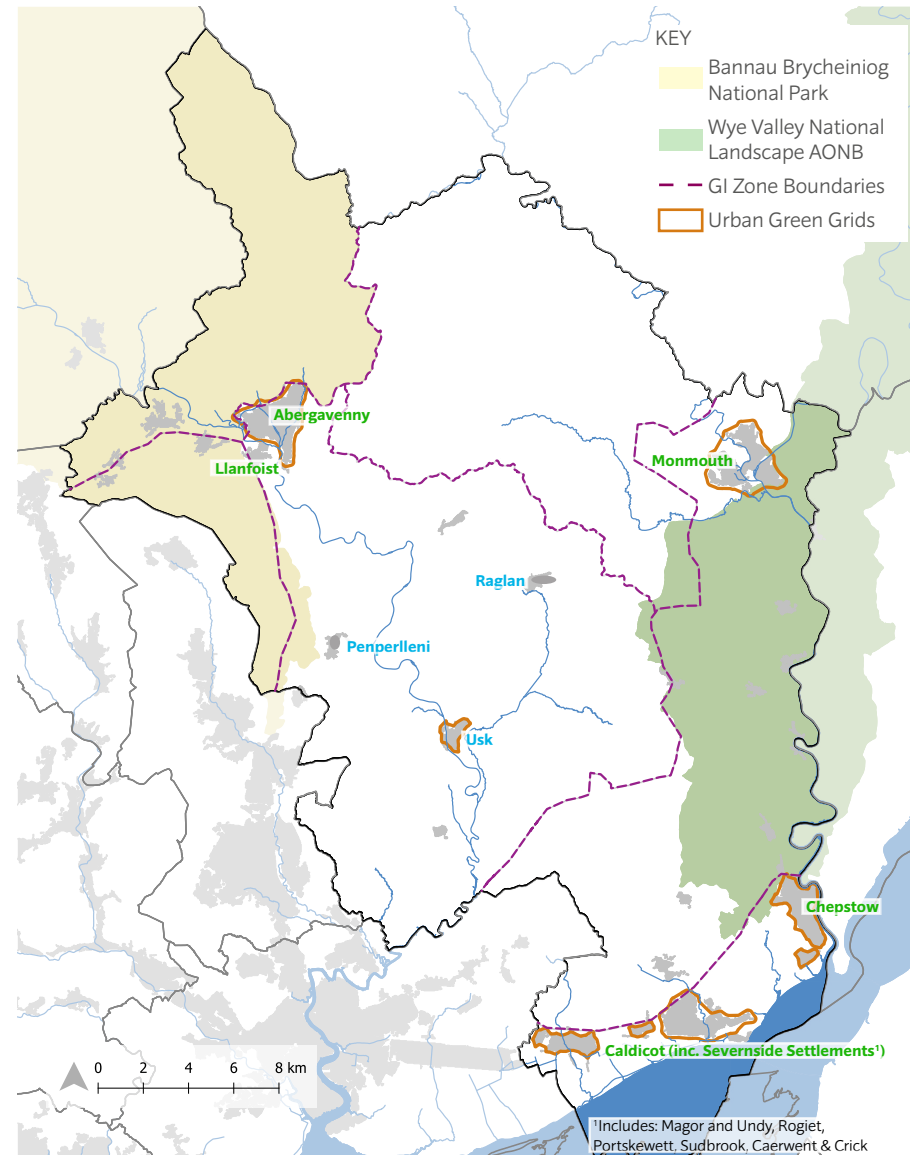
### Secondary Settlements:

- Usk\*
- Raglan
- Penperlleni

4.1.2 The settlements marked with an asterisk (\*) are identified in the Gwent Green Grid Regional GI Strategy as Urban Green Grids comprising multifunctional networks of green and blue infrastructure that thread through the built environment, weaving together urban green spaces in areas where people live and work with the wider countryside.

4.1.3 Set within the context of the Strategic GI Network for Monmouthshire illustrated on **Diagram 3.1**, the key opportunities for strengthening the GI Networks in and around the above settlements are highlighted in this section. Where appropriate, these opportunities are carried forward into the projects set out in the GI Delivery Plan (Volume 2).

**DIAGRAM 4.1** Key Growth Locations



## 4.2 Abergavenny & Llanfoist

### GI Assets

4.2.1 The existing GI assets that provide the GI network in and around the settlements of Abergavenny & Llanfoist are shown on the GI Network Plan (see **Diagram 4.2**).

4.2.2 Abergavenny is a distinctive historic market town nestled within the Usk Valley, immediately outside the Bannau Brycheiniog National Park's eastern boundary. Its town centre is a conservation area containing many listed buildings, including the ruins of the Norman Abergavenny Castle. Together with nearby Llanfoist, it is overlooked and sheltered by the Blorenges and the Sugar Loaf mountains, located to the south-west and north-west respectively. The Blaenavon Industrial Landscape World Heritage Site stretches to the south-west.

4.2.3 Other key GI assets include:

- The River Usk (also a SAC) and its floodplain (to the south of Abergavenny), which includes accessible natural greenspaces such as Castle Meadows.
- The River Gavenny which flows through Abergavenny and the Monmouthshire and Brecon Canal situated to the south of Llanfoist.
- Historic parks/gardens including Bailey Park within Abergavenny, Abergavenny Priory Deer Park to the north and Coldbrook House to the south-east.
- Public Rights of Way and the Usk Valley Walk long distance path.
- Partly accessible woodlands such as Twyn-yr-allt and Deri-fach (also designated as SSSI and SAC) to the north and Coed-y-person to the south (designated as a SSSI).





## GI Opportunities

4.2.4 Key opportunities for strengthening the GI network in and around the settlements of Abergavenny/Llanfoist through the restoration, maintenance, creation or connection of existing GI assets are also shown on the GI Network Plan (see **Diagram 4.2**). The key GI opportunities that would deliver the most significant benefits for people and wildlife are considered to be<sup>1</sup>:

1. Strengthen the A465 and railway corridor, ensuring tree line and hedgerows are well connected and sensitively managed.
2. Improve the ecological quality and value of the green corridor adjacent to the River Usk.
3. Create and enhance links between the River Usk, River Gavenny, A465, A4143 and railway corridors with the semi-natural habitats around Llanfoist, including reinforcing connections to the nearby SINC, the Monmouthshire and Brecon Canal and the ancient woodlands.
4. Integrate trees in open green (grassed) space where appropriate<sup>2</sup> within the Abergavenny Conservation Area.
5. Implement the River Gavenny Project to deliver improvements for nature, identifying opportunities for habitat restoration, creation and improvements to the river health (such as understanding the significance of the culverts as barriers to wildlife dispersal and exploring potential options for reducing their fragmentary effects).
6. Form or strengthen ecological links between The Hill site and the Sugar Loaf ancient woodlands
7. Form or strengthen ecological links between the River Gavenny railway corridor and the woodland and watercourse near St Teilo's vicarage.
8. Enhance ecological connectivity between sections of the Afon Cibi in central Abergavenny with the trees and watercourse of Bailey Park, which itself could be better connected to the River Gavenny to its east.
9. Form or strengthen ecological links between patches of trees in and around The Knoll and Nevill Hall Hospital and also to the Nant Iago to the west, the A4143 corridor to the east and a block of woodland, semi-improved grassland and a small tributary of the River Usk to the south.

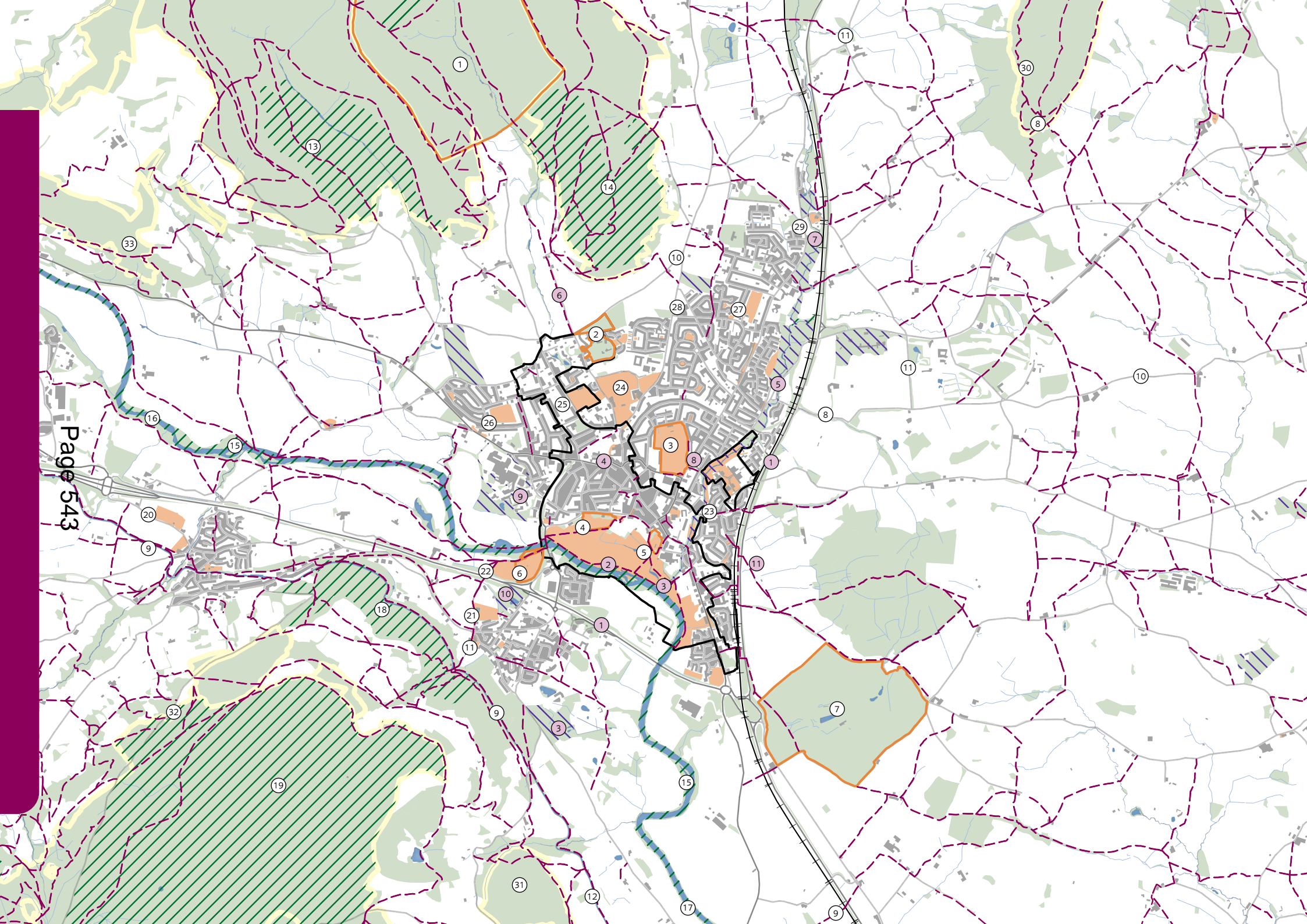
1 See Monmouthshire Open Space Study, Greenspace Study and Ecological Connectivity Assessments for more details

2 See Abergavenny Conservation Area Appraisal & Management Proposals (2016) for more details

10. Increase access to rights of way and greenspaces between Abergavenny and Llanfoist that are currently not accessible.
11. Consider opportunities to incorporate GI into the Preferred Strategic Site Allocation at Abergavenny East, such as provision of pedestrian/cycle links and greenspaces for people, and ecological connections for wildlife.

### 4.2.5 Other general GI opportunities are:

- Improve the quality and value of the natural and semi-natural greenspace sites within Abergavenny, which at present is variable.
- Ensure ongoing sensitive management of grassland verges.
- Ensure hedgerows are sensitively managed and well-connected.
- Ensure blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate.
- Improve the quality of amenity greenspace in Abergavenny.
- Improve the quality and value of churchyards & cemeteries.
- Strengthen the major river corridors through Abergavenny. Ensure a buffer of semi-natural habitat with adjacent fields and the built landscape and where possible improve connectivity to nearby areas of semi-natural habitat. Consider improvements to the Usk Valley Walk.
- Enhance connectivity between the small patches of habitats in Abergavenny and distributed across the settlement. For example, linking the woodland and semi-improved grassland of Maindiff Court Hospital with the railway-A465 corridor to its north and west.
- Management of community spaces by 'friends of', or similar groups.
- Ongoing street tree planting and tree management in areas where losses have occurred, especially in the Conservation Area
- Ongoing tree planting and management in low value amenity space, including species for community orchards and pollinators.
- Interpretation to identify links and loops from key sites
- Identify opportunities to implement/retrofit SuDS systems, where appropriate, to help improve water quality



## DIAGRAM 4.2 Abergavenny & Llanfoist GI Network Plan

### GI Assets

-  Natural or Semi-natural Greenspace
-  Statutory Biodiversity Designations
-  Sites of Interest for Nature Conservation
-  Watercourses/Waterbodies
-  Historic Parks & Gardens
-  Conservation Area
-  Public Open Space
-  Country Park
-  Open Access Land (CRoW Act)
-  Public Right of Way

### Statutory Biodiversity Designations

13. Sugar Loaf Woodlands (Deri-fach Woodland) SAC & SSSI
14. Sugar Loaf Woodlands (Twyn-yr-Allt Woodland) SAC & SSSI
15. River Usk SAC
16. River Usk (Upper Usk)/Afon Wysg (Wysg Uchaf) SSSI
17. River Usk (Lower Usk)/Afron Wysg (Wysg Isaf) SSSI
18. Coed-y-person SSSI
19. Bloreng/Blorens SSSI

### Historic Parks & Gardens

1. Abergavenny Priory Deer Park
2. The Hill
3. Bailey Park
4. Linda Vista Gardens
5. Abergavenny Castle
6. New Cemetery
7. Coldbrook House

### Public Open Space

20. King George's Playing Field
21. Llanfoist/Llan-ffwyst Playing Field
22. Llanfoist/Llan-ffwyst Cemetery
23. St Mary's Church
24. Pen-y-pound (Football Ground, Sports Ground & Playing Field)
25. Cricket Ground
26. Cresta Road Recreation Ground
27. Mardy Recreation Ground
28. Playing Field on Old Hereford Road
29. St Teilo's Church with Bettws Chapel

### Open Access Land (CRoW Act)

19. Bloreng/Blorens
13. Deri-fach Woodland
14. Twyn-yr-allt Woodland
30. Ysgyryd Fawr
31. Ffwd Wood
32. Woodland near to Coedytwyn
33. Graig

### Promoted Routes

8. Beacons Way (Brecon)
9. Usk Valley Walk
10. Sustrans National Cycle Network Route 42
11. Sustrans National Cycle Network Route 46
12. Sustrans National Cycle Network Route 49

### GI Opportunities

- ① Green Infrastructure Opportunities - see text for details



## 4.3 Monmouth

### GI Assets

4.3.1 The existing GI assets that provide the GI network in and around Monmouth are shown on the GI Network Plan (see **Diagram 4.3**).

4.3.2 The market town of Monmouth is situated at the confluence of the Rivers Monnow, Trothy and Wye, close to the Welsh border and adjacent to the Wye Valley National Landscape AONB's western edge. The town's castle, listed buildings, Norman bridge and Roman roads, all reflect its historic value. It is overlooked and sheltered by a number of partly accessible woodlands including Buckholt Wood, Hayes Coppices and Kingswood.

4.3.3 Other key GI assets include:

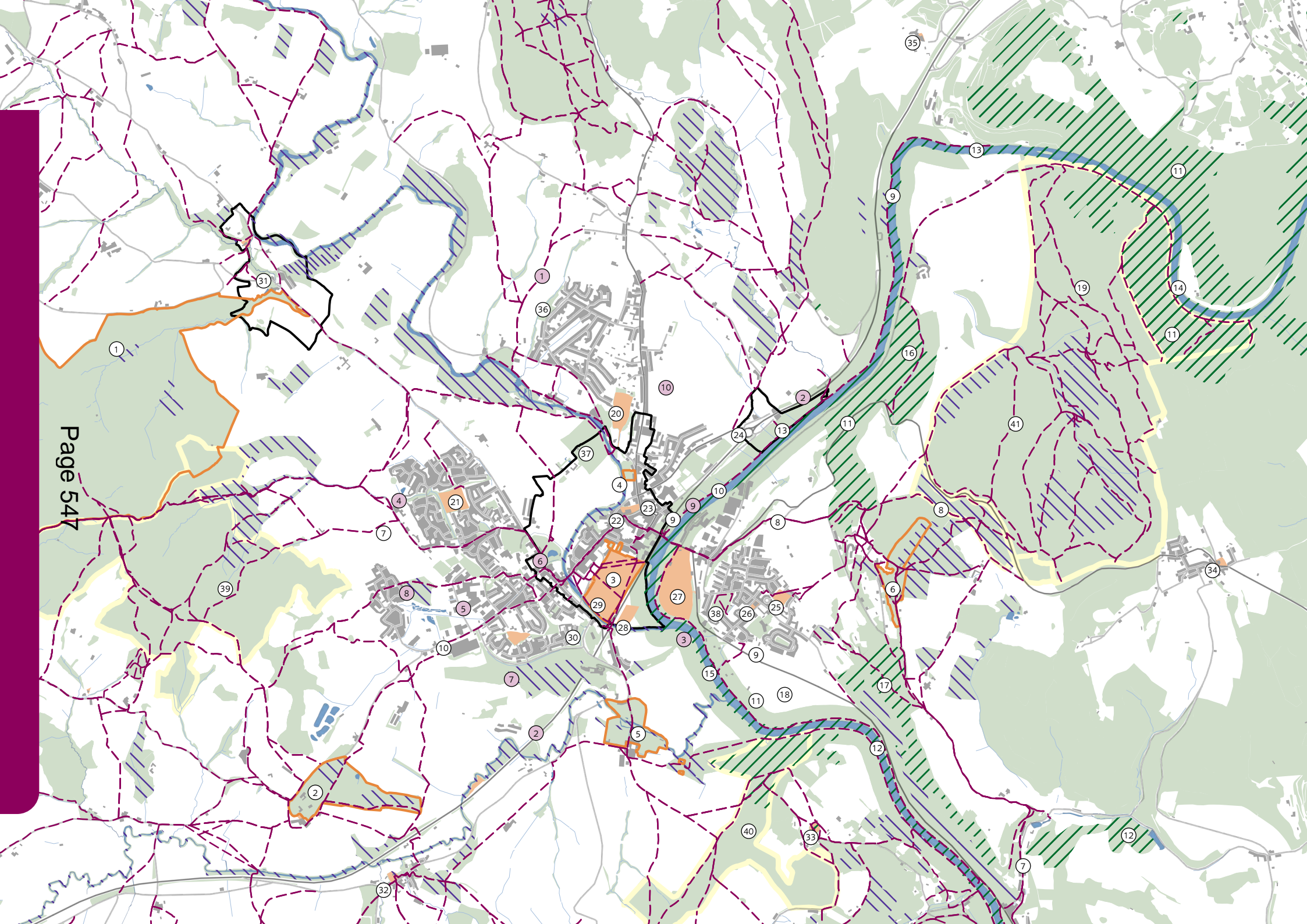
- Fiddler's Elbow National Nature Reserve (to the east) and Wonastow SINC.
- Accessible natural greenspace sites such as the Chippenham Recreational Ground in the centre of Monmouth, Vauxhall Fields, the Claypatch Wood, and the Millennium Field/allotment site adjacent to the River Wye.
- Public Rights of Way, included the promoted Wysis Way and Peregrine Path, and the Offa's Dyke Path National Trail and Wye Valley Walk long distance path. There are also a number of locally promoted circular walks.



## GI Opportunities

4.3.4 Key opportunities for strengthening the GI network in and around Monmouth through the restoration, maintenance, creation or connection of existing GI assets are also shown on the GI Network Plan (see **Diagram 4.3**). The key GI opportunities that would deliver the most significant benefits for people and wildlife are considered to be:

1. Improve provision and access to natural and semi-natural greenspace, particularly to the north of the town.
  2. Ensure tree lines and hedgerows are well connected and sensitively managed, and ensure sensitive management of grassland verges along the A40 corridor.
  3. Improve both ecological and pedestrian/cycle linkages of the disused viaduct with other nearby semi-natural habitats to further bolster corridors through the settlement.
  4. Form ecological links between the central extensive green corridor dominated by the Rivers Wye and Monnow and other smaller habitat corridors (such as the Watery Lane watercourse, semi-improved grassland and ancient woodlands to the west of the settlement).
  5. Form ecological links between the ditch, semi-improved grassland and woodland habitat in and around Wonastow Industrial estate.
  6. Form ecological links between the northern tip of the Clawdd du ditch and the Wonastow road ditch, as well as improving connectivity between these sections of ditch and Drybridge pond and the 'fire station woodland' to the north.
  7. Form ecological links between the western end of the Wonastow Road ditch and semi-improved grassland and St Dial's wood to the south. Opportunity to increase access to the MCC owned part of St. Dials Wood.
  8. Form ecological links between Wonastow Field SINC and the ditch and semi-improved grassland to the south and Watery Lane to the north.
  9. Improve and extend the Wye Valley Walk to make it accessible all the way from the Boat House to the Church
  10. Consider opportunities to incorporate GI into the Preferred Strategic Site Allocation at Monmouth Leasbrook, such as provision of pedestrian/cycle links and greenspaces for people, and ecological connections for wildlife.
- 4.3.5 Other general GI opportunities are:
- Form links between the variety of small additional habitat patches scattered across the settlement.
  - Improve the quality and value of open spaces in Monmouth.
  - Improve the quality and value of natural and semi-natural greenspace sites in Monmouth.
  - Ensure a buffer of semi-natural habitat with adjacent fields and the built urban landscape; and connect with near-by areas of semi-natural habitat where possible along the major river corridors. Extend this to include smaller watercourses, many of which are culverted through the residential zones of Monmouth.
  - Ensure hedgerows are sensitively managed and well-connected.
  - Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where feasible or appropriate.
  - Carry out works to prevent the loss of the Wye Valley Walk to bank and flood erosion along the Wye, whilst protecting sensitive habitats.
  - Management of community spaces by 'friends of', or similar groups.
  - Street tree planting in areas where losses have occurred, especially in the Conservation Area
  - Tree planting in low value amenity space, including species for community orchards and pollinators.
  - Continue to progress projects to improve pedestrian/cycle links between Wyesham and Monmouth, including the Iron Bridge and Beyond Cycle Link Project
  - Interpretation to identify links and loops from key sites such as Chippenham Field.





## DIAGRAM 4.3 Monmouth GI Network Plan

### GI Assets

-  Natural or Semi-natural Greenspace
-  Statutory Biodiversity Designations
-  Sites of Interest for Nature Conservation
-  Watercourses/Waterbodies
-  Historic Parks & Gardens
-  Conservation Area
-  Public Open Space
-  Country Park
-  Open Access Land (CRoW Act)
-  Public Right of Way

### Statutory Biodiversity Designations

11. Wye Valley Woodlands/Coetiroedd Dyffryn Gwy (Wales) SAC
12. Wye Valley Woodlands (England) SAC
13. River Wye/Afon Gwy (Wales) SAC
14. Upper Wye Gorge SSSI
15. River Wye (Lower Wye)/Afon Gwy (Gwy Isaf) SSSI
16. Fiddler's Elbow SSSI & National Nature Reserve
17. Harper's Grove-Lord's Grove SSSI
18. Livox Wood SSSI
19. Lady Park Wood National Nature Reserve (& Other Stat Access Land)

### Historic Parks & Gardens

1. The Hendre, Llangattock-vibon-Avel
2. Wonastow Court
3. Chippenham Recreation Ground
4. Chapel House, Monmouth
5. Troy House, Monmouth
6. The Kymin

### Public Open Space

20. Osbaston Cemetery
21. Rockfield Recreation Ground
22. St Mary's Church, Monmouth
23. Sports Facility
24. St Peter's Church, Monmouth
25. Playing Field, Wyesham
26. St James's Church, Wyesham
27. Sports Field
28. Allotments
29. Chippenham Recreation Ground & Sports Ground
30. Elstob Way Play Space
31. St Cenedlon's Church, Rockfield
32. St Michael's Church, Mitchel Troy
33. Penallt Old Church, Penallt
34. Other Sports Facility
35. St Swithin's Church, Gararew

### Other Open Spaces

36. Lancaster Way Open Space
37. Vauxhall Field Amenity Green Space
38. Wyesham Road Community Woodland

### Open Access Land (CRoW Act)

19. Lady Park Wood National Nature Reserve
39. Kings Wood
40. Livox Wood, Troypark Wood, Troy Orles and Church Hill Common
41. Lady Park Wood NNR & Highmeadow Woods (including Redding's Inclosure)

### Promoted Routes

7. Offa's Dyke Path National Trail
8. Wysis Way
9. Wye Valley Walk
10. Sustrans National Cycle Network Route 423

### GI Opportunities

- ① Green Infrastructure Opportunities - see text for details



## 4.4 Chepstow

### GI Assets

4.4.1 The existing GI assets that provide the GI network in and around Chepstow are shown on the GI Network Plan (see **Diagram 4.4**).

4.4.2 The historic market town of Chepstow, once a wealthy port, is located on steeply sloping land at the mouth of the Wye Valley, immediately adjacent to the southern edge of the Wye Valley National Landscape AONB. The historic core of the town is centred around the castle, which overlooks the River Wye. The Wye meanders past Chepstow's eastern edge, eventually merging with the River Severn/Severn Estuary (designated as a SSSI, SPA, SAC and Ramsar) directly to the south of the town. Accessible woodlands including St Pierre's Great Wood and Great Barnets Wood are located to the west/north-west of the town.

4.4.3 Other key GI assets include:

- Accessible natural greenspaces within the town such as Warren Slade and Park Redding Woods and Bulwark Road Open Space.
- Public Rights of Way and the Offa's Dyke Path National Trail, Wye Valley Walk long distance path and Wales Coast Path.
- Piercefield Park, a designated historic park/garden to the north of Chepstow. Although mainly in private ownership, it is partly accessible by rights of way and an access agreement.



## GI Opportunities

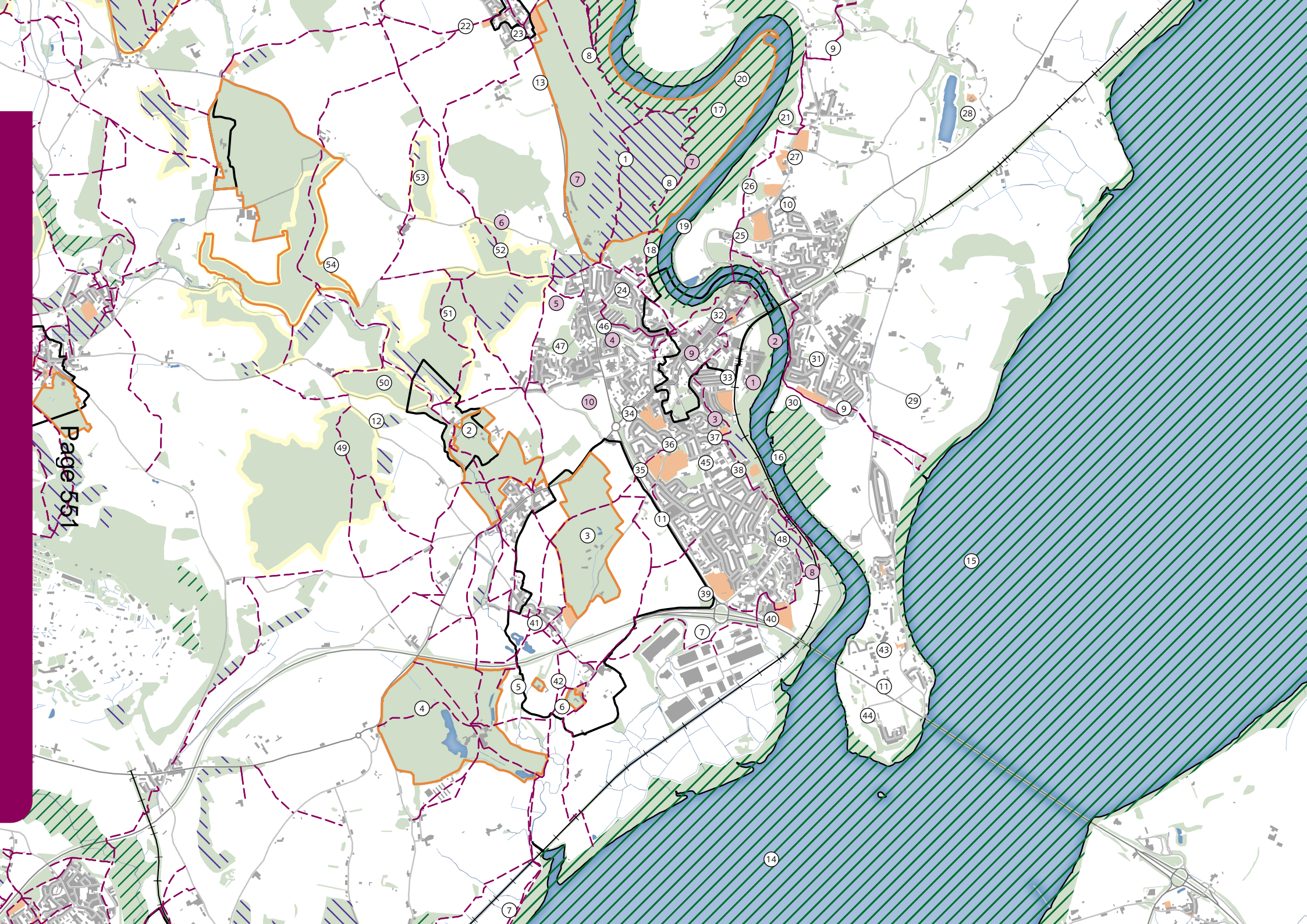
4.4.4 Key opportunities for strengthening the GI network in and around Chepstow through the restoration, maintenance, creation or connection of existing GI assets are also shown on the GI Network Plan (see **Diagram 4.4**). The key GI opportunities that would deliver the most significant benefits for people and wildlife are considered to be:

1. Continue to improve accessible greenspace access through opportunities generated by ongoing new development adjacent to the River Wye.
2. Improve accessible greenspace access for the centre of Chepstow adjoining the River Wye, where access to the river is limited.
3. Form or strengthen ecological links between the discrete groups of trees/ woodland scattered in and around Hardwick with one another
4. Form or strengthen ecological links between Parc Penterry grassland SINC to the north-west and Beaufort Quarry wood to the south east.
5. Form or strengthen ecological links between Parc Penterry SINC and Cockshoot Wood to its north west via enhanced connectivity with a strip of additional habitat patches (semi-improved grassland and trees) located mid-way between the two main habitat blocks.
6. Form or strengthen ecological links between Cockshoot Wood and Fryth Wood to its north.
7. Form or strengthen ecological links between Chepstow Racecourse grassland SINC to include additional patches of semi-improved grassland to the east and west, and beyond to the River Wye woodland corridor to the east and Fryth Wood to the west.
8. Form or strengthen ecological links between groups of trees/woodland patches near the outskirts of Chepstow town, and the railway and River corridor.
9. Consider landscape mitigation of parking by increasing tree planting where appropriate in the Chepstow Conservation Area<sup>1</sup>.

<sup>1</sup> See Chepstow Conservation Area Appraisal & Management Proposals (2016) for more details

10. Consider opportunities to incorporate GI into the Preferred Strategic Site Allocation at Mounton Road Chepstow, such as provision of pedestrian/ cycle links and greenspaces for people, and ecological connections for wildlife.
- 4.4.5 Other general GI opportunities are:
- Improve the quality and value of amenity greenspaces in Chepstow.
  - Where appropriate, improve the quality of natural and semi-natural greenspace sites in and around the town.
  - Improve the quality and value, where appropriate, of the cemeteries and churchyards in Chepstow.
  - Strengthen the railway and motorway corridors, ensuring tree lines and hedgerows are well connected and sensitively managed.
  - Improving cycle links, including considering a route connecting Chepstow to the Wye Valley.
  - Ensure ongoing sensitive management of grassland verges.
  - Ensure hedgerows are sensitively managed and well-connected with the wider hedgerow network and other semi-natural habitat features.
  - Ensure blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate.
  - Ensure ditches are sensitively managed.
  - Ensure a buffer of semi-natural habitat with adjacent fields and the built urban landscape and connect with near-by areas of semi-natural habitat where possible along the River Wye corridor.
  - Management of community spaces by 'friends of', or similar groups
  - Street tree planting in areas where losses have occurred, especially in the Conservation Areas.
  - Tree planting in low value amenity space, including species for community orchards and pollinators.
  - Interpretation to identify links and loops from key sites.
  - Tree planting to improve air quality





## DIAGRAM 4.4 Chepstow GI Network Plan

### GI Assets

-  Natural or Semi-natural Greenspace
-  Statutory Biodiversity Designations
-  Sites of Interest for Nature Conservation
-  Watercourses/Waterbodies
-  Historic Parks & Gardens
-  Conservation Area
-  Public Open Space
-  Country Park
-  Open Access Land (CRoW Act)
-  Public Right of Way

### Statutory Biodiversity Designations

14. Severn Estuary Wales SPA/SAC/SSSI/Ramsar
15. Severn Estuary (England) SPA/SAC/SSSI/Ramsar
16. River Wye (Lower Wye)/Afon Gwy (Gwy Isaf) SSSI
17. Pierce, Alcove & Piercefield Woods SSSI
18. River Wye (Wales)/Afon Gwy (Wales) SAC
19. River Wye (England) SAC
20. Wye Valley Woodlands/Coetiroedd Dyffryn Gwy (Wales) SAC
21. Wye Valley Woodlands (England) SAC

### Historic Parks & Gardens

1. Piercefield Park
2. Mounton House, Mathern
3. Wyelands
4. St Pierre Park
5. Moynes Court, Mathern
6. Mathern Palace

### Public Open Space

22. King George's Playing Field
23. Playing Field, St Arvan's
24. Sports Ground & Playing Field, Chepstow Comprehensive School & Leisure Centre
25. Play Space & Playing Field, Coleford Road, Tutshill
26. Recreation Ground, Coleford Road
27. St Luke's Church & Playing Field
28. St Mary's & St Peter's Church, Tidenham
29. Sedbury Park
30. Football Field & Allotments on Buttington Road, Sedbury
31. Play Space, Buttington Road (near Offa's Mead Primary School)
32. St Mary's Church, Chepstow
33. Sports Field, Severn Crescent, (is this Hardwick Playing Pitch in previous study?)
34. Chepstow Town AFC
35. Cemetery, Mathern Road
36. Chepstow Athletic Club
37. Allotments (off Strongbow Road)
38. The Bulwarks
39. Chepstow Rugby Club & Playing Field
40. Playing Field on Tenby Lane

41. Playing Field, Newton Green
42. St Tewdrig's Church, Merthyr Tewdrig/Mathern
43. Religious Grounds, Beachley Barracks
44. Sports Ground, Beachley Point
45. Bulwark Bowl Skate Park, Bulwark Road
46. Huntfield Road Open Space
47. Woolpitch Wood Open Space
48. Warren Slade & Park Redding Woods

### Open Access Land (CRoW Act)

49. St Pierre's Great Woods
50. Kite's Bushes/Ticken Hill
51. Great Barnets Wood
52. Cockshoot Wood
53. Brier's Grove
54. Yewtree Wood

### Promoted Routes

7. Wales Coastal Path
8. Wye Valley Walk
9. Offa's Dyke Path National Trail
10. Gloucestershire Way
11. Sustrans National Cycle Network Route 4
12. Sustrans National Cycle Network Route 42
13. Sustrans National Cycle Network Route 31

### GI Opportunities

- ① Green Infrastructure Opportunities - see text for details



## 4.5 Severnside Settlements

### GI Assets

4.5.1 The existing GI assets that provide the GI network in and around the Severnside Settlements are shown on the GI Network Plan (see **Diagram 4.5**).

4.5.2 The Severnside Settlements (which includes Caerwent, Crick, Magor and Undy, Rogiet, Caldicot, Portskewett and Sudbrook) is located immediately north of the Severn Estuary. The latter is designated as a Ramsar, SSSI, SPA and SAC, reflecting the estuary's high nature conservation value. The area comprises a number of woodlands, some accessible (e.g. Thicket Wood and Ifton Great Wood to the north of Rogiet).

4.5.3 Other key GI assets include:

- Nature Reserves such as Magor Marsh.
- The Wales Coast Path, St Tewdrig's Trail, and locally promoted circular walks.
- Accessible natural greenspaces such as Harold Park, Caldicot Castle Country Park, the Nedern Brook Wetlands SSSI and Magor/Undy Gwent Levels SSSI.
- Rogiet Countryside Park and Black Rock.



## GI Opportunities

### Magor & Undy

4.5.4 Key opportunities for strengthening the GI network in and around Magor and Undy through the restoration, maintenance, creation or connection of existing GI assets are also shown on the GI Network Plan (see **Diagram 4.5**). The key GI opportunities that would deliver the most significant benefits for people and wildlife are considered to be:

1. Improve access to larger greenspaces for the eastern areas of Magor.
2. Strengthen the St Bride's Brook / Mill Reen corridor through the creation / management of semi-natural habitat buffers with adjacent fields and the built urban landscape, and to connect with other near-by areas of semi-natural habitat where possible.
3. Form or strengthen ecological links between Upper Grange grassland SINC with the St Brides Brook to its west, and linking the woodland/semi-improved grassland by Rockfield Farm to the M48 verge corridor to its north, as well as to additional habitat patches (trees/scrub) by Vinegar Hill Farm to its south west.
4. Form or strengthen ecological links between the woodland blocks near Vinegar Hill to each other and to the primary route of connectivity via a connection to woodland to the north, St Bride's.
5. Form or strengthen ecological links between St Bride's Brook / Mill Reen to the west, and the green corridor of the railway to the south.
6. Form or strengthen ecological links between small groups of trees/scrub, as well as linking them to the main routes of connectivity, i.e. the B4245 corridor to the east and woodland strip to the west, in the vicinity of Magor Brewery.

4.5.5 Other general GI opportunities are:

- Improve the quality and value of amenity greenspace in Magor and Undy, where appropriate.
- Improve the quality and value of natural and semi-natural greenspace sites in and around the settlements, where appropriate.
- Improve connectivity to the wider landscape, both in terms of access and ecological connectivity, which is currently limited for Magor and Undy due to the settlements being bounded by roads and railway.
- Investigate the potential for a number of new greenways/cycle routes linking the Severnside settlements to one another and beyond
- Strengthen the railway and motorway green corridors, ensuring tree lines and hedgerows are well connected and sensitively managed.
- Ensure ongoing sensitive management of grassland verges.
- Identify the significance of culverts as barriers to wildlife dispersal and explore potential options for reducing their fragmentary effects.
- Ensure hedgerows are sensitively managed and well-connected with the wider hedgerow network and other semi-natural habitat features (particularly woodlands).
- Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate.
- Ensure ditches are sensitively managed.
- Improve routes linking to the Wales Coastal Path for education, and connectivity with landscape, biodiversity and history.
- Management of community spaces by 'friends of', or similar groups.
- Street tree planting in areas where losses have occurred, especially in the Conservation Area.
- Tree planting in low value amenity space, including species for community orchards and pollinators.
- Interpretation to identify links and loops from key sites.

## Rogiet

4.5.6 Key opportunities for strengthening the GI network in and around Rogiet through the restoration, maintenance, creation or connection of existing GI assets are also shown on the GI Network Plan (see **Diagram 4.5**). The key GI opportunities that would deliver the most significant benefits for people and wildlife are considered to be:

7. Improve the quality and value of the green corridor in Ifton Lane.
8. Form or strengthen ecological links between the series of small groups of trees stretching north-south between the M48 and the railway corridors to the east of Rogiet.

4.5.7 Other general GI opportunities are:

- Improve the quality and value of smaller amenity greenspace sites in the village.
- Ensure ongoing sensitive management of grassland verges.
- Improve connectivity to the wider landscape, both in terms of access and ecological connectivity, which is currently limited for Rogiet as the settlement is bounded by roads and railway.
- Investigate the potential for a number of new greenways/cycle routes linking the Severnside settlements to one another and beyond
- Strengthen the railway and motorway corridors, ensuring tree lines and hedgerows are well connected and sensitively managed.
- Ensure hedgerows are sensitively managed and well-connected with the wider hedgerow network and other semi-natural habitat features (particularly woodlands).
- Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate.

- Ensure ditches are sensitively managed.
- Management of community spaces by 'friends of', or similar groups
- Street tree planting in areas where losses have occurred, especially in the Conservation Area.
- Tree planting in low value amenity space, including species for community orchards and pollinators.
- Interpretation to identify links and loops from key sites.



## Caldicot

4.5.8 Key opportunities for strengthening the GI network in and around Caldicot through the restoration, maintenance, creation or connection of existing GI assets are also shown on the GI Network Plan (see **Diagram 4.5**). The key GI opportunities that would deliver the most significant benefits for people and wildlife are considered to be:

9. Improve the quality and value of the natural and semi-natural greenspace site (Caldicot Pill Nature Reserve ) adjacent to the town.
10. Strengthen the Nedern Brook corridor, which is the main semi-natural corridor through the settlement, identifying the significance of the culverts as barriers to wildlife dispersal and exploring potential options for reducing their fragmentary effect.
11. Form or strengthen links between the block of woodland and ponds off Dewstow Road (north-west part of the settlement) and the M48 road verge corridor to its south.
12. Form or strengthen links between patches of trees adjacent to the Nedern Brook corridor, north of Caldicot Castle.
13. Consider opportunities to incorporate GI into the Preferred Strategic Site Allocation at Caldicot East, such as provision of pedestrian/cycle links and greenspaces for people, and ecological connections for wildlife.

4.5.9 Other general GI opportunities are:

- Improve the value of churchyard and cemetery sites in Caldicot.
- Improve connectivity to the wider landscape, both in terms of access and ecological connectivity, which is currently limited for Caldicot as the settlement is bounded by roads and railway.
- Investigate the potential for a number of new greenways/cycle routes linking the Severnside settlements to one another and beyond

- Strengthen the railway and motorway corridors: ensure tree lines and hedgerows are well connected and sensitively managed.
- Ensure hedgerows are sensitively managed and well-connected with the wider hedgerow network and other semi-natural habitat features (particularly woodlands).
- Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate.
- Ensure ditches are sensitively managed.
- Improve the quality and value of amenity greenspaces in Caldicot.
- Ensure ongoing sensitive management of grassland verges.
- Management of community spaces by 'friends of', or similar groups.
- Street tree planting in areas where losses have occurred, especially in the Conservation Area.
- Tree planting in low value amenity space, including species for community orchards and pollinators.
- Interpretation to identify links and loops from key sites.

### Portskewett and Sudbrook

4.5.10 Key opportunities for strengthening the GI network in and around Portskewett & Sudbrook through the restoration, maintenance, creation or connection of existing GI assets are also shown on the GI Network Plan (see **Diagram 4.5**). The key GI opportunities that would deliver the most significant benefits for people and wildlife are considered to be:

14. Investigate potential access to currently inaccessible greenspaces sites north of Portskewett.
15. Form or strengthen ecological links across the northern half of the settlement, most significantly in relation to the clusters of ASNW SINC's centred on Portskewett Hill, which could be linked to each other and to the railway corridor (to the south), Bushy Close SSSI and Withy Bed woodland (to the east).

4.5.11 Other general GI opportunities are:

- Improve the quality and value of the amenity greenspaces in Portskewett and Sudbrook.
- Improve the quality of the natural and semi-natural greenspaces around the settlements.
- Improve connectivity to the wider landscape, both in terms of access and ecological connectivity, which is limited for Portskewett and Sudbrook as the settlements are bounded in places by roads and railway.
- Investigate the potential for a number of new greenways/cycle routes linking the Severnside settlements to one another and beyond
- Strengthen the railway and motorway corridors, ensuring tree lines and hedgerows are well connected and sensitively managed.
- Ensure ongoing sensitive management of grassland verges.
- Ensure hedgerows are sensitively managed and well-connected with the wider hedgerow network and other semi-natural habitat features (particularly woodlands).
- Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate.
- Ensure ditches are sensitively managed.
- Management of community spaces by 'friends of', or similar groups.
- Street tree planting in areas where losses have occurred.
- Tree planting in low value amenity space, including species for community orchards and pollinators.
- Interpretation to identify links and loops from key sites

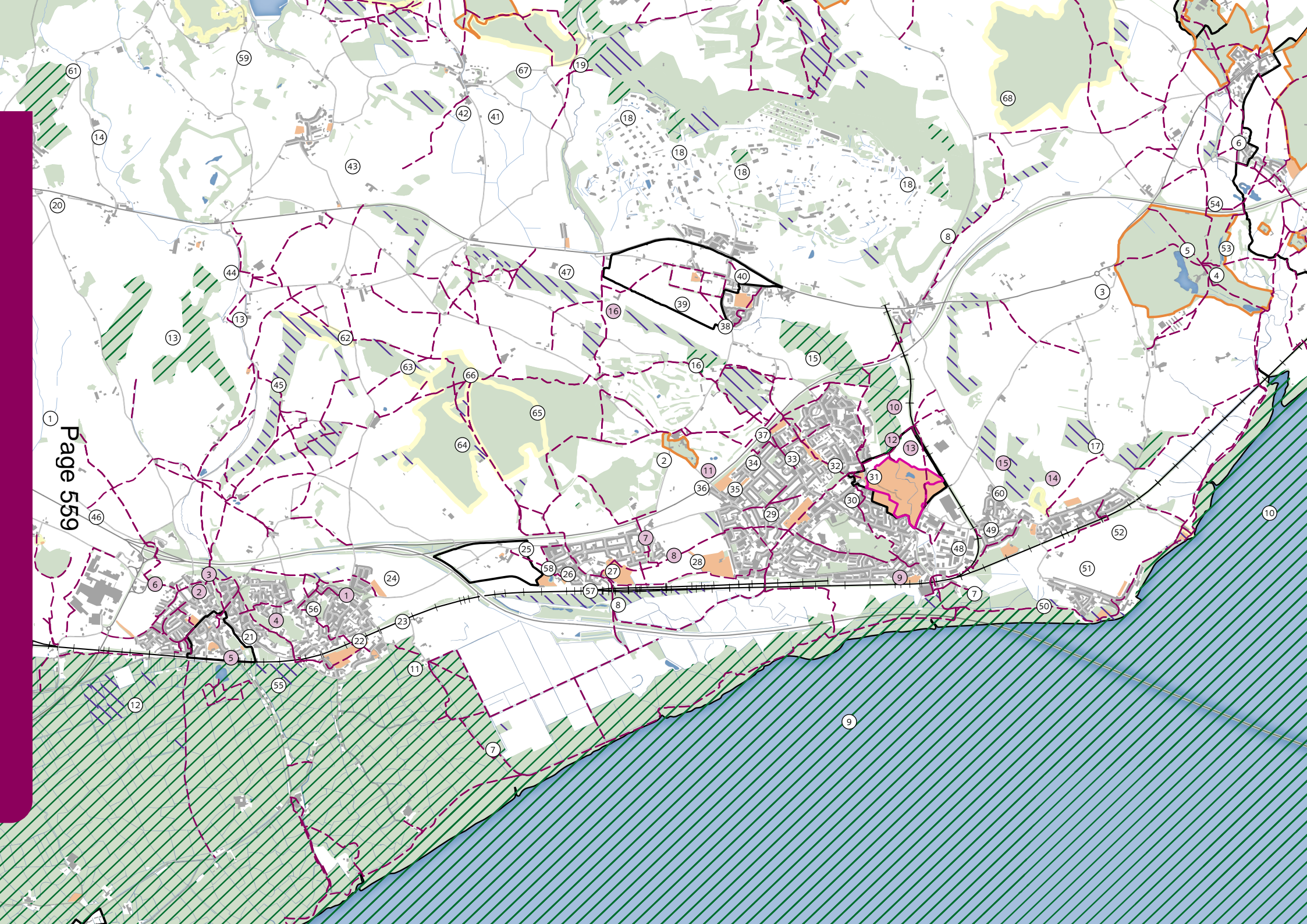
## Caerwent and Crick

4.5.12 Key opportunities for strengthening the GI network in and around Caerwent and Crick through the restoration, maintenance, creation or connection of existing GI assets are also shown on the GI Network Plan (see **Diagram 4.5**). The key GI opportunities that would deliver the most significant benefits for people and wildlife are considered to be:

16. Develop and manage existing habitat corridors, such as between/through Cross-voel Wood, and Upper and Lower Rodge Wood (SINCs)

4.5.13 Other general GI opportunities are:

- Ensure hedgerows are sensitively managed and well-connected with the wider hedgerow network and other semi-natural habitat features (particularly woodlands).
- Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate.
- Ensure ditches are sensitively managed.
- Investigate the potential for a number of new greenways/cycle routes linking the Severnside settlements to one another and beyond
- Management of community spaces by 'friends of', or similar groups.
- Street tree planting in areas where losses have occurred, especially in the Conservation Area.
- Tree planting in low value amenity space, including species for community orchards and pollinators.
- Interpretation to identify links and loops from key sites.





## DIAGRAM 4.5 Severnside Settlements GI Network Plan

### GI Assets

-  Natural or Semi-natural Greenspace
-  Statutory Biodiversity Designations
-  Sites of Interest for Nature Conservation
-  Watercourses/Waterbodies
-  Historic Parks & Gardens
-  Conservation Area
-  Public Open Space
-  Country Park
-  Open Access Land (CRoW Act)
-  Public Right of Way

### Statutory Biodiversity Designations

9. Severn Estuary Wales SPA/SAC/SSSI/Ramsar
10. Severn Estuary England SPA/SAC/SSSI/Ramsar
11. Gwent Levels - Magor & Undy SSSI
12. Gwent Levels - Redwick & Llandeenny SSSI
13. Penhow Woodland SSSI & National Nature Reserve
14. Parc Seymour Woods SSSI
15. Nedern Brook Wetlands SSSI
16. Brockwells Meadows SSSI
17. Bushy Close SSSI
18. Dinham Meadows SSSI
19. Coombe Valley Woods SSSI

### Historic Parks & Gardens

1. Pencoed Castle
2. Dewstow House
3. St Pierre Park
4. Mathern Place
5. Moynes Court, Mathern
6. Wyelands

### Public Open Space

20. Rockfield Close Recreation Ground
21. St Mary's Church, Magor
22. Playing Field on The Ramp, Undy
23. St Mary's Church, Undy
24. Allotments
25. Religious Grounds, The Old Court, Llanfihangel
26. St Mary's Church, Rogiet
27. Rogiet Playing Fields
28. Caldicott Rugby Club
29. King George's Field, Bowling Green & Allotments
30. Caldicott Leisure Centre Playing Fields
31. Caldicott Castle & Country Park
32. St Mary's Church, Caldicott
33. Playing Fields, St Mary's School, Caldicott
34. Religious Grounds, Nedder Way, Caldecott
35. Playing Fields, Green Lane, Caldecott
36. Cemetery & Allotments, Dewstow Road
37. Allotments
38. Caerwent Playing Fields, St Tathan's Place
39. St Stephen's Church, Caerwent
40. Play Space, Lawrence Crescent, Caerwent
41. Play Space, Llanfair-Discoed
42. St Mary's Church, Llanvair-Discoed
43. Playing Field & St Dubritous Church, Llanvaches
44. St John the Baptist Church, Penhow
45. St Bridget's Church, St Bride's Netherwent

46. St Mary's Church, Wilcrick
47. Playing Field, Trewen
48. Portskewett Recreation Ground
49. St Mary's Church, Portskewett
50. Playing Field & Play Space, Sudbrook
51. Allotments, Sudbrook
52. Black Rock Picnic Site
53. St Tewdrick's Church, Merthyr Twedrig
54. Playing Field, Newton Green

### Other Open Spaces

55. Magor Marsh
56. Mill Common
57. Rogiet Countryside Park
58. Starling Close Amenity Greenspace

### Open Access Land (CRoW Act)

59. Myndd Alltir-fach (Common Land)
60. Stow Ball Hill (Common Land)
61. Wentwood
62. Coed y Mynydd
63. Upper Seven Acres
64. Thicket Wood
65. Slade Wood
66. Lower Seven Acres
67. Cuhere Wood
68. St Pierre's Great Woods

### Promoted Routes

7. Wales Coastal Path
8. Sustrans National Cycle Network Route 4

### GI Opportunities

- ① Green Infrastructure Opportunities - see text for details

## 4.6 Usk

### GI Assets

4.6.1 The existing GI assets that provide the GI network in and around Usk are shown on the GI Network Plan (see **Diagram 4.6**).

4.6.2 Usk is a secondary settlement in the west of Monmouthshire, surrounded by farmland and woodland. The River Usk flows through the village, and the Usk Valley Walk follows its route.

4.6.3 Other key GI assets include:

- Cefn Ila Park and Garden
- Llanbadoc Island Access Land, adjacent to the River Usk
- Allotments
- Various sports clubs and recreation grounds
- Multiple churchyards



### GI Opportunities

4.5.14 Key opportunities for strengthening the GI network in and around Usk through the restoration, maintenance, creation or connection of existing GI assets are also shown on the GI Network Plan (see **Diagram 4.6**). The key GI opportunities that would deliver the most significant benefits for people and wildlife are considered to be:

1. Usk Trail Action Group cycleway proposal along old railway line
2. Improvements to Usk Valley Walk and other local paths to make them more accessible.
3. Potential to create an Usk to Pontypool or Usk Railway path.
4. Improve the quality of the allotments.

4.5.15 Other general GI opportunities are:

- Ensure hedgerows are sensitively managed and well-connected with the wider hedgerow network and other semi-natural habitat features. (Not mapped)
- Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate.
- Ensure ditches are sensitively managed.
- Increase access to inaccessible greenspace sites, where appropriate.
- Where appropriate, improve the quality of amenity greenspaces in Usk.
- Where appropriate, improve the quality of natural and semi-natural greenspaces in Usk.
- Management of community spaces by 'friends of', of similar groups.

**DIAGRAM 4.6 Usk GI Network Plan**

**GI Assets**

- Natural or Semi-natural Greenspace
- Statutory Biodiversity Designations
- Sites of Interest for Nature Conservation
- Watercourses/Waterbodies
- Historic Parks & Gardens
- Conservation Area
- Public Open Space
- Country Park
- Open Access Land (CRoW Act)
- Public Right of Way

**Statutory Biodiversity Designations**

- 5. Usk Valley/Afon Wysg SAC
- 6. River Usk (Lower Usk)/Afon Wysg (Wysg Isaf) SSSI

**Historic Parks & Gardens**

- 1. Cefn Ila, Llanbadoc

**Public Open Space**

- 7. Rugby Field, Coleg Gwent, Usk Campus
- 8. The Island Recreation Ground
- 9. Allotments (on A472)
- 10. Usk Rugby Football Club
- 11. Recreation Ground, Maryport Street
- 12. Usk Athletic Club
- 13. St Madoc's Church, Llanbadoc
- 14. Llanbadoc Island Play Park

- 15. Priors Church of St Mary, Usk
- 16. St Francis Xavier & St David Lewis Catholic Church
- 17. Allotments on Monmouth Road

**Open Access Land (CRoW Act)**

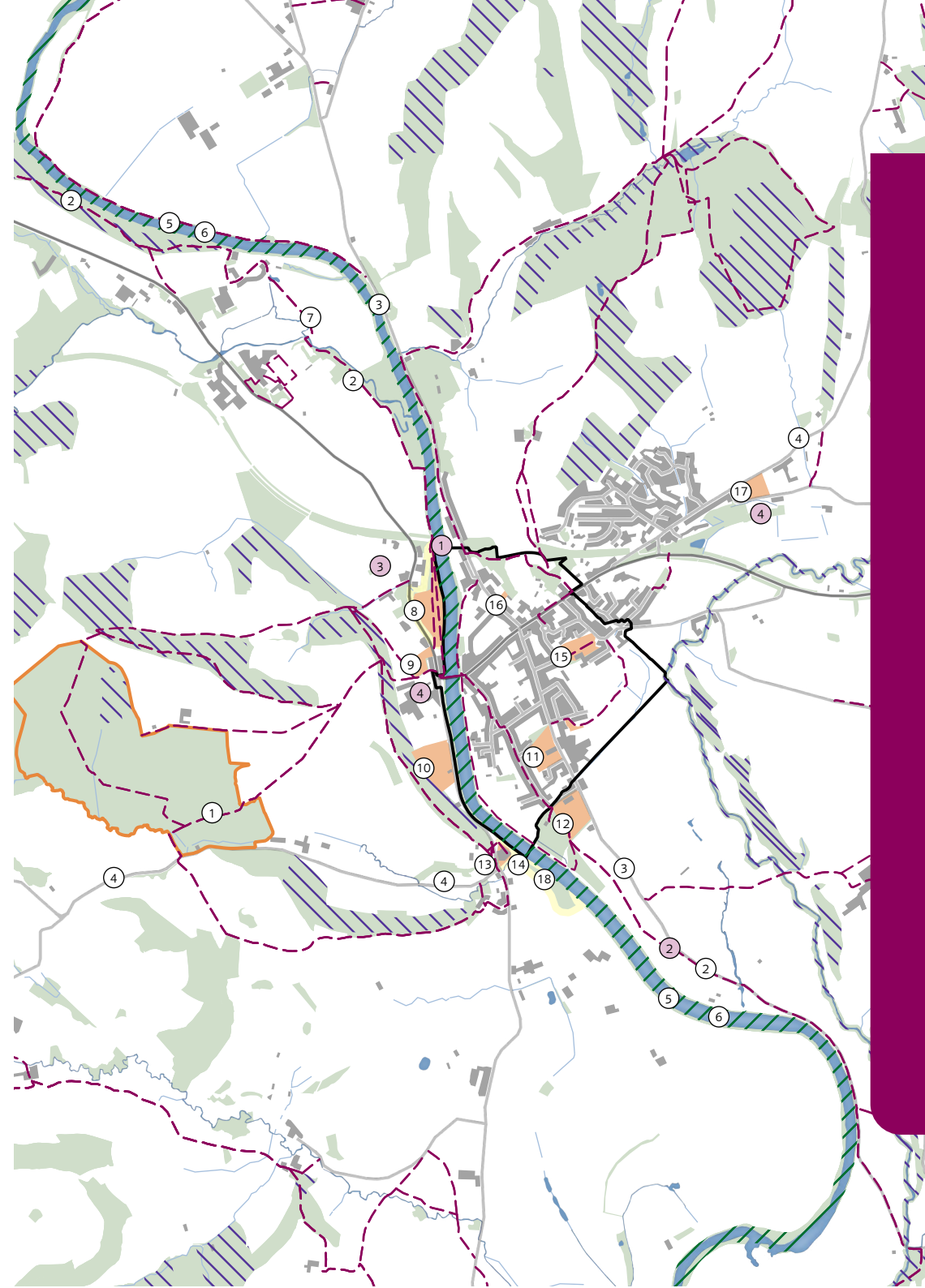
- 18. Llanbadoc Island

**Promoted Routes**

- 2. Usk Valley Walk
- 3. Sustrans National Cycle Network Route 42
- 4. Sustrans National Cycle Network Route 423

**GI Opportunities**

- ① Green Infrastructure Opportunities - see text for details





## 4.7 Raglan

### GI Assets

4.7.1 The existing GI assets that provide the GI network in and around Raglan are shown on the GI Network Plan (see **Diagram 4.7**).

4.7.2 Raglan is a secondary settlement in the centre of Monmouthshire, surrounded by farmland. The Sustrans National Cycle Network Route 423 runs through the centre of the settlement, which is bounded to the north by the A40. The small watercourse Nant y Wilcae flows to the south of the village.

4.7.3 Other key GI assets include:

- Raglan Castle and Historic Park and Garden
- Allotments between Usk Road and the High Street
- Playing Field on Station Road



### GI Opportunities

4.6.4 Key opportunities for strengthening the GI network in and around Raglan through the restoration, maintenance, creation or connection of existing GI assets are also shown on the GI Network Plan (see **Diagram 4.7**). The key GI opportunities that would deliver the most significant benefits for people and wildlife are considered to be:

1. Opportunity to develop Raglan 'Local ways' and health walks, eg. 'Healthy Footsteps Walk'

4.6.5 Other general GI opportunities are:

- Ensure hedgerows are sensitively managed and well-connected with the wider hedgerow network and other semi-natural habitat features. (Not mapped)
- Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate. (Not mapped)
- Ensure ditches are sensitively managed. (Not mapped)
- Increase provision of or access to larger accessible greenspace sites. (Not mapped)
- Improve the quality of the natural and semi-natural greenspaces around the settlements and public rights of way. (Not mapped)
- Management of community spaces by 'friends of', of similar groups
- Ensure pond networks are sensitively managed for Great Crested Newts
- Tree planting for landscape character and biodiversity - field and hedgerow oaks are not being replaced as they die off.



## 4.8 Penperlleni

### GI Assets

4.8.1 The existing GI assets that provide the GI network in and around Penperlleni are shown on the GI Network Plan (see **Diagram 4.8**).

4.8.2 Penperlleni is a secondary settlement in the west of Monmouthshire, surrounded by farmland and woodland. The Monmouthshire and Brecon Canal lies approximately 0.5km to the west of the settlement.

4.8.3 Other key GI assets include:

- Areas of NRW Public Forest, including Wern Fawr to the north
- Churchyards at St Illtyd, Mamhilad; St Peter's, Goetre and Saron Baptist Church
- Playing Fields

### GI Opportunities

4.7.4 Key opportunities for strengthening the GI network in and around Penperlleni through the restoration, maintenance, creation or connection of existing GI assets are also shown on the GI Network Plan (see **Diagram 4.8**). The GI opportunities that would deliver the most significant benefits for people and wildlife are considered to be:

- Ensure hedgerows are sensitively managed and well-connected with the wider hedgerow network and other semi-natural habitat features. (Not mapped)
- Ensure current blocks of semi-natural habitat and protected sites are sensitively managed and their extent increased where appropriate. (Not mapped)
- Ensure ditches are sensitively managed. (Not mapped)
- Increase public access to/provision of natural and semi-natural greenspace in and around the settlement. (Not mapped)
- Management of community spaces by 'friends of', of similar groups



**DIAGRAM 4.8 Penperlleni GI Network Plan**

**GI Assets**

- Natural or Semi-natural Greenspace
- Statutory Biodiversity Designations
- Sites of Interest for Nature Conservation
- Watercourses/Waterbodies
- Historic Parks & Gardens
- Conservation Area
- Public Open Space
- Country Park
- Open Access Land (CRoW Act)
- Public Right of Way

**Statutory Biodiversity Designations**

- 3. River Usk SAC
- 4. River Usk (Lower Usk)/Afon Wysg (Wysg Isaf) SSSI

**Public Open Space**

- 5. The Church of St Illtyd, Mamhilad
- 6. Playing Field/Play Space on Fairfield/Park Y Brain Lane
- 7. Goytre AFC (Football Ground on Plough Road)
- 8. St Peter's Church, Goetre
- 9. Saron Baptist Church, Saron Road

**Other Open Spaces**

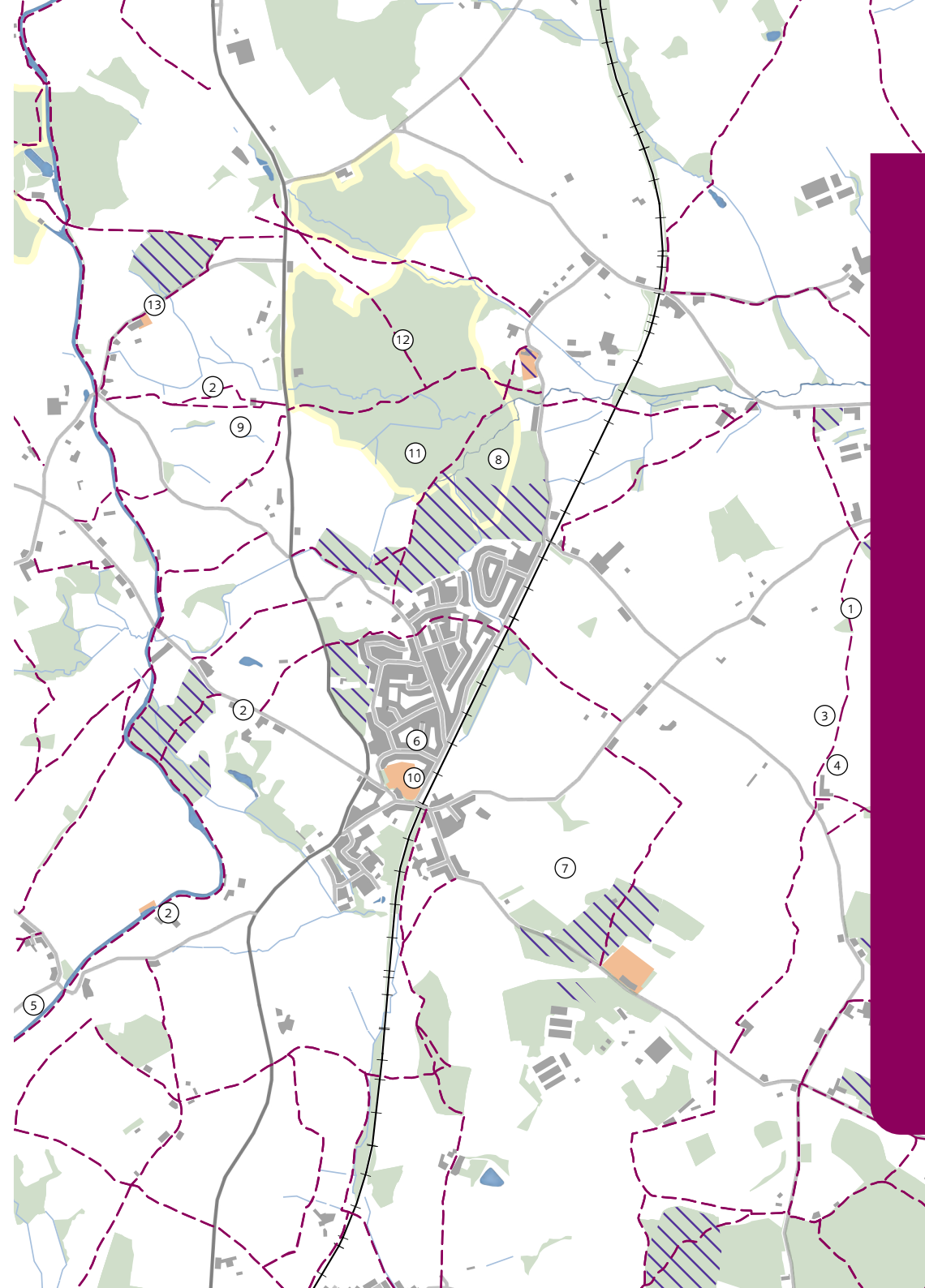
- 10. Goytre Fawr Primary School Playing Fields

**Open Access Land (CRoW Act)**

- 11. Wern Fawr
- 12. Llwh
- 13. Coed Mawr

**Promoted Routes**

- 1. Usk Valley Walk
- 2. Sustrans National Cycle Network Route 49







# Appendices



**a**

# Acknowledgements



## Contributor acknowledgements

### Monmouthshire County Council Steering Group

Colette Bosley Green Infrastructure Team Leader

Helen Fairbank Gwent Green Grid Collaboration Lead

### CBA Consultant Team

Dominic Watkins Project Director

Harriet Stanford Project Co-ordinator

Kate Goodchild Project Technical Support

### Stakeholders

See **Appendix C** for details

## Image Acknowledgements

### Front cover

IDS.photos

### Key Messages

Alan Richards

### 1.0 Setting the Scene Flysheet

Michael Day

### Page 10

Monmouthshire County Council

### 2.0 The GI Approach in Monmouthshire Flysheet

Monmouthshire County Council

### Page 14

Allan Hopkins

### Page 15

Andy Cardiff

### Page 16

Monmouthshire County Council

### Page 25 (left to right)

Google

Carol Tomylees

Google

Hazel Owen

Google

Rene Passet

Anguskirk

### Page 27 (top to bottom)

David Evans

Keith Moseley

Paul Krueger

### Page 28 (top to bottom)

Monmouthshire County Council

Monmouthshire County Council

AJ Yakstrangler

### Page 29-30 (clockwise from top left)

Andrea Vail

Richard Tandwell

Monmouthshire County Council

Monmouthshire County Council

David

Philip Halling

Paul

Howard Dickins

Monmouthshire County Council

David Evans

Monmouthshire County Council

Gabriel Jurby

### Page 32 (clockwise from top left)

Peter Randall-Cook

Matt Squirrel

### 3.0 Green Infrastructure Strategy Flysheet

Alan Richards

### Page 36

Monmouthshire County Council

### Page 37

Linda Yarrow

### 4.0 Settlement Green Infrastructure Networks Flysheet

Google

### Page 50 (clockwise from top left)

Gavin-S

Sitye3

Pip Rolls

David Elliott

### Page 54 (clockwise from top)

Muffinn

Andrew H

Siaron James

### Page 58 (clockwise from top left)

Steve Slater

Daniel Torrejon Martinez

Ed Webster

### Page 62 (clockwise from top left)

Jaggery

Ruth Sharville

Jaggery

Chris Andrews

### Page 70 (left to right)

Jaggery

Philip Halling

### Page 72 (left to right)

Philip Pankhurst

Ruth Sharville

### Page 74 (left to right)

Colin Madge

Maigheach-gheal

### Appendices Flysheet

Mike Erskine

### Page 142

Robin Drayton

### Page 148

Andrew Bennett

### Page 152

Jaggery

### Page 156

A person with some photos

### Page 160

Graham Cole

### Back cover

IDS.photos

**b**

**GIS Database**

## GIS Database

Dataset	Date of data publication	Source	Copyright
<b>Biodiversity and Ecological Data</b>			
Ancient Woodland Inventory (Wales)	2022	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Ancient Woodland Inventory (England)	2023	Natural England	© Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2023.
Conservation Area Boundaries (Wales)	2022	DataMap Wales (Welsh Government)	
Country Parks (Wales)	2014	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Country Parks (England)	2023	Natural England	© Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2023. Attribution statement: © Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2023.
Ecological Connectivity Data	2010	MCC	Monmouthshire County Council
Flood Map for Planning: Flood Zone 2	2023	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and database right. All rights reserved. Some features of this information are based on digital spatial data licensed from the UK Centre for Ecology & Hydrology © UKCEH. Defra, Met Office and DARD Rivers Agency © Crown copyright. © Cranfield University. © James Hutton Institute. Contains OS data © Crown copyright and database right.
Flood Map for Planning: Flood Zone 3	2023	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and database right. All rights reserved. Some features of this information are based on digital spatial data licensed from the UK Centre for Ecology & Hydrology © UKCEH. Defra, Met Office and DARD Rivers Agency © Crown copyright. © Cranfield University. © James Hutton Institute. Contains OS data © Crown copyright and database right.
Habitat Networks	2022	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Local Nature Reserves (Wales)	2023	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Local Nature Reserves (England)	2023	Natural England	© Natural England copyright. Contains Ordnance Survey intelligence © Crown copyright and database legal 2023. NB This national dataset is "indicative" does "definitive". Definitive information can one be provided by individual local authorities and you should get directly to own data for all drifts that require the most up to appointment or complete dataset. Attribution statement: © Organic England copyright. Contains Ordnance Survey data © Crown copyright and database right 2023. Protected areas   The Wildlife Trusts
National Forest Inventory (Wales)	2022	DataMap Wales (Welsh Government)	Contains, or is based on, information supplied by the Forestry Commission. © Crown copyright and database right 2022 Ordnance Survey [100021242].
National Nature Reserves (Wales)	2022	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
National Nature Reserves (England)	2023	Natural England	© Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2023.

Dataset	Date of data publication	Source	Copyright
Predictive Agricultural Land Classification Map 2 (Wales)	2019	DataMap Wales (Welsh Government)	
Ramsar Wetlands of International Importance	2022	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Regionally Important Geodiversity Sites (RIGS)	2022	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved.
Sites of Interest for Nature Conservation	2021	Gwent Wildlife Trust	
Sites of Special Scientific Interest (Wales)	2023	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Sites of Special Scientific Interest (England)	2023	Natural England	© Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2023.
Special Areas of Conservation (Wales)	2022	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Special Areas of Conservation (England)	2023	Natural England	© Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2023.
Special Protection Areas (Wales)	2022	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Special Protection Areas (England)	2023	Natural England	© Natural England copyright. Contains Ordnance Survey data © Crown copyright and database right 2023.
Traditional Orchards	2016	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved.
Urban Tree Cover	2023	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.ct provided
Welsh Information for Nature-based Solutions (WINS)	2023	NRW	
<b>Landscape Data</b>			
Areas of Outstanding Natural Beauty	2022	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Landmap Cultural Landscape	2017	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved.
Landmap Geological Landscape	2017	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved.
Landmap Historic Landscape	2017	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved.

Dataset	Date of data publication	Source	Copyright
Landmap Landscape Habitats	2017	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved.
Landmap Visual and Sensory	2017	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved.
National Landscape Character Areas	2023	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
National Parks	2023	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
<b>Historic Environment Data</b>			
Registered Historic Parks and Gardens (Wales)	2022	DataMap Wales (Cadw)	Designated Historic Asset GIS Data, The Welsh Historic Environment Service (Cadw), 07.07.2023, licensed under the Open Government Licence <a href="http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/">http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/</a>
Listed Buildings	2023	DataMap Wales (Cadw)	Designated Historic Asset GIS Data, The Welsh Historic Environment Service (Cadw), 07.07.2023, licensed under the Open Government Licence <a href="http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/">http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/</a>
Registered Landscapes of Outstanding and of Special Interest in Wales	2014	DataMap Wales (Cadw)	Designated Historic Asset GIS Data, The Welsh Historic Environment Service (Cadw), 07.07.2023, licensed under the Open Government Licence <a href="http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/">http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/</a>
Scheduled Monuments (Wales)	2023	DataMap Wales (Cadw)	Designated Historic Asset GIS Data, The Welsh Historic Environment Service (Cadw), 07.07.2023, licensed under the Open Government Licence <a href="http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/">http://www.nationalarchives.gov.uk/doc/open-government-licence/version/3/</a>
Scheduled Monuments (England)	2023	Historic England	© Historic England 2023. Contains Ordnance Survey data © Crown copyright and database right 2023. The Historic England GIS Data contained in this material was obtained on 11/07/2023. The most publicly available up to date Historic England GIS Data can be obtained from <a href="http://HistoricEngland.org.uk">HistoricEngland.org.uk</a> .
Registered Historic Parks and Gardens (England)	2023	Historic England	
<b>Accessible Greenspace Data</b>			
Green Space Data	2010	MCC	Monmouthshire County Council
National Trails	2023	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Open Access - Dedicated Forests (Wales)	2023	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Open Access - Open Country (Wales)	2016	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.

Dataset	Date of data publication	Source	Copyright
Open Access - Other Statutory Access Land (Wales)	2023	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right..
Open Access - Registered Common Land (Wales)	2017	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right.
Open Space Sport and Recreation Data	2008	MCC	Monmouthshire County Council
OS Open Greenspace	2023	Ordnance Survey	Contains Ordnance Survey data © Crown copyright and database right 2023.
Public Rights of Way	2023	MCC	Monmouthshire County Council
Wales Coast Path	2023	DataMap Wales (NRW)	Contains Natural Resources Wales information © Natural Resources Wales and Database Right. All rights Reserved. Contains Ordnance Survey Data. Ordnance Survey Licence number 100019741. Crown Copyright and Database Right

**Notes:**

The digital data used in this study represents currently available datasets.

The datasets have not been modified or enhanced, and their accuracy cannot be guaranteed.

Datasets sourced from Natural England/Historic England have been used to enable identification of cross-border GI assets.



C

# Stakeholder Consultation Record

### **Monmouthshire Green Infrastructure Strategy Review**

Internal stakeholders within Monmouthshire County Council were consulted to inform the review of Volume 1 (Strategic Framework) and Volume 2 (Delivery Plan) of the Strategy, in particular the updating of the Action Plan to reflect delivery of GI projects over the last 5 years.

## MONMOUTHSHIRE GREEN INFRASTRUCTURE STRATEGY

### STAKEHOLDER WORKSHOP NOTE

#### Workshop 1

18<sup>th</sup> June 2018, County Hall, Usk

#### Attendees

Colette Bosley	Monmouthshire CC - Principal Green Infrastructure and Landscape Officer
Craig O'Connor	Monmouthshire CC - Development Management
Hazel Clatworthy	Monmouthshire CC - Policy and Performance
Jill Edge	Monmouthshire CC - Planning Policy
Judith Langdon	Monmouthshire CC - Community and Partnerships
Kate Stinchcombe	Monmouthshire CC - Senior Biodiversity Officer
Mark Davies	Monmouthshire CC - Highways
Matthew Gatehouse	Monmouthshire CC - Head of Policy and Performance
Matthew Lewis	Monmouthshire CC - GI & Countryside Manager
Mike Moran	Monmouthshire CC - GI & Countryside (Play & Recreation)
Nick Keyse	Monmouthshire CC - Estates
Nicola Edwards	Monmouthshire CC - Food and Tourism Manager
Nigel Leaworthy	Monmouthshire CC - Head of Grounds Maintenance
Ruth Rourke	Monmouthshire CC - PROW Team Leader
Sharran Lloyd	Monmouthshire CC - Community and Partnerships
Richard Barter	Monmouthshire Housing Association
Scott Thomas	Monmouthshire Housing Association
Andrew Nevill	Torfaen CBC - Senior Landscape Officer
Emily Finney	Welsh Government - Natural Resource Policy
Lisa Fiddes	Welsh Government - Inspector of Historic Areas
Siobhan Wiltshire	Welsh Government - Planning (Landscape and GI)
Fen Turner	Natural Resources Wales - Senior Planner
Tim Wroblewski	TACP (on behalf of Caerphilly CC)
Dominic Watkins	Chris Blandford Associates (Facilitators)
Bill Wadsworth	Chris Blandford Associates (Facilitators)
Harriet Stanford	Chris Blandford Associates (Facilitators)

#### Purpose of Workshop 1

To engage stakeholder in identifying local strategic priorities for potential investment in Green Infrastructure.

#### Stakeholder Feedback

##### Discussion Group A (Facilitated by DW/HS)

- Landscape-scale projects:
  - Living Levels
  - RECS – Renewable Energy and Community Schemes
  - Wye Valley AONB
  - Flood Management and Habitat Creation/Natural Flood Risk Management
- The public value their landscape, countryside and green spaces in Monmouthshire
- Wellbeing and access to greenspace:
  - This needs to be wider than literal access
  - People who could most benefit are often missing out
  - Facilitate access to green spaces close to home rather than travelling to facilities further afield – there is a lack of public transport
- Habitat fragmentation
- What is the approach to connectivity?
- How does the GI Strategy link to other Strategies and Acts – for example the Active Travel Act and the Play Strategy?
- Public Rights of Way:
  - Need to be more functional with links to internal areas of settlements
  - What is the legibility of the connections
  - How useable are they? What state of maintenance
  - Shirenewton example – has good links to schools
  - Connections between where people live and work
  - Health walks – being addressed in the ROWIP. These facilitate GPs to be able to prescribe walks, and help GP referral walking groups
  - Healthy walking schemes and groups (eg. Raglan)
  - Promotion of these is important
  - Routes need to be easy to use and attractive
- Place-making agenda
- How to encourage people to be a part of maintenance etc – expand beyond the current demographic
- Air quality – using GI to mitigate
- Land management:
  - Biodiversity – managing MCC land for function
  - County farms – forward plans
  - Management of public sector land across the region
  - Engaging with the management of land beyond that usually managed for biodiversity/flood management etc. that is within public ownership (MCC/NRW etc)
- Pollinators need to be a priority – there are challenges in keeping the pollinators agenda in current thinking
- Living levels – integrate with current projects
- Wye Catchment Partnership – there are projects/advice etc going on within the English part of the AONB
- Natural flood risk management in the Brecon Beacons
- Raise awareness of management costs when embedding GI into new development – costs need to be sensible for tenants
- Education – in schools and elsewhere
- Breadth of user groups
- Brexit needs to be considered – including the impact of agriculture and sustainable land management. Local connections in the agricultural community. Welsh government consultation currently underway?
- Destination development plan – access to the countryside is part of the key offer
- Social Justice Strategy – access to greenspace
- MCC Corporate Plan
- AONB Management Plan – review – about to go into next cycle

**Discussion Group B (Facilitated by BW/CB)**

- Historic Theme:
  - Connectivity/links between historic assets
  - Links within settlements between greenspaces
- Wellbeing (Wellbeing Plan/Corporate Strategy):
  - Green/blue corridors for active travel
  - Ease of navigation of active travel
  - Food growing/healthy eating
  - Allotments
  - Local markets – delivering back to people
  - Mental health wellbeing
  - Health Impact Assessments
  - Promotion of access to GI - getting info to people to use assets
  - Availability of GIS info for local communities
  - Data Rationalisation
- Landscape-scale connectivity:
  - Needs and opportunities analysis for global response
  - Biodiversity and ecosystem services to underpin GI
  - Working at scale for resilience
- Ecosystem Services:
  - Flood risk in rural and urban centres
  - Farming – MCC landholding use for flood risk and control
  - Access – guiding people to high [NOx] without compensation
  - Monocropping
  - No hinterland
  - Ecosystem services analysis in terms of what GI assets can provide via, for example, management.
- Access:
  - Safe cycle routes
  - Additional access to GI
- Future Proofing:
  - Removal of toll = increased traffic/increased settlement, etc.
- Incentivising:
  - Packages/presentation to landowners
  - Online presence/info
  - Not just about best practice
  - Partnership working
- Tourism:
  - Destinations and interpretation of GI Assets/Value
  - Big/Inspiring Projects
  - Communication routes/access
  - Minimising impact
- Valuation:
  - Non-monetary valuation
  - Monetary valuation of GI to demonstrate value of GI investment
- Adaptability/Flexibility

**Workshop 2**

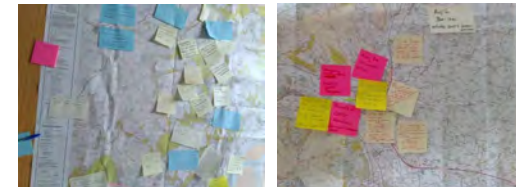
19<sup>th</sup> June 2018, Shire Hall, Monmouth

**Attendees**

Colette Bosley	Monmouthshire CC - Principal Green Infrastructure and Landscape Officer
Jill Edge	Monmouthshire CC – Planning Policy
Judith Langdon	Monmouthshire CC – Policy and Communications
Kate Stinchcombe	Monmouthshire CC – Senior Biodiversity Officer
Mark Cleaver	Monmouthshire CC – Grounds
Matthew Lewis	Monmouthshire CC – Countryside Manager
Ruth Rourke	Monmouthshire CC – PRoW Team Leader
Cllr Ann Webb	Monmouthshire CC
Cllr R.G. Roden	Monmouthshire CC
Cllr Tony Easson	Monmouthshire CC
Cllr Tony Konieczny	Abergavenny TC
Cllr Brian Counsell	Caerwent CC
Cllr Dave Evans	Caldicot TC
Peter Cloke	Natural Resources Wales
Andrew Blake	Wye Valley AONB
Neville Hart	Gwent Wildlife Trust
Nicola Bradbear	Bee Friendly Monmouthshire
Steph Tyler	Monmouthshire Meadows
Dominic Watkins	Chris Blandford Associates (Facilitators)
Bill Wadsworth	Chris Blandford Associates (Facilitators)
Harriet Stanford	Chris Blandford Associates (Facilitators)

**Purpose of Workshop 2**

To engage stakeholders in identifying potential Green Infrastructure projects in and around the key settlements through an opportunity mapping exercise (as illustrated by extracts below).



**Workshop 2**  
 19<sup>th</sup> June 2018, Shire Hall, Monmouth

**Attendees**

Colette Bosley	Monmouthshire CC - Principal Green Infrastructure and Landscape Officer
Jill Edge	Monmouthshire CC – Planning Policy
Judith Langdon	Monmouthshire CC – Policy and Communications
Kate Stinchcombe	Monmouthshire CC – Senior Biodiversity Officer
Mark Cleaver	Monmouthshire CC – Grounds
Matthew Lewis	Monmouthshire CC – Countryside Manager
Ruth Rourke	Monmouthshire CC – PRoW Team Leader
Cllr Ann Webb	Monmouthshire CC
Cllr R.G. Roden	Monmouthshire CC
Cllr Tony Easson	Monmouthshire CC
Cllr Tony Konieczny	Abergavenny TC
Cllr Brian Counsell	Caerwent CC
Cllr Dave Evans	Caldicot TC
Peter Cloke	Natural Resources Wales
Andrew Blake	Wye Valley AONB
Neville Hart	Gwent Wildlife Trust
Nicola Bradbear	Bee Friendly Monmouthshire
Steph Tyler	Monmouthshire Meadows
Dominic Watkins	Chris Blandford Associates (Facilitators)
Bill Wadsworth	Chris Blandford Associates (Facilitators)
Harriet Stanford	Chris Blandford Associates (Facilitators)

**Purpose of Workshop 2**

To engage stakeholders in identifying potential Green Infrastructure projects in and around the key settlements through an opportunity mapping exercise (as illustrated by extracts below).





**Stakeholder Feedback**

<b>Abergavenny</b>
Wye Usk Foundation - 1yr project with farmers to improve banks/soil erosion and identify sites for habitat improvement
Abergavenny Community Orchard
Incredible Edible Abergavenny
Mardy Park Environmental Group
Gavenny Project - Castle Meadows. Confluence of Gavenny and Usk. Bank Management/Clearance. Management of Water Meadows. NRW, MCC, ATC. Volunteers - Friends of Castle Meadows. Abergavenny Civic Society
Gavenny Project - Swan Meadow. East bank side could be developed as a wild flower meadow. Some habitat improvement undertaken by MCC
Gavenny Project - Podcast. <a href="http://www.countryfile.com/podcast/wildlife-wildlife-stories/wade-welsh-river-search-wildlife">http://www.countryfile.com/podcast/wildlife-wildlife-stories/wade-welsh-river-search-wildlife</a>
KHS/Abergavenny Leisure Centre. 21st Century School Sport and Leisure Provision
Friends of Castle Meadows - education and conservation work
Possible - Introduction of Park Run - weekly 5k walk/run. Free event every Saturday
<b>Caerwent</b>
Limestone influenced habitats around MOD Land - Critical for rare biodiversity. Potential for greater partnership working.
Introduction of Junior Park Run , weekly free event, 2k every Sunday morning
King George Playing Fields Caldicot
<b>Chepstow</b>
Introduction of Park Run. Weekly 5k walk/run. Free event every Saturday morning.
Chepstow School/Leisure centre. 21st Century School Sport and leisure provision.
Piercefield House Circular Walk. Needs improving re-signage and replacing old stiles with KG. Some interpretation on-site would be beneficial for locals/tourists as lots of landscape/biodiversity/heritage

Page 582



<b>Monmouth</b>
Future project - Kingswood Area - pilot project demonstrating natural flood management techniques and benefits for water quality, flood reduction, biodiversity etc.
Some excellent sites include along the Monnow above Osbaston Forge, within Bridges Centre etc. Management is key. Ditto road verges. Native grassland beats annual beds.
Stop mowing some green spaces in Monmouth until August - then cut and remove
Introduction of junior park run - 2k run/walk every Sunday
Introduction of Park Run - 5k weekly run/walk - possible Chippenham Fields.
Erosion on bank of Wye Valley Walk at Monmouth
Cycle corridor south from Monmouth
Preserve Troy Gardens/Old Station/Wildlife/Eco
Community Woodland Claypatch Wyesham
Keep free of building houses [nb - highlight along east side of A466]
Save the Catalpa Tree [in St. James' Square]
Reduce run-off on hills in Osbaston. Planting in field E of Prospect Road - need landowner permission
<b>Penperlleni</b>
Goytre Wharf. NRW Woodland. NRW looking at how new paths for all abilities can be created, currently consulting with users.
<b>Rogiet</b>
NRW Slade Wood. Areas are managed for butterflies. Also management agreement with Gwent Wildlife Trust to look after meadows.
<b>Usk</b>
Incredible Edible Usk
Usk in Bloom





Other Locations
Buglife Bee-Lines. Includes coast and several corridors
Need to understand difference between desk-top study of rights of way and lived experience. (eg. RoW that are obstructed by nettles, mud, large cattle. etc)
Deer management is key aspect of enhancing the quality of Lower Wye Valley woodlands - hence future support is critical for woodland biodiversity
Connect Wentwood with Chepstow Park Wood (and then on to Wye Valley)
Wentwood - NRW working with Woodland Trust on improving access and reducing anti-social behaviour. Partnership Group including volunteers needs to take place.
NRW Chepstow Park Wood. NRW are working with access team to look at how access can be improved.
New Housing Developments - strategy for developers to provide bird boxes (swifts, sparrows etc) built into new estates. New GI for wildlife.
Nearly all NRW forestry land holding is open access and can be used for informal recreation
Woodland Trust - current PAWS restoration project. GIS. GWT involved.
GI and NFM on Wye tributaries Tintern to Penallt
Leasing county farms to conservation groups
Managing focussed landscapes for bats ('batscape') approach. Horseshoe bat SAC. 'Landscapes' around roosts.
Improve quality of hedgerow management. Follow practise recommended in Bee Friendly Monmouthshire - Hedgerow Manifesto
More careful mowing of Monmouthshire's verges. Training of contractors and operatives.
Stop mowing! Stop destroying hedgerows! These are crucial wildlife corridors and enhance the environment for everyone.
Stop glyphosate soaking every kerbside.
Avoid herbicide use in Monmouth and elsewhere
Veteran, ancient and future veteran trees need nurturing (and incentivising management/care)
SMS funded heathland restoration project pending stage 2 application (last lowland heathland around Trellech)
Connecting special wildlife sites and orchards, Monmouthshire meadows sites and tributaries and corridors throughout AONB
Drystone walls are key habitats and corridors
Flood plain restoration - reversion to grassland
Green Infrastructure Management Plans on countryside and 'attractions' sites
GWT - Over 400 LWS across Gwent. Owners supported, landowner days, GIS map collated.
Nature isn't neat. Pilot town to be decided. RDP - Pollinator Project



Potential to increase recreation and biodiversity/tourism in Wye Valley AONB area - issues with maintenance of county unclassified roads/users

Bread and cheese walk in bad state of repair. Private land. Rare landscape/plants

d

# Green Infrastructure Assessment



**d1**

# Green Infrastructure Assets

### Natural and semi-natural greenspaces

Natural and semi-natural greenspaces (see **Diagram D1.1**) encompass a broad range of habitat types (see **Diagram D1.2**) that can be found both within (see **Diagram D1.3**) and outside designated wildlife sites, including:

- woodland & scrub
- grassland, heath and moor
- wetlands
- open/running water
- coast

In addition to supporting a range of habitats for wildlife, these natural and semi-natural greenspaces can also, where appropriate, provide managed access for informal recreation (such as walking and bird watching at Fiddler's Elbow and Cleddon Bog nature reserves and the surrounding undesignated or ancient woodlands, which are partially accessible).

Grasslands are concentrated in the northwest of the county, predominantly associated with the uplands, though there are scattered pockets elsewhere. Heath is also concentrated in the uplands in the northwest of the county. Monmouthshire has a high concentration of woodlands and watercourses scattered across the county, but with a particular concentration of woodlands in the Wye Valley and south of the county, and with a distinctive concentration of small watercourses in the Gwent Levels.

Information on the current condition of many of the designated sites is limited, however management plans for the European Sites demonstrate that a number of the sites are in unfavourable condition, and the Monmouthshire Biodiversity and Ecosystem Resilience Forward Plan (2017) states that 'the extent and quality of habitats in the County is largely reducing'.

DIAGRAM D1.1 Natural and Semi-Natural Greenspaces

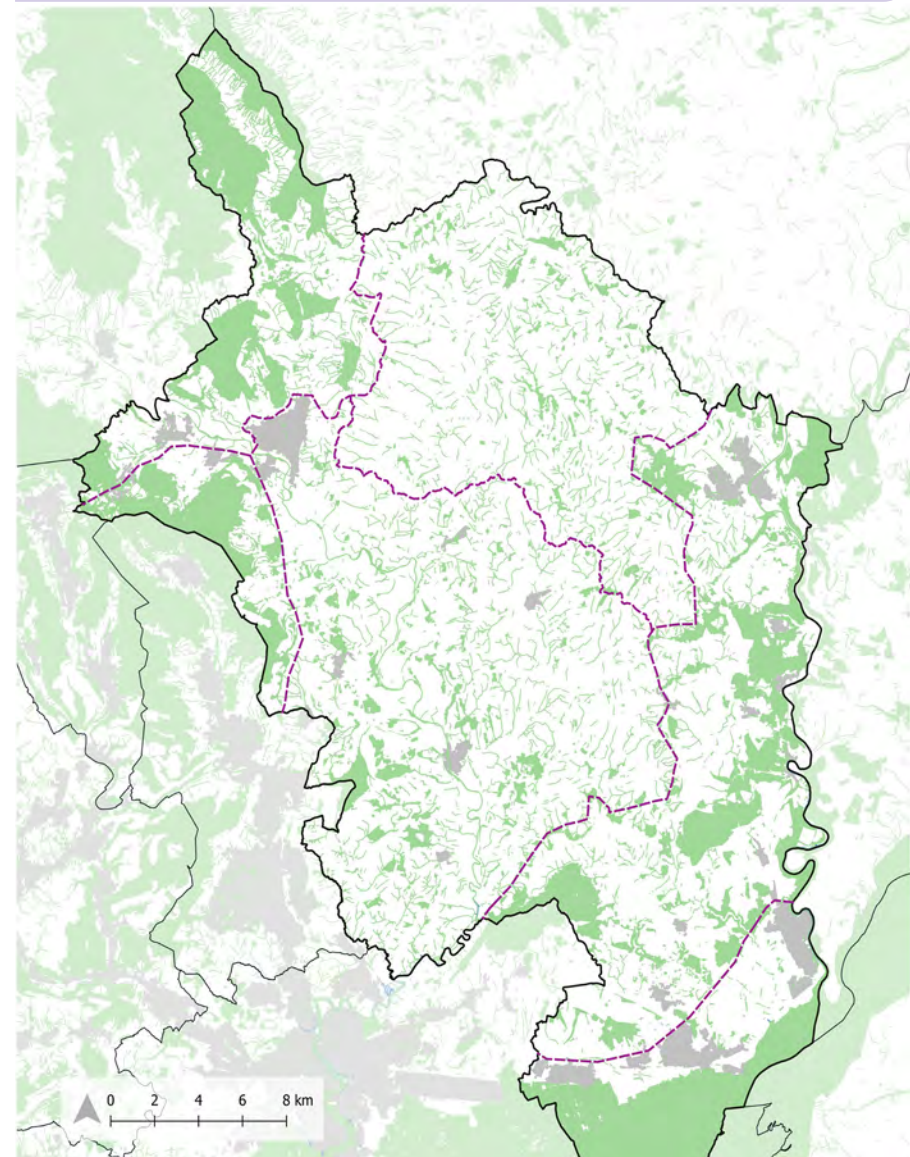




DIAGRAM D1.2 Habitats

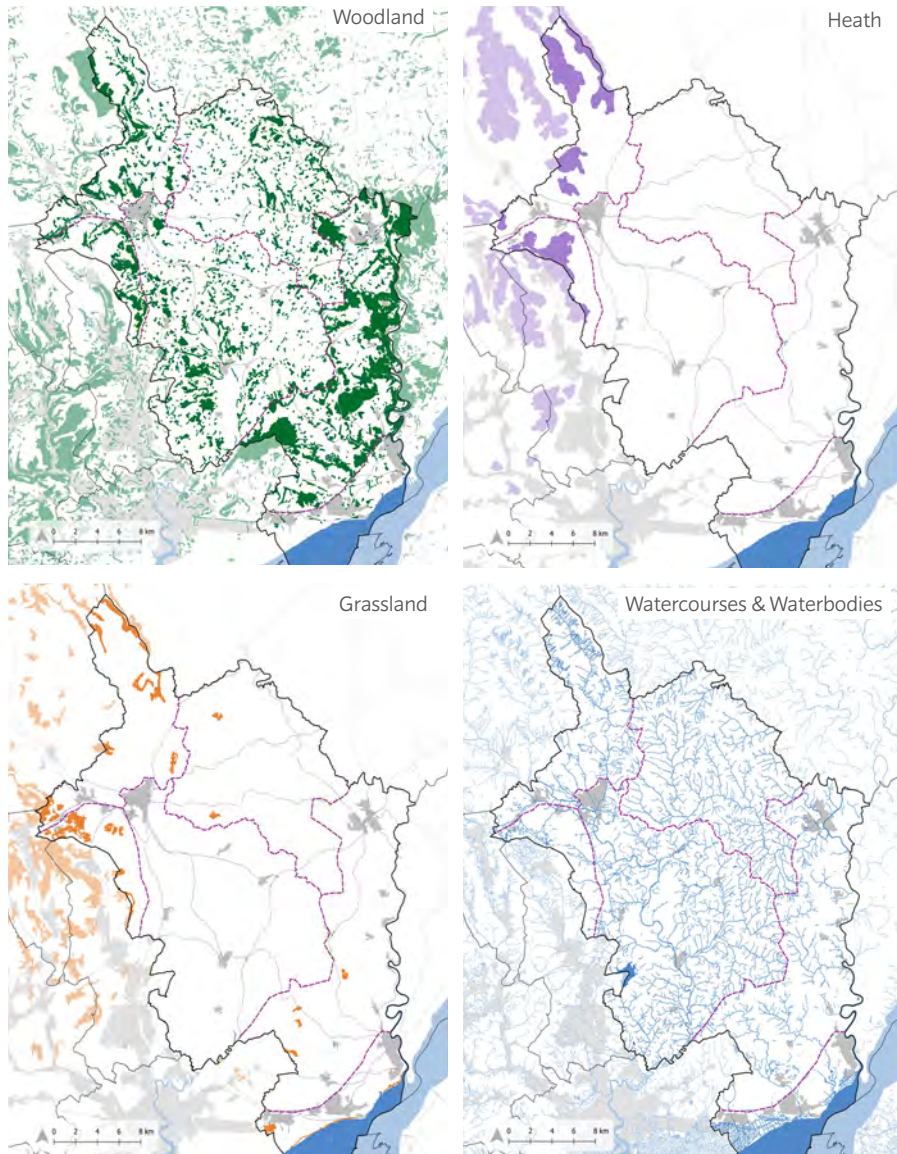
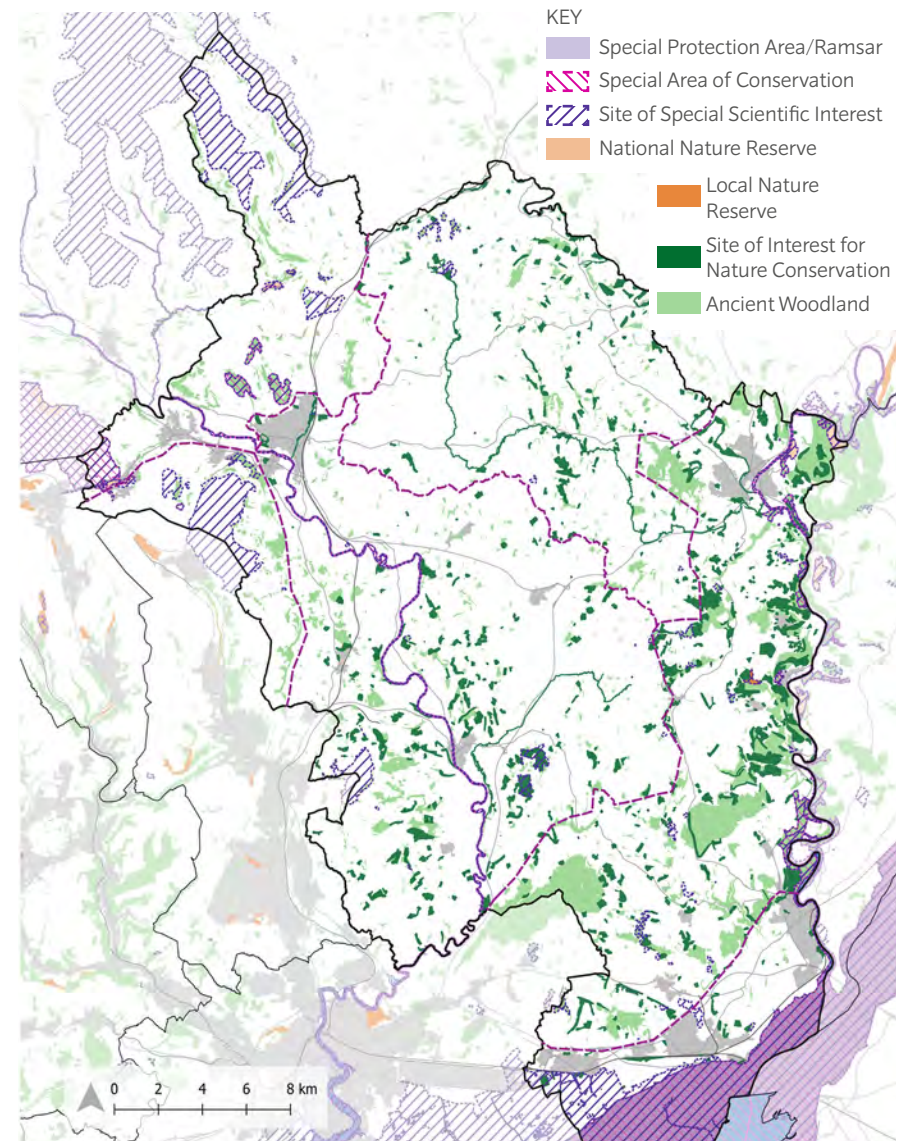


DIAGRAM D1.3 Biodiversity Designations



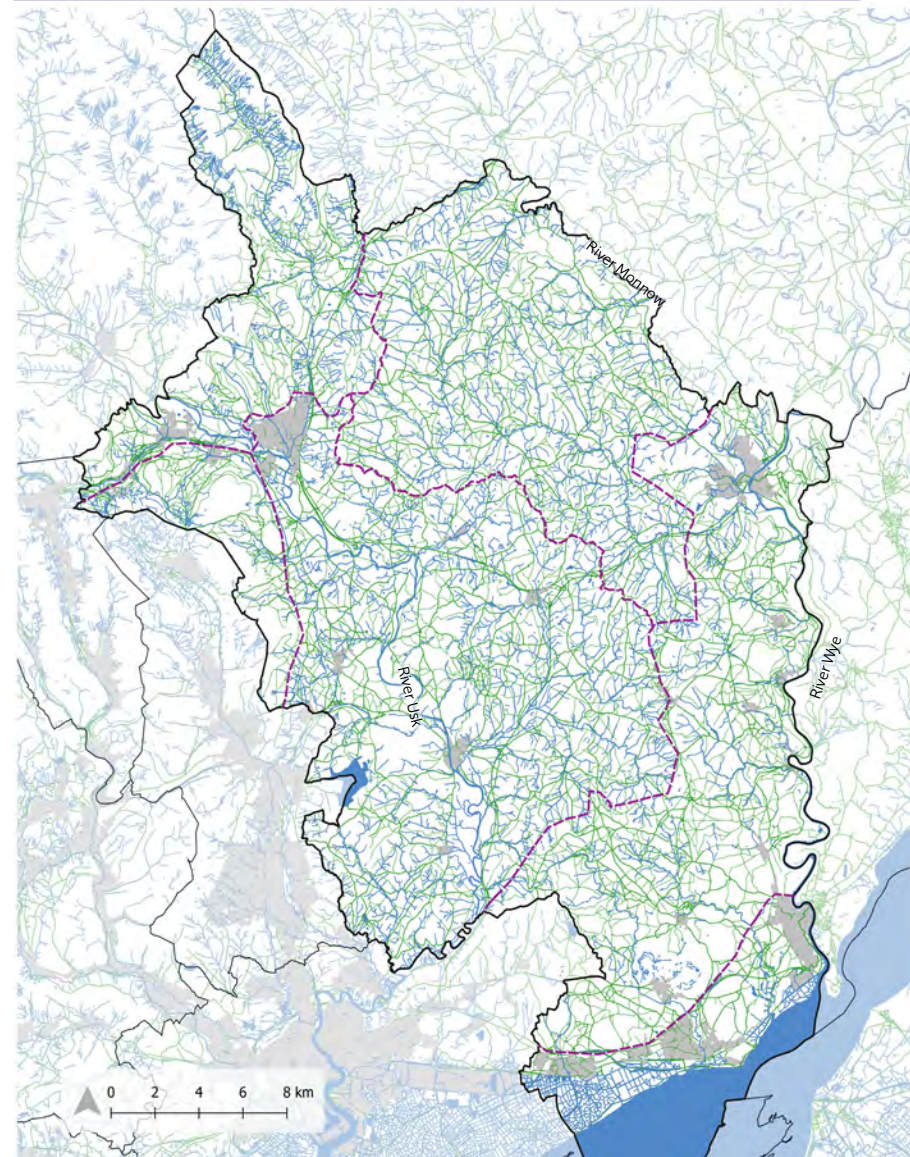


### Green and blue corridors

Linear landscape features encompassing semi-natural and natural terrestrial and aquatic habitats (see **Diagram D1.4**). In addition to function in supporting wildlife dispersal, corridors also provide opportunities for walking, cycling and other outdoor recreation activities. Within Monmouthshire, significant green and blue corridors include:

- The larger Rivers **Usk**, **Wye**, and **Monnow** (important green/blue corridors incorporating public access in some places such as the Usk and Wye Valley Walks)
- Smaller watercourses including the River Trothy, Nedern Brook, Olway Brook and Mill Reen.
- The ditch and reen network on the Gwent Levels (important green/blue corridors incorporating public access in some places)
- The Severn Estuary (an important marine blue corridor for migration of fish and birds).
- The sea wall along the Severn Estuary (an important green corridor for plant communities and pollinators, incorporating the Wales Coast Path for much of its length)
- Historic green lanes and byways
- Highway and railway verges between settlements (important green corridors)

DIAGRAM D1.4 Green and Blue Corridors



**Productive landscapes (farmland, woodlands and allotments)**

Farmland, orchards and allotments can contribute to local food production and landscape character. Monmouthshire is well wooded, particularly through the Wye Valley in the east and across to Wentwood in the southwest. Scattered small woodlands are also a feature across the farmland that makes up much of the central part of the county.

Farmland (see **Diagram D1.5**) includes both commercial farming businesses and small holdings, consisting of a predominantly pastoral farming landscape with pockets of arable land. The highest quality, and thus most productive agricultural land is found in the south of the county, in the Gwent Levels and in pockets across Central Monmouthshire – South. The poorest quality farmland is found in the uplands, and is usually grazed by sheep where it is used for farming.

Zone	% of Zone Grade 1 or 2
A: Gwent Levels	17%
B: Wye Valley & Wentwood	27%
C: Central Monmouthshire - South	41%
D: Central Monmouthshire – North	46%
E: Bannau Brycheiniog & Black Mountains	8%
F: Eastern South Wales Valleys	1%
<b>Monmouthshire</b>	<b>31%</b>

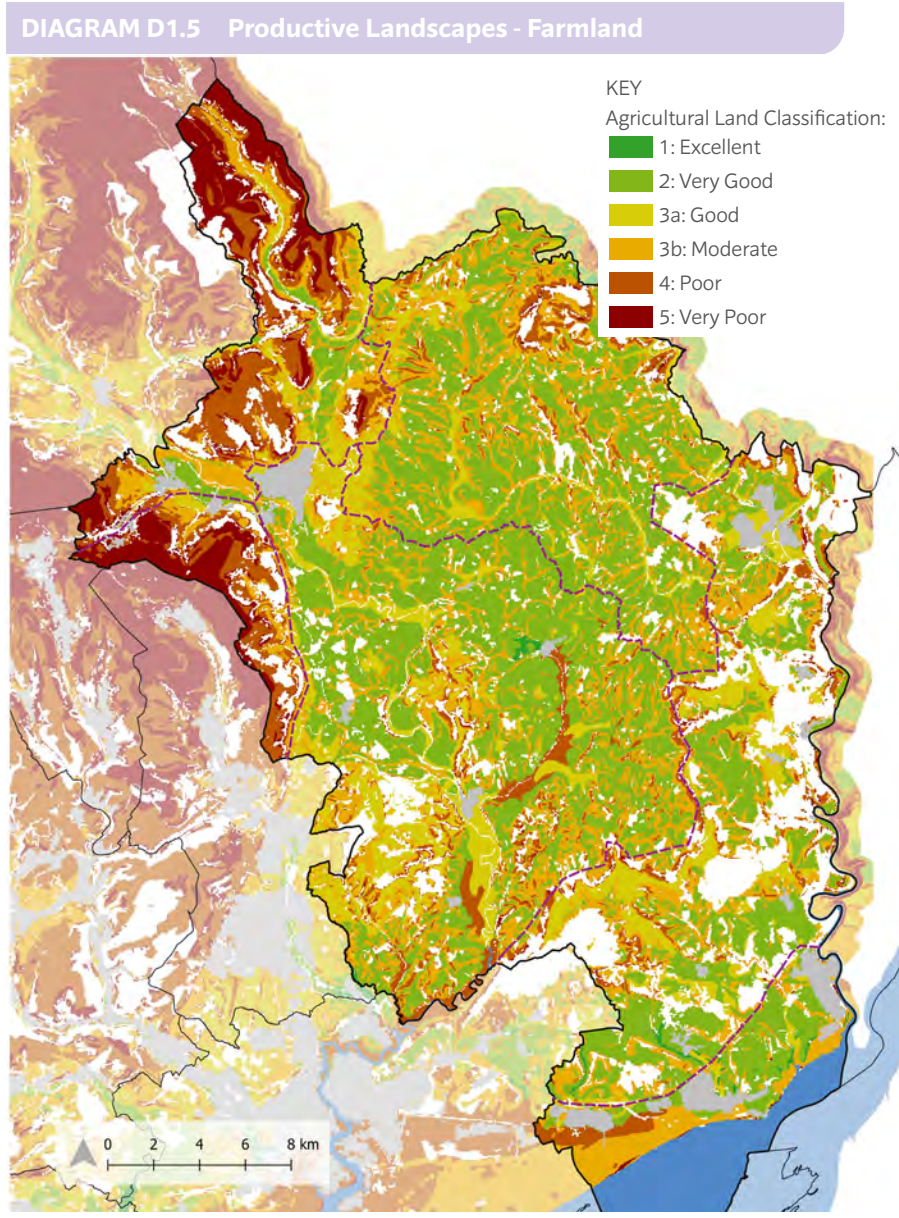
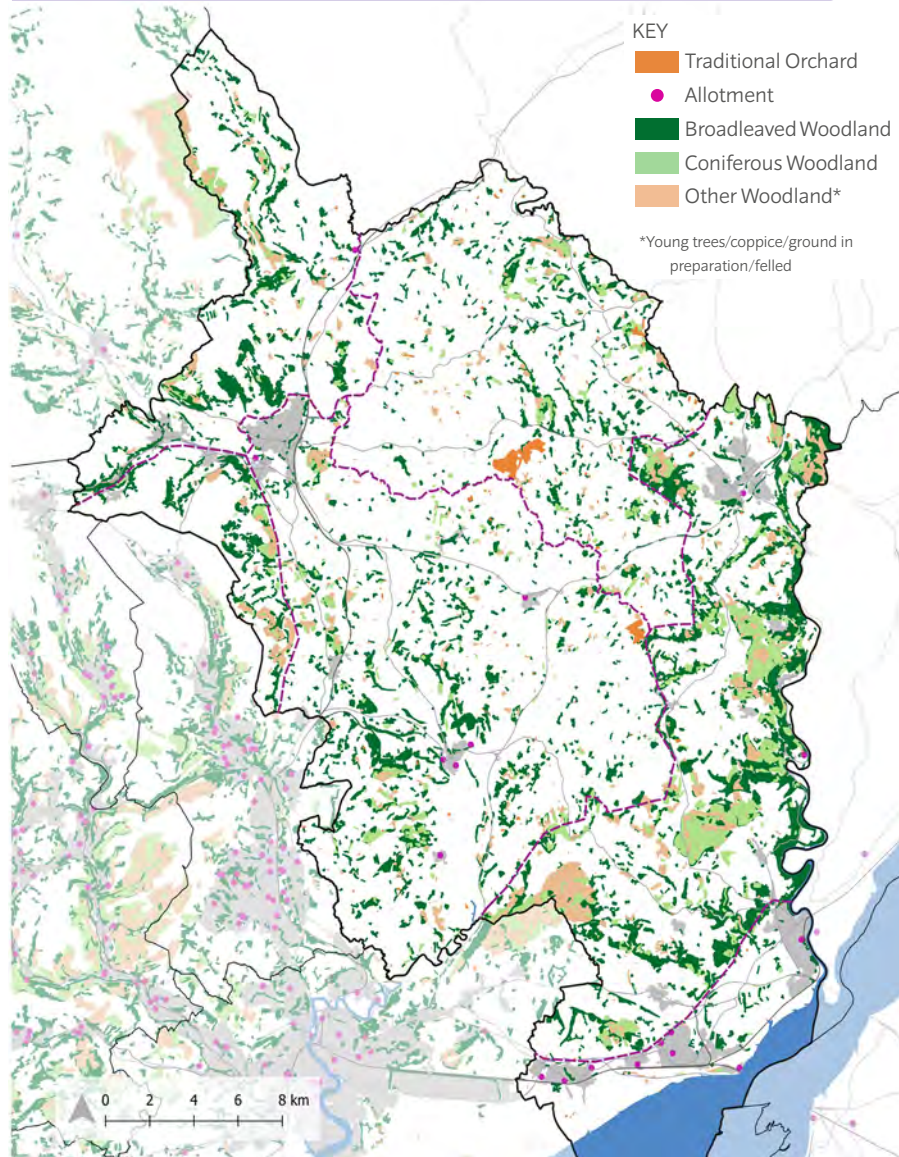




DIAGRAM D1.6 Productive Landscapes - Woodland & Allotments



Monmouthshire is a heavily wooded county (see **Diagram D1.6**), particularly through the Wye Valley and in the south of the Usk Catchment. Large areas of this woodland in the county are also accessible, such as in the Wye Valley and Wentwood, where 3,384 Ha of a total 6,540 Ha are accessible.

Historically, orchards were a distinctive feature of the landscape found alongside farms, and in the south, orchards on the Gwent Levels produced their own specific apple and pear varieties. However, the end of cider making locally resulted in the loss of orchards, and in the Monmouthshire area of the Levels they are now limited to a few sites in the vicinity of Magor on the Caldicot Level. Elsewhere in the county, there are small scattered areas of traditional orchard remaining, with larger areas to the southeast of Llantilio Crosenny and southeast of Raglan. There are some small areas of allotments around the larger settlements.

Zone	Woodland (% of Zone)	NRW Public Forest (Accessible)	Allotments
A: Gwent Levels	199 Ha (3%)	25 Ha	9
B: Wye Valley & Wentwood	6,540 Ha (32%)	3,384 Ha	2
C: Central Monmouthshire - South	2,695 Ha (10%)	85 Ha	6
D: Central Monmouthshire – North	1,640 Ha (9%)	12 Ha	0
E: Bannau Brycheiniog & Black Mountains	1,623 Ha (15%)	308 Ha	1
F: Eastern South Wales Valleys	770 Ha (21%)	160 Ha	0
<b>Monmouthshire</b>	<b>13,467 Ha (15%)</b>	<b>3,974 Ha</b>	<b>18</b>

### Cemeteries and churchyards

In addition to providing important habitats for wildlife, cemeteries and churchyards (see **Diagram D1.7**) can also provide opportunities for quiet reflection and spiritual enrichment that contribute to people’s well-being. Examples in Monmouthshire include urban cemeteries (such as Osbaston Cemetery in Monmouth), churchyards associated with small rural parish churches (such as St Teilo’s Church, Llanarth, and St. Nicholas Church, Trellech) and cemeteries and churchyards on the edge of urban areas, such as Dewstow Road Cemetery on the northern side of Caldicot.

Zone	Religious Grounds and Cemeteries*
A: Gwent Levels	14
B: Wye Valley & Wentwood	28
C: Central Monmouthshire - South	53
D: Central Monmouthshire – North	25
E: Bannau Brycheiniog & Black Mountains	10
F: Eastern South Wales Valleys	4
<b>Monmouthshire</b>	<b>134</b>

\*Nb - numbers taken from Ordnance Survey Greenspace data. Diagram D1.7 includes both Ordnance Survey Greenspace data, and data from the Monmouthshire Open Space Study, 2008

DIAGRAM D1.7 Cemeteries and Churchyards



**Parks and gardens**

Public parks and gardens (see **Diagram D1.8**) provide opportunities for informal recreation that can contribute to people’s health and well-being, and also provide habitats for wildlife. There are few urban parks in the county, including Bailey Park in Abergavenny, and larger Country Parks include Caldicot Castle Country Park and Clytha Park near Abergavenny.

Zone	Parks and Gardens
A: Gwent Levels	2
B: Wye Valley & Wentwood	4
C: Central Monmouthshire - South	7
D: Central Monmouthshire – North	0
E: Bannau Brycheiniog & Black Mountains	1
F: Eastern South Wales Valleys	0
<b>Monmouthshire</b>	<b>14</b>

\*Nb - numbers taken from Ordnance Survey Greenspace data. Diagram D1.8 includes both Ordnance Survey Greenspace data, and data from the Monmouthshire Open Space Study, 2008

**DIAGRAM D1.8 Parks and Gardens**





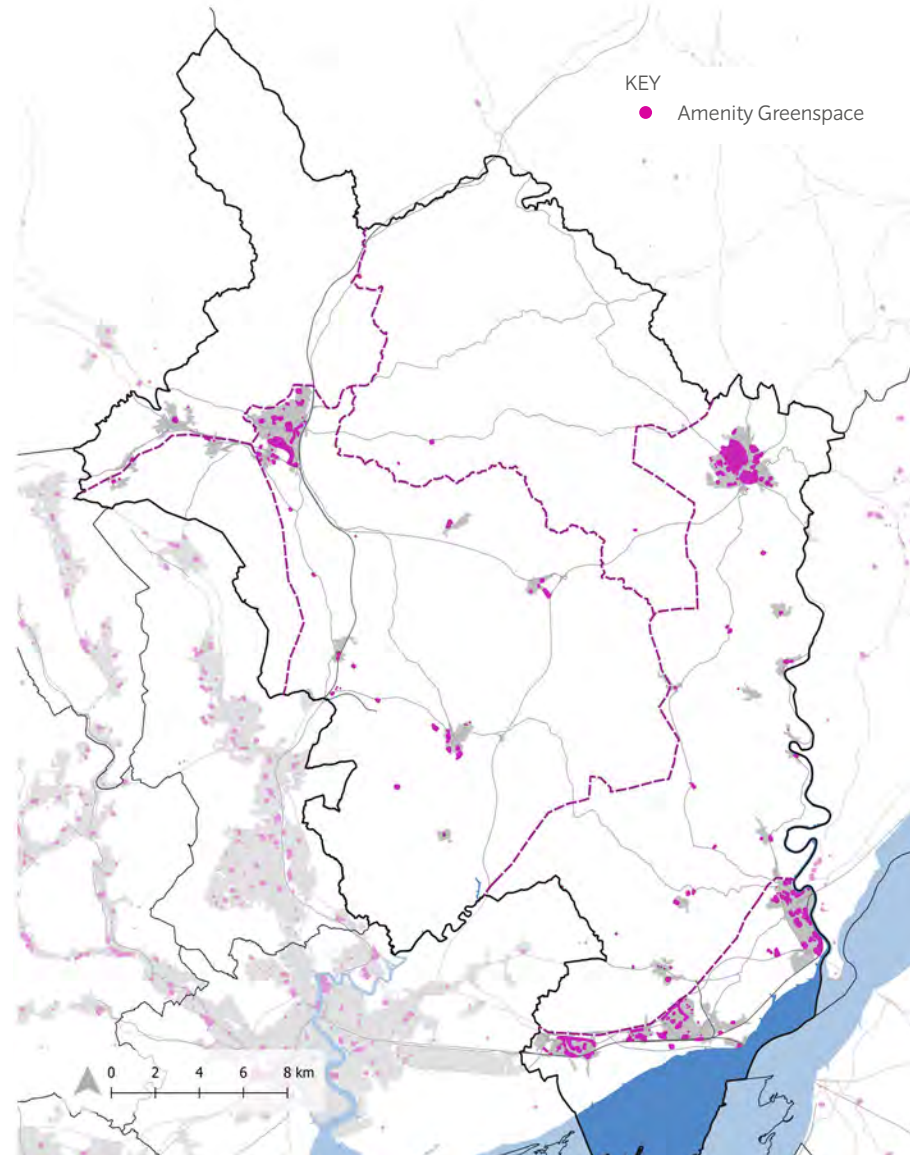
**Amenity greenspaces**

Amenity greenspaces (see **Diagram D1.9**) predominantly provide opportunities for formal outdoor sports and recreation that contribute to people’s health and well-being. Examples within the study area include formal amenity greenspaces associated with sports facilities (such as The Island Recreation Ground in Usk), and a range of more informal amenity greenspaces and play spaces in urban areas such as Stuart Avenue Open Space in Chepstow, and Tudor Road Open Space in Monmouth.

Zone	Sports Playing Field*	Play Space*
A: Gwent Levels	19	49
B: Wye Valley & Wentwood	15	35
C: Central Monmouthshire - South	19	35
D: Central Monmouthshire – North	2	3
E: Bannau Brycheiniog & Black Mountains	3	4
F: Eastern South Wales Valleys	2	4
<b>Monmouthshire</b>	<b>59</b>	<b>130</b>

\*Nb - numbers taken from Ordnance Survey Greenspace data. Diagram D1.9 includes both Ordnance Survey Greenspace data, and data from the Monmouthshire Open Space Study, 2008

**DIAGRAM D1.9 Amenity Greenspace**

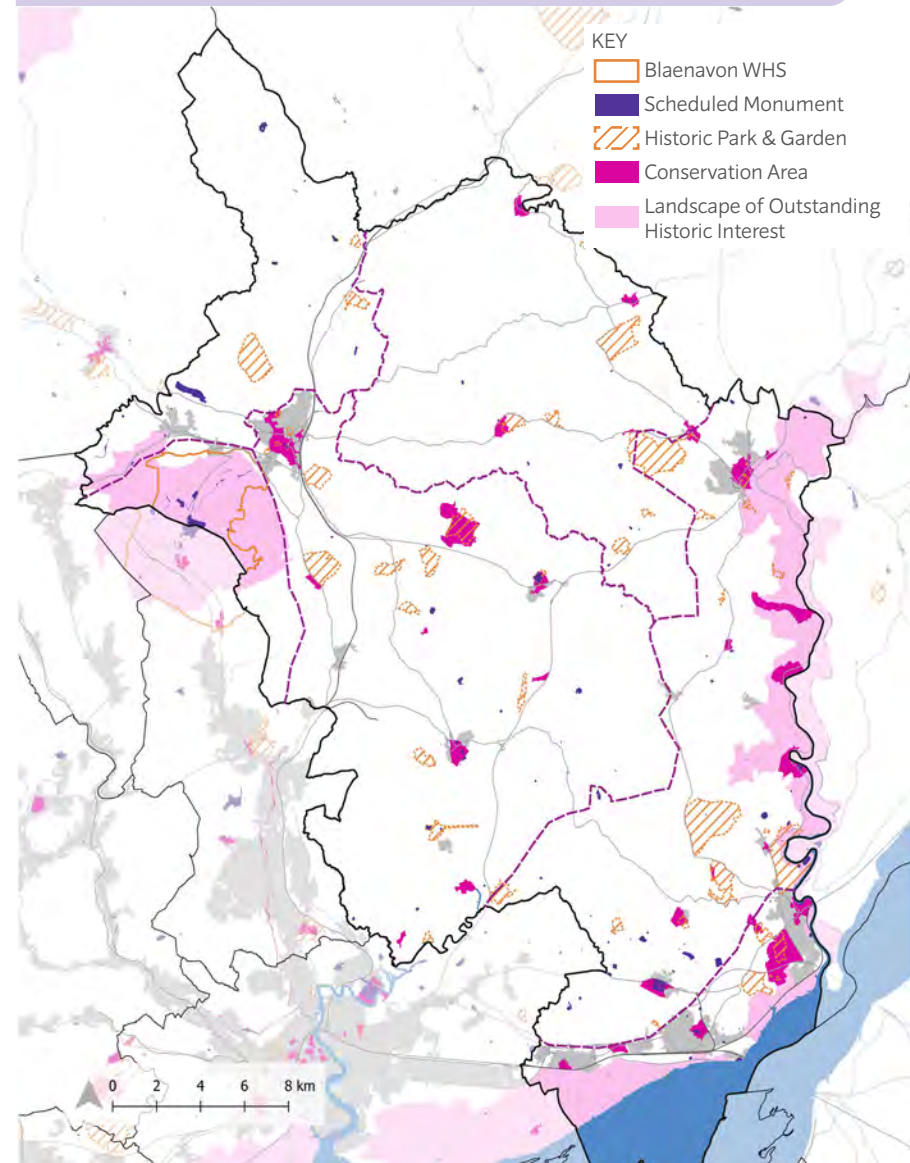


## Heritage Sites

Heritage sites (see **Diagram D1.10**) can provide opportunities for informal recreation and intellectual access to history that contributes to people's health and well-being. Examples in Monmouthshire include scheduled monuments such as Caldicot Castle and Tintern Abbey, as well as historic landscapes associated with the Blaenavon Industrial Landscape World Heritage Site, the Gwent Levels, and the Wye Valley.

Zone	Scheduled Monuments	Historic Parks & Gardens	Conservation Areas	Landscape of Outstanding Historic Interest
A: Gwent Levels	27	6	6	3599 Ha
B: Wye Valley & Wentwood	68	18	13	3694 Ha
C: Central Monmouthshire - South	44	17	10	29 Ha
D: Central Monmouthshire - North	24	8	5	0 Ha
E: Bannau Brycheiniog & Black Mountains	23	3	-	311 Ha
F: Eastern South Wales Valleys	15	-	-	2419 Ha
<b>Monmouthshire</b>	<b>201</b>	<b>52</b>	<b>34</b>	<b>10,053 Ha</b>

DIAGRAM D1.10 Heritage Sites





**d2**

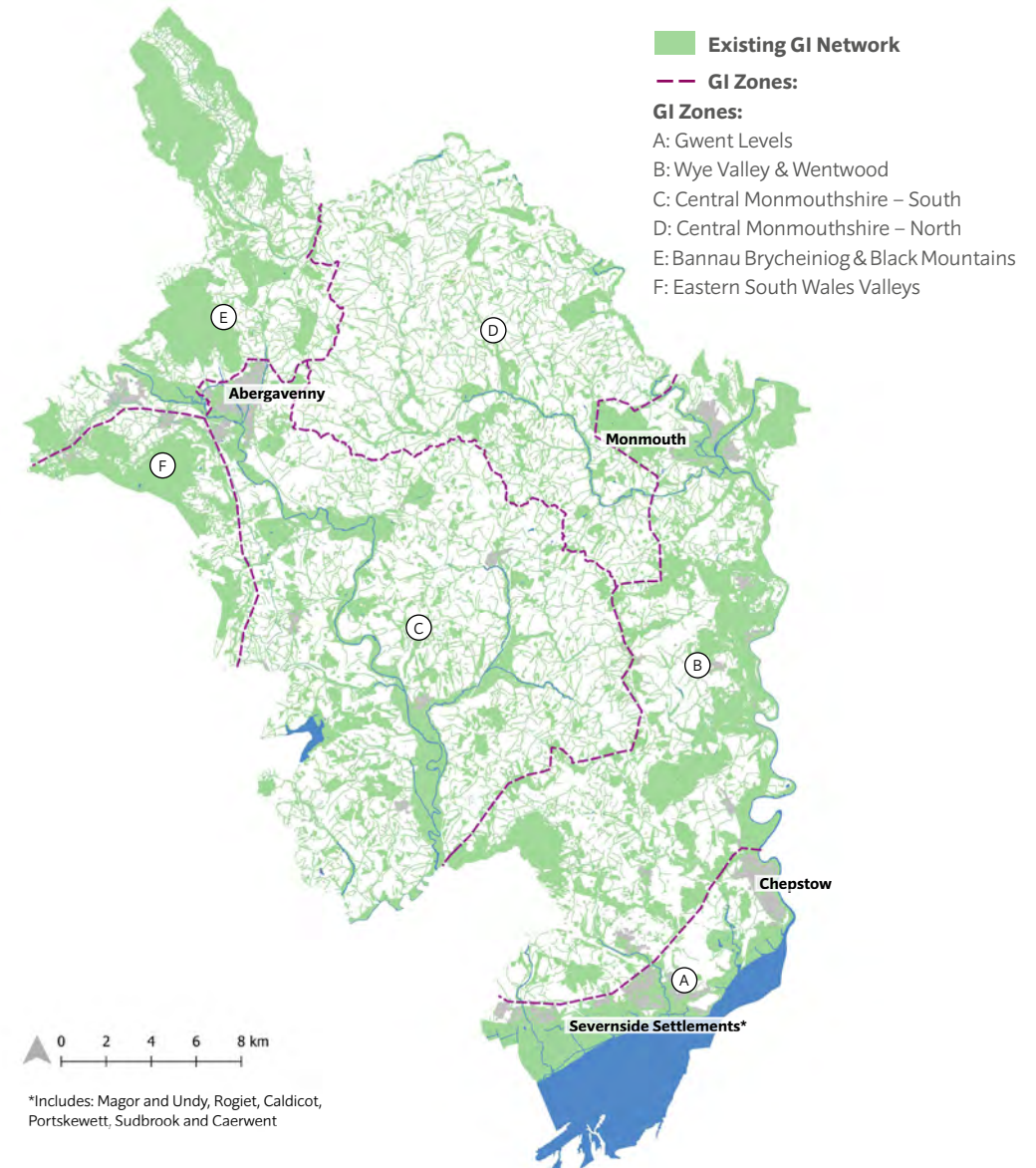
# **Ecosystem Services**

## General

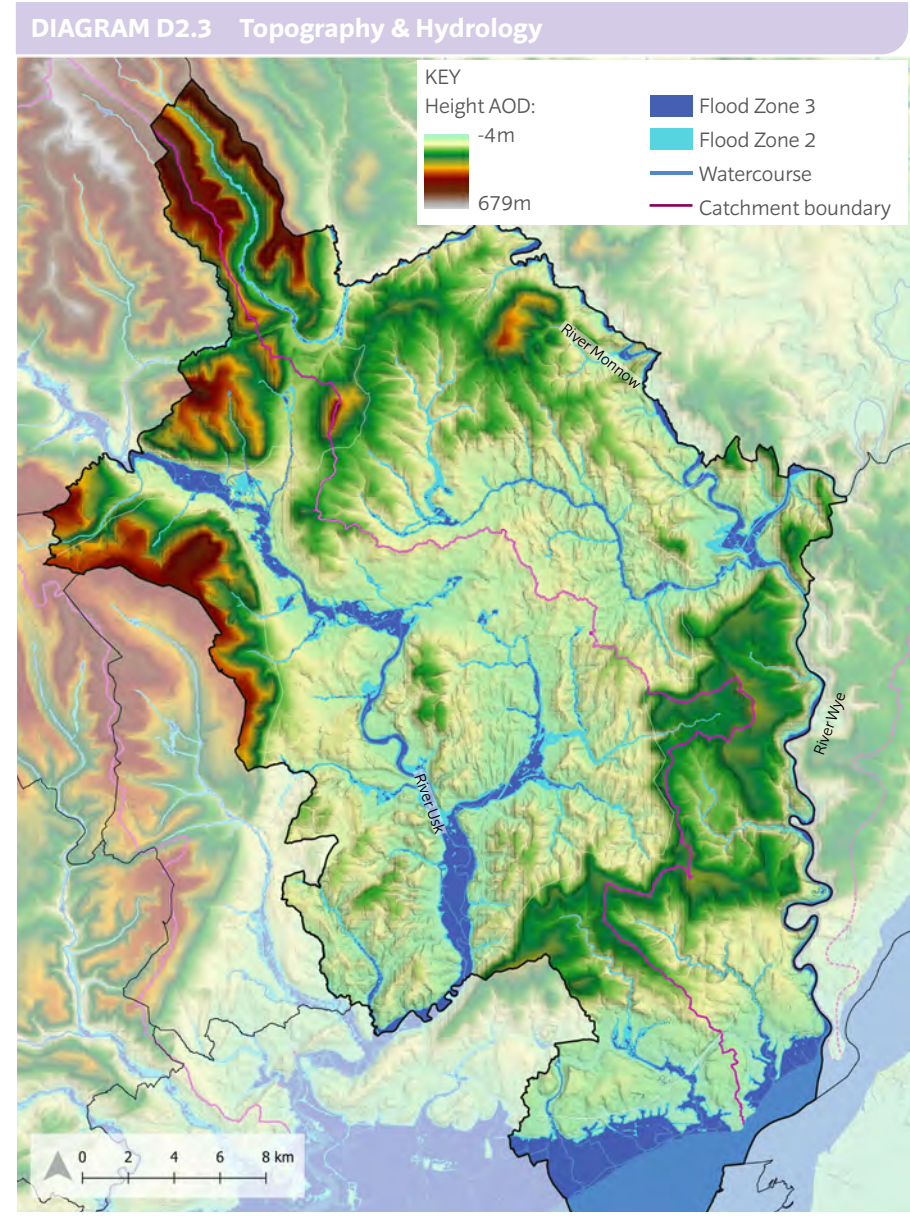
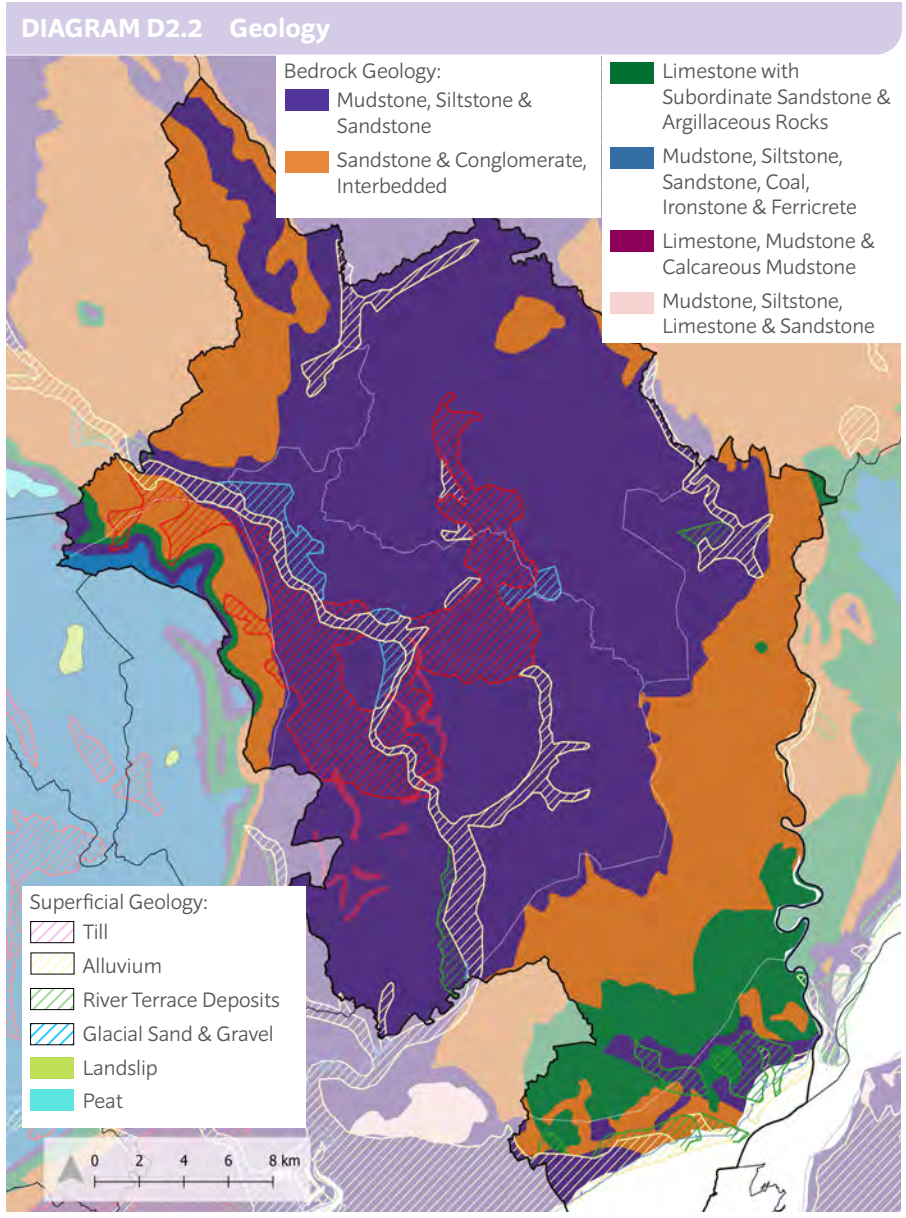
The GI assets identified in **Appendix D1** provide a wide range of benefits to society derived from the functions or ecosystems services that they provide.

A summary of the ecosystem services provided by the GI assets in each zone (**Diagram D2.1**) within Monmouthshire is described below. These form the basis for identifying needs and opportunities for the GI Strategy.

### DIAGRAM D2.1 GI Zones



The existing GI network represents GI assets defined by the following datasets: Greenspace Study (excluding non-natural greenspace), Open Space Study, county-wide public rights of way, county-wide designated sites of nature conservation value, county-wide designated features of historic value, county-wide watercourses and water bodies, predominantly undeveloped floodplains (flood risk areas), and county-wide woodlands. See Appendix B for details.





## Zone A: Gwent Levels

### Supporting Services

Supporting services are those which are essential to the functioning of ecosystems and indirectly responsible for all other services. This includes the relationship between underlying geology and soil character, soil formation and the processes of plant growth, including pollination.

**Geology and soil character:** The northern edge of the Gwent Levels is marked by the boundary between the slightly higher ground in the north, underlain by sedimentary rocks mainly of Lower Old Red sandstone age, and the lower, flatter land on reclaimed estuarine alluvium to the south (see **Diagram D2.2**). The estuarine alluvium is mainly a bluegrey, silty mud up to 13 metres thick that gives rise to heavy textured, poorly drained clayey soils. There are also some localised areas of peaty soils, such as south of Magor. These most commonly occur as a layer of peat covered by clayey topsoil, but where the soft black peat extends to the surface these areas are particularly wet.

**Soil formation:** In the context of the Gwent Levels, supporting services relate to the exchange of silts and nutrients between the reed system and the agricultural land. This interchange relies heavily on the regulation of water management and cyclical ditch management. The supply and replenishment of nutrients maintains soils, primary production (including agricultural productivity), as well as providing the basis for supporting the nature conservation value of the Gwent Levels.

**Pollination:** by insects also provides a supporting service for primary production to support both agricultural production and nature conservation. However, the serious consequences of significant declines in insect pollinator populations, considered largely to result from the loss of flower-rich habitat, habitat fragmentation and the use of certain pesticides, has been recognised in the government's National Pollinator Strategy<sup>1</sup> and the creation of initiatives such as B-Lines<sup>2</sup> to promote landscape-scale habitat creation to try and reverse the decline in pollinating insects.

With respect to Monmouthshire as a whole, the green infrastructure action plan for pollinators in SE Wales<sup>3</sup> identifies those areas where pollinators directly contribute to supporting human life and food, notably where there is the high demand in urban areas for pollinators for fruit and vegetables in gardens and allotments. The action plan also points out that there is only a relatively small percentage of arable land that comprises crops such as oilseed rape which need pollinators, and this is concentrated in the lowland arable areas of Monmouthshire. Other areas such as, for example, nature reserves, have indirect requirements for pollinators.

The Action Plan provides a framework for identifying appropriate areas and types of land where interventions to support pollinators could be delivered, and provides a variety of recommendations and desired outcomes for measuring success. In terms of broad measures of success, the Action Plan reports a success rate of approximately 90% for the use of yellow rattle as a means of reducing the vigour of grass growth (thereby allowing a more floristically rich sward to develop) and it also identifies the inter-relationship between the County's 'cut and collect' grass mowing regime for maintaining grasslands (e.g. roadside verges), which is a key management tool in maintaining floral diversity, and the generation of biomass for energy production.

<sup>3</sup> TACP (2015). Green infrastructure action plan for pollinators in South-east Wales. Report to Monmouthshire County Council on behalf of Monmouthshire County Council and Blaenau Gwent, Caerphilly and Torfaen County Borough Councils December 2015. TACP UK Ltd.

<sup>1</sup> Defra (November 2014). The National Pollinator Strategy: for bees and other pollinators in England.

<sup>2</sup> <https://www.buglife.org.uk/our-work/b-lines/b-lines-wales/>

## Provisioning Services

Provisioning services relate to the supply of goods such as freshwater, food and fuel.

**Water availability:** The Gwent Levels is largely a rain-fed system, with relatively limited inputs from river discharge. Water availability therefore largely relies on the relationship between rainfall inputs and the active management of water levels through the control structures that moderate flows and discharges. The abundance of water is key to maintaining the character and function of the area. The main abstractions are for public water supply; other abstractions are for industry and agriculture.

**Food provision:** The area primarily produces beef, milk and other dairy products, with some sheep flocks and arable production. A small number of traditional orchards of apples and pears are present. The extent to which the Gwent Levels remains a productive landscape is variable and is influenced by farm size, landholdings purchased for non-farming reasons, diversification of business activities that may include wind and solar power generation, holiday lets or similar and the separation between pasture on the Levels and the holdings that operate them.

All of these factors influence productivity and, importantly, how separate land parcels are managed in a landscape that requires a coherent approach to, for example, land drainage.

**Fuel and fibre:** There is limited potential for some biomass production from willow pollards, which has a longstanding tradition throughout the area. However, the volume of biomass that could realistically be harvested may restrict the size of any associated power plant. As an alternative the biomass could form one stream of supply to an existing plant, but the value of this would need to be considered in relation to the embedded energy costs associated with transportation. Other sources of renewable energy generation on the Gwent Levels include wind turbines and solar arrays. However, both these sources

of power give rise to other considerations that include land take, drainage management and visual impacts associated with the introduction of prominent structures into the landscape.

The Renewable Energy Community Scheme (RECS)<sup>4</sup> completed a feasibility study in 2017 to consider the inter-relationship between small-scale 'green' energy generation and natural floodplain management to control surface water flooding. The feasibility study has been undertaken around Monmouth, but its key findings are intended to be applicable county-wide. The aims of the project were to:

- Identify acreage suitable for woodland planting which, with sustainable management provide fuel for community heating schemes, the contribution these plantings would make to the reduction of surface water run-off, any land management that would assist in additional reduction of surface water run-off;
- Advise on the contribution to the reduction of surface water run-off from community orchards; and,
- Identify suitable watercourses for the installation of micro hydro schemes with the direct benefit of providing power for local community use.

The Feasibility Study has also created a RECS 'Effectiveness Calculator', which estimates the reduction in run-off and flashiness of a run-off event that could result from a particular action or intervention, based on a suite of site specific data.

<sup>4</sup> <https://businesswales.gov.wales/walesruralnetwork/local-action-groups-and-projects/projects/recs-renewable-energy-community-schemes>

## Regulating Services

Regulating services maintain natural systems that include water quality flooding, soil erosion and coastal processes.

**Climate regulation:** There is limited carbon storage in the Gwent Levels predominantly due to the limited areas of peat soils. The majority of the Levels comprise loams derived from reclaimed estuarine alluvium.

**Regulating water quality:** The Gwent Levels, and the rivers that drain through it, fall within the Severn River Basin District. The 2022 River Basin Management Plan<sup>5</sup> identifies a range of factors that are detrimental to water quality in the River Basin District, such as over-abstraction, chemical inputs, plastics, pollution from agriculture and rural areas, pollution from towns, cities and transport, physical modifications, and invasive non-native species (eg. Japanese knotweed can increase riverbank erosion and may reduce the capacity of river channels, possibly leading to increased flooding).

Point source pollution from development and industry is also an influence on water quality. The water quality within the ditch and reen system of the Gwent Levels is considered to reflect the low flow and significant organic loading associated with the setting. During the summer months, natural organic degradation results in significant nutrient enrichment. The high productivity and low/absent flow also result in low levels of dissolved oxygen and elevated Biological Oxygen Demand (BOD) compared with other rivers. The regulation of water quality on the Levels is therefore largely determined by the control of urban and agricultural diffuse pollution and the management of the reen system.

**Regulating water (flooding):** The Gwent Levels are largely a rain fed system and although the rivers have been artificially modified to increase flows to the sea, they have only a limited influence on water levels (see **Diagram D2.3**). Nevertheless, Local Plan<sup>6</sup> policies (e.g. Policy SD3) provide specific requirements

<sup>5</sup> <https://www.gov.uk/government/publications/severn-river-basin-management-plan-summary-and-cross-border-catchments-england-and-wales/severn-river-basin-management-plan-summary-and-cross-border-catchments-england-and-wales>

<sup>6</sup> Monmouthshire County Council Adopted Local Development Plan 2011-2021 (Adopted February 2014)

for surface water drainage relating to the management of surface water runoff from development, to manage flood risk from the landward side. The seawall, in combination with the maintenance of the ditch and reen network, is the primary means for regulating flows and preventing flooding to communities including Caldicot, Magor & Undy, Rogiet and Mathern, maintaining agricultural productivity and protecting the ecological interest of the Gwent Levels.

**Regulating soil erosion and quality:** Intensive and repeated cultivation and arable cropping increase the stress placed upon soils, and may lead to a reduction in soil quality and condition. Similarly, inappropriate livestock management can lead to poaching and erosion of surface vegetation and soils. Consequently, some areas suffer from damaged soil structure, notably compaction and impeded drainage which accelerates run-off or prolongs periods of standing water, which can impact vegetation and lead to soil exposures, which can increase sedimentation of watercourses.

**Regulating coastal processes:** The Gwent Levels within Monmouthshire comprise c.17.75km<sup>2</sup> of reclaimed estuarine alluvium, forming a coastal plain up to 3.7km wide, fringing the northern side of the Severn Estuary. The Levels have been totally hand-crafted by humans, created through the enclosing and draining of tidal saltmarshes, and are still dominated today by the need to manage water. Without the sea wall, the Gwent Levels would be frequently inundated by the sea. The alignment of the sea defences is dynamic and has historically moved since Roman times. Climate change is likely to increase tidal flood risk; this will be exacerbated in low-lying areas where increased sea levels inhibit pumped land drainage. Tidal inundation within coastal areas could result in saline intrusion (although this is currently not an issue) into freshwater bodies, most of which are recognised for their nature conservation interest in SSSI designations and depend on fresh water. Coastal processes throughout the estuary are dynamic and of considerable importance, both within the estuary and to the low-lying adjacent land. The current policy for flood defences along the coast bordering the Gwent Levels is to 'hold the line'<sup>7</sup>.

<sup>7</sup> The Shoreline Management Plan: Part B (Main Report) – Policy Statements. Report prepared by Atkins on behalf of Severn Estuary Coastal Group (2017)

## Cultural Services

Cultural services provide direct, non-material, benefits to human society, addressing a range of social and cultural needs that encompass a sense of place and inspiration, a sense of history, tranquillity and recreation.

**Sense of place and inspiration:** The Gwent Levels landscape is perceived by different people in different ways. Some can find it featureless and intimidating, whereas others find it exhilarating and inspiring, valuing its strong sense of tranquillity and history, distinctive lifestyles and opportunities for recreation. The key qualities identified by the Landscape Character Assessment that give the Gwent Levels its unique sense of place are:

- The low horizon, level topography and broad skies, often augmented by dramatic cloudscapes, sunsets and sunrises.
- Strong linearity and distinctive geometric pattern of enclosure, drainage, watercourses, lanes and historic route-ways.
- Distinctive drainage pattern of canalised rivers, drains, reens and ditches, accentuated by lines of pollard willows.
- The sea wall, and banks carrying roads/droeways between farmsteads and villages, often form the only upstanding landscape features in some places.
- The large assemblages of waterfowl and waders that visit the coastal mudflats and wetlands, and the vast flocks -murmurations - of starlings gathering on the Levels in autumn and winter forming mesmeric and dramatic aerial displays.
- A sparse settlement pattern related to subtle topographical variations, the simple and utilitarian style of buildings often reflecting the functional nature of the landscape.

- In summer, a verdant and fertile landscape with lush vegetation across meadows and along watercourses; this contrasts with the often wild, bleak and sense of remoteness experienced on the Levels in winter.
- Vibrant cities and towns around the edge of the Levels reinforce its strong sense of tranquillity, remoteness and wildness away from human occupation in many places.

**Sense of history:** The Gwent Levels is a Historic Landscape of Outstanding Historic Interest. It is a landscape of extraordinarily diverse environmental and archaeological potential. Although they are an important wetland resource in their own right, archaeologically the area contains a variety of landscapes of different dates, and nowhere else is it possible to make the period distinctions so easily. Having been reclaimed from the sea at various times during the historic period, the present land surface is a supreme example of a 'hand-crafted' landscape, artificially created and entirely the work of humans, preserving clear evidence of distinctive patterns of settlement, enclosure and drainage systems. However, because of recurrent phases of inundation and alluviation, there is also a proven, and quite possibly vast, potential for extensive, buried, waterlogged, archaeological and palaeoenvironmental deposits belonging to the earlier landscapes, which extend beyond the seawalls and banks into the intertidal mudflats. The Levels are therefore a uniquely rich archaeological and historical resource in Wales, and certainly of international importance and significance.

**Leisure and Recreation:** The Gwent Levels landscape provides a range of outdoor leisure and recreation activities for local communities and visitors, in particular walking, cycling and bird-watching. Facilities and destinations include promoted recreational routes such as the Wales Coast Path; country parks (for example Caldicot Castle); nature reserves including Magor Marsh and Great Traston Meadows as well as a number of villages including Magor/Undy. Angling, particularly off the seawall, is a common activity. Wildfowling is also active on the Levels.



## Zone B: Wye Valley and Wentwood

### Supporting Services

Supporting services are those which are essential to the functioning of ecosystems and indirectly responsible for all other services. This includes the relationship between underlying geology and soil character, soil formation and the processes of plant growth, including pollination.

**Geology and soil character:** The bedrock geology of the Wye Valley and Wentwood GI Zone is dominated by rocks ranging from Lower Devonian to Lower Carboniferous and record sedimentation in both terrestrial and marine environments (see **Diagram D2.2**). The Carboniferous sequence comprises a range of different lithologies including shale, sandstone, oolitic limestone and dolomite. Between Monmouth and Chepstow, the modern River Wye occupies a spectacular, deeply-incised meandering gorge. A remarkable feature of the reach is that although the gorge is entrenched to a depth of up to 200m, its meandering course displays no relationship to the geological structure, although it is likely that incision was enhanced by joint systems in the Palaeozoic bedrock<sup>8</sup>.

**Soil formation:** The agricultural land of the Wye Valley and Wentwood GI Zone overlies relatively well draining brown earth soils and, as a consequence, there is a noticeable scarcity of marshy grassland/rush pasture<sup>7</sup>.

**Pollination:** by insects also provides a supporting service for primary production to support both agricultural production and nature conservation. However, the serious consequences of significant declines in insect pollinator populations, considered largely to result from the loss of flower-rich habitat, habitat fragmentation and the use of certain pesticides, has been recognised in the government's National Pollinator Strategy<sup>9</sup> and the creation of initiatives such as B-Lines<sup>10</sup> to promote landscape-scale habitat creation to try and reverse the decline in pollinating insects.

8 NRW (2014) Wye Valley and Wentwood NLCA (NLCA 32)

9 Defra (November 2014). The National Pollinator Strategy: for bees and other pollinators in England.

10 <https://www.buglife.org.uk/our-work/b-lines/b-lines-wales/>

With respect to Monmouthshire as a whole, the green infrastructure action plan for pollinators in SE Wales<sup>11</sup> identifies those areas where pollinators directly contribute to supporting human life and food, notably where there is the high demand in urban areas for pollinators for fruit and vegetables in gardens and allotments. The action plan also points out that there is only a relatively small percentage of arable land that comprises crops such as oilseed rape which need pollinators, and this is concentrated in the lowland arable areas of Monmouthshire. Other areas such as, for example, nature reserves, have indirect requirements for pollinators.

The Action Plan provides a framework for identifying appropriate areas and types of land where interventions to support pollinators could be delivered, and provides a variety of recommendations and desired outcomes for measuring success. In terms of broad measures of success, the Action Plan reports a success rate of approximately 90% for the use of yellow rattle as a means of reducing the vigour of grass growth (thereby allowing a more floristically rich sward to develop) and it also identifies the inter-relationship between the County's 'cut and collect' grass mowing regime for maintaining grasslands (e.g. roadside verges), which is a key management tool in maintaining floral diversity, and the generation of biomass for energy production. With specific reference to the Wye Valley and Wentwood GI Zone, the Action Plan broadly identifies high grassland species diversity along the Wye Valley and urban areas, with lower diversity in the uplands and in the intensive agricultural areas.

11 TACP (2015). Green infrastructure action plan for pollinators in South-east Wales. Report to Monmouthshire County Council on behalf of Monmouthshire County Council and Blaenau Gwent, Caerphilly and Torfaen County Borough Councils December 2015. TACP UK Ltd.

## Provisioning Services

Provisioning services relate to the supply of goods such as freshwater, food and fuel.

**Water availability:** The Wye catchment area comprises the River Wye and a number of substantial tributaries, including the Monnow which runs along the northern boundary of the county. The River Wye is the sixth largest river in the UK, with a total catchment area of 4,171km<sup>2</sup> spanning both England and Wales; approximately 10% of the catchment falls within Monmouthshire. The river is tidal for approximately 23km (14 miles) from the tidal limit at Bigsweir Bridge to Chepstow where it flows into the Severn Estuary. The annual average rainfall across the area varies between 2,200mm in the mountainous headwaters (outside Monmouthshire), to 700mm in the lower catchment. The lower Wye catchment, including Monmouthshire, has slightly permeable geology with groundwater providing a contribution to river flow. The River Wye is known as a 'regulated river'. Water is released from the Elan Valley Reservoirs in Mid-Wales to support public water supply and other abstractions in the lower reaches of the Wye, when flows fall below a certain threshold.

**Food provision:** Away from the Wye gorge, the area is characterised by low-lying, gently rolling farmland with much of the land being dominated by agriculturally improved, livestock grassland together with a significant element of arable farming on more fertile soils.

**Fuel & fibre:** In some parts of the county there is limited potential for some biomass production from willow pollards, particularly along main river courses and within the floodplains. More generally, the wooded character of Monmouthshire in general, and the Wye Valley in particular, also provide opportunities for wood fuel production either through the use of its extensive plantation forestry or as a by-product of other forest industry. However, the volume of biomass that could realistically be harvested may restrict the size of any associated power plant. As an alternative the biomass could form one stream of supply to an existing plant, but the value of this would

need to be considered in relation to the embedded energy costs associated with transportation. Other sources of renewable energy generation in Monmouthshire generally include wind turbines and solar arrays. However, both these sources of power give rise to other considerations that include land take, drainage management and visual impacts associated with the introduction of prominent structures into the landscape.

The Renewable Energy Community Scheme<sup>12</sup> (RECS) completed a feasibility study in 2017 to consider the inter-relationship between small-scale 'green' energy generation and natural floodplain management to control surface water flooding. The feasibility study has been undertaken around Monmouth, but its key findings are intended to be applicable county-wide. The aims of the project were to:

- Identify acreage suitable for woodland planting which, with sustainable management provide fuel for community heating schemes, the contribution these plantings would make to the reduction of surface water run-off, any land management that would assist in additional reduction of surface water run-off;
- Advise on the contribution to the reduction of surface water run-off from community orchards; and,
- Identify suitable watercourses for the installation of micro hydro schemes with the direct benefit of providing power for local community use.

The Feasibility Study has also created a RECS 'Effectiveness Calculator', which estimates the reduction in run-off and flashiness of a run-off event that could result from a particular action or intervention, based on a suite of site specific data.

<sup>12</sup> <https://businesswales.gov.wales/walesruralnetwork/local-action-groups-and-projects/projects/recs-renewable-energy-community-schemes>

## Regulating Services

Regulating services maintain natural systems that include water quality, flooding, soil erosion and coastal processes.

**Climate regulation:** Climate change is predicted to affect the amount and distribution of rainfall; this has an impact on flows and water levels, drought and flood events. Work carried out in 2002 showed that by 2050 river flows in winter may rise by 10-15% but in the summer and early autumn could reduce by over 50% and as much as 80% in some places. As a consequence, droughts and flood events may become more common. Climate change may affect groundwater recharge. By 2025 it is likely that groundwater recharge will decrease, resulting in decreased dry weather river flows and a general lowering of groundwater levels. This may have impacts on base-flow to rivers and wetlands in dry periods and affect small domestic and agricultural water supplies. Further evidence has identified risks to aquifers and habitats from salt water intrusion<sup>13</sup>.

**Regulating water quality:** The River is predominantly rural in nature; agriculture dominates with arable, dairy and sheep farms on generally sandy silty soils prone to erosion, particularly within its upper reaches.

The 2022 Severn River Basin Management Plan<sup>14</sup> identifies a range of factors that are detrimental to water quality in the River Basin District, such as over-abstraction, chemical inputs, plastics, pollution from agriculture and rural areas, pollution from towns, cities and transport, physical modifications, and invasive non-native species (eg. Japanese knotweed can increase riverbank erosion and may reduce the capacity of river channels, possibly leading to increased flooding).

A variety of management initiatives have been identified to maintain and improve water quality, including:

- Changes to water levels and flows - Natural Resources Wales and the Environment Agency work together to manage water levels and flows, including working together to licence new and previously exempt surface water and groundwater abstractions, ensuring the demand for water is more sustainable for the future.

<sup>13</sup> The State of Natural Resources Report (SoNaRR): Assessment of the Sustainable Management of Natural Resources. Technical Report. Natural Resources Wales.

<sup>14</sup> <https://www.gov.uk/government/publications/severn-river-basin-management-plan-summary-and-cross-border-catchments-england-and-wales/severn-river-basin-management-plan-summary-and-cross-border-catchments-england-and-wales>

- Invasive non-native species - The Wye and Usk Foundation and Natural Resources Wales and the Environment Agency are working in partnership to eradicate invasive non-native species on the River Wye. The work also needs to be extended to other cross border catchments, for example the River Monnow. They are also looking to develop joint protocols that reduce the risk of an accidental transfer of invasive non-native species during work on cross border rivers, for example whilst restocking eels.
- Physical modifications - Natural Resources Wales is developing an integrated River Restoration Programme to bring together related work across Wales. The aim is to take a nature-based approach to restore characteristic river habitat for the benefit of hydromorphology, water quality, biodiversity, fisheries and flood regulation.
- Pollution from agriculture and rural areas - Natural Resources Wales and the Environment Agency, with a range of stakeholders and partners, are addressing issues associated with how land and livestock are managed and exercising their pollution control powers to address diffuse pollution.
- Pollution from water industry waste water - Water quality modelling has been carried out for the next period of water company investment by Severn Trent Water and Welsh Water/Dŵr Cymru with input from the Environment Agency and Natural Resources Wales. Further work is being undertaken to finalise schemes in order to maximise benefits within catchments and further improve discharges from sewage treatment works and combined sewer overflows.

**Regulating water (flooding):** The Wye catchment has a wide variation of fluvial flooding issues ranging from extended periods of elevated levels within the River Wye Valley that affect many communities, flooding from tributaries of the River Wye, flooding from quickly responding catchments and tidal flooding from the Severn Estuary (see **Diagram D2.3**). In addition climate change is likely to increase the pressure on existing locations where surface water/sewer flooding occurs. The greatest threat to the lower catchment is from sea level rise which could increase flood risk significantly in low-lying areas.

Environmental Objectives for the management of flood risk include:

- Restoration of sustainable natural storage of floodwater in the upstream area, in order to offset increasing flood risk from trends including climate change;
- Improving the water environment through flood risk management activities;
- Improving the hydro-morphology of rivers;
- Minimising impacts of flooding on designated sites or areas of environmental interest; and,
- Habitat creation through flood risk management activities.

**Regulating soil erosion and quality:** The soils of best quality and most productive agricultural land are a scarce and finite resource in Wales; accounting for less than 7% of land area. Soil quality has deteriorated across all habitats apart from woodlands where there has been some improvement. The severity and spatial extent of soil erosion has not been directly quantified in Wales. Around 10-15% of grassland fields in (England and) Wales are thought to be affected by severe soil compaction and 50-60% are in moderate condition. No data exists on compaction in grassland and arable land across Wales specifically. Topsoil carbon concentrations are generally stable and there is ongoing recovery from soil acidification. Although a significant decline in soil phosphorus levels has been seen for Improved Land, it remains above the optimum levels in many (44%) agricultural fields. Soil invertebrate (mesofauna) numbers indicate no overall trend. There has been little or no decline in elevated levels of soil contaminants from industry and transport. The UK Climate Change Risk Assessment 2022 Evidence Report<sup>15</sup> has identified risks to soils from increased seasonal aridity and wetness. Climate change related risks are threatening the many services that soils provide, notably those that relate to soil biota, soil organic matter, and soil erosion and compaction.

**Regulating coastal processes:** The role the River Wye plays in regulating coastal process is addressed in relation to The Gwent Levels.

<sup>15</sup> HM Government UK Climate Change Risk Assessment 2022 <https://www.gov.uk/government/publications/uk-climate-change-risk-assessment-2022>

## Cultural Services

Cultural services provide direct, non-material, benefits to human society, addressing a range of social and cultural needs that encompass a sense of place and inspiration, a sense of history, tranquillity and recreation.

**Sense of place and inspiration:** In the Wye Valley special qualities identified include 'picturesque, extensive and dramatic views' and 'overall sense of tranquillity, sense of remoteness and naturalness/wildness'. This is an enclosed landscape, covered by the wooded high ground where, in its southern reaches, the River Wye is hidden by high cliffs. The only large settlement within this zone is the town of Monmouth, with its rich historical and cultural associations.

**Sense of history:** The Wye Valley is acknowledged to be one of the most scenically attractive lowland landscapes in Britain, and one of the few lowland Areas of Outstanding Natural Beauty. It is also one of the few remaining areas with comparatively large tracts of ancient broadleaved woodlands, whilst the pastures, hay meadows, hedges and copses of the farmed landscape in and around the valley are also rich natural habitats with historical significance. In 1770, the scenic qualities of the valley inspired the Reverend William Gilpin to write his important treatise on the notion and depiction of landscape as the Picturesque. Along with its artistic associations, the valley also has a rich archaeological legacy, from the prehistoric to the recent past, reflecting its importance as a communication route, a natural and political boundary, and a centre of religious life and of several early industries.

**Leisure and recreation:** The Wye valley is a scenic leisure destination, from Tintern Abbey and the village of Tintern Parva, to Monmouth, including its unique Monnow Bridge. Tintern and Monmouth offer good access to the river. More generally, however, the geology of the Wye Valley and the River Wye itself provide opportunities for leisure activities that include: canoeing, climbing, caving, as well as walking, cycling and horse riding through the area's extensive woodlands, whilst the Wye Valley River Festival provides a focus for the arts and culture. The annual Monmouth Festival provides a focus for the arts and culture.

## Zone C: Central Monmouthshire - South

### Supporting Services

Supporting services are those which are essential to the functioning of ecosystems and indirectly responsible for all other services. This includes the relationship between underlying geology and soil character, soil formation and the processes of plant growth, including pollination.

**Geology and soil character:** The central area between the River Usk and Monmouth is Silurian mudstones and shales surrounded by a large band of earlier, Devonian Old Red Sandstone (see **Diagram D2.2**). Morainic drift and boulder clay give rise to the fertile alluvial deposits that are key to the agricultural productivity in this rural area.

**Soil formation:** Geology has produced mainly well-drained, coarse loamy and sandy soils surrounded by finer silty soils over the shales, silts and sandstones<sup>16</sup>.

**Pollination:** by insects also provides a supporting service for primary production to support both agricultural production and nature conservation. However, the serious consequences of significant declines in insect pollinator populations, considered largely to result from the loss of flower-rich habitat, habitat fragmentation and the use of certain pesticides, has been recognised in the government's National Pollinator Strategy and the creation of initiatives such as B-Lines to promote landscape-scale habitat creation to try and reverse the decline in pollinating insects.

With respect to Monmouthshire as a whole, the green infrastructure action plan for pollinators in SE Wales<sup>17</sup> identifies those areas where pollinators directly contribute to supporting human life and food, notably where there is the high demand in urban areas for pollinators for fruit and vegetables in gardens and allotments. The action plan also points out that there is only a relatively small percentage of arable land that comprises crops such as oilseed rape which need pollinators, and this is concentrated in the lowland arable areas of

Monmouthshire. Other areas such as, for example, nature reserves, have indirect requirements for pollinators.

The Action Plan provides a framework for identifying appropriate areas and types of land where interventions to support pollinators could be delivered, and provides a variety of recommendations and desired outcomes for measuring success. In terms of broad measures of success, the Action Plan reports a success rate of approximately 90% for the use of yellow rattle as a means of reducing the vigour of grass growth (thereby allowing a more floristically rich sward to develop) and it also identifies the inter-relationship between the County's 'cut and collect' grass mowing regime for maintaining grasslands (e.g. roadside verges), which is a key management tool in maintaining floral diversity, and the generation of biomass for energy production. With specific reference to the Usk catchment, the Action Plan broadly identifies high grassland species diversity along parts of the Usk floodplain and urban areas, with lower diversity in the uplands and in the intensive agricultural areas. There are also currently bee walk transects in Usk.

<sup>16</sup> NRW (2015) Central Monmouthshire NLCA (NLCA 31)

<sup>17</sup> TACP (2015). Green infrastructure action plan for pollinators in South-east Wales. Report to Monmouthshire County Council on behalf of Monmouthshire County Council and Blaenau Gwent, Caerphilly and Torfaen County Borough Councils December 2015. TACP UK Ltd.



## Provisioning Services

Provisioning services relate to the supply of goods such as freshwater, food and fuel.

**Water availability:** The Usk area extends outside the county from the Bannau Brycheiniog in the north to the low-lying agricultural land in the south. It includes the River Usk and its tributaries. The River Usk is approximately 121 km long and the total catchment size 1,169km<sup>2</sup>, with approximately 30% of the catchment falling within Monmouthshire. The climate is mild and wet, receiving an annual average rainfall of 1,700mm in the uplands and 1,100mm in the lowlands (compared with 1,310mm for Wales as a whole). The headwaters and some of its tributaries are modified by dams to create the Usk, Crai, Talybont and Grwyne Fawr reservoirs. At Brecon some of the river's flow is diverted to feed the Monmouthshire and Brecon Canal and water from the lower River Usk is pumped to Llandegvedd water storage reservoir <sup>18</sup>.

**Food provision:** Much of the central and southern parts of Monmouthshire are utilised for sheep grazing and dairy farming, with some smaller areas of arable farming on the fertile floodplain where good drainage allows. A small number of traditional orchards are present. In the northwest of the county, higher land, much of which are commons, tends to be sheep grazed, with small scale enclosed sheep and dairy pasture on the lower slopes and valleys. Some localised areas of farmland have been turned over to other uses, including diversification of business activities such as solar or wind power generation. These diversifying factors can influence productivity and, importantly, how separate land parcels are managed in a landscape that requires a coherent approach to, for example, land drainage. Abergavenny maintains a livestock market.

**Fuel & fibre:** In some parts of the county there is limited potential for some biomass production from willow pollards, particularly along main river courses and within the floodplains. The wooded character of Monmouthshire in general may also provide opportunities for wood fuel production as a by-product of

<sup>18</sup> Environment Agency (December 2015). Part 1: Severn River Basin District River Basin Management Plan. On behalf of Defra, Welsh Government, Natural Resources Wales and Environment Agency.

other forest industry. However, the volume of biomass that could realistically be harvested may restrict the size of any associated power plant. As an alternative the biomass could form one stream of supply to an existing plant, but the value of this would need to be considered in relation to the embedded energy costs associated with transportation. Other sources of renewable energy generation in Monmouthshire include wind turbines and solar arrays (e.g. the solar farm development at Llancayo in the Usk Valley). However, both these sources of power give rise to other considerations that include land take, drainage management and visual impacts associated with the introduction of prominent structures into the landscape.

The Renewable Energy Community Scheme<sup>19</sup> (RECS) completed a feasibility study in 2017 to consider the inter-relationship between small-scale 'green' energy generation and natural floodplain management to control surface water flooding. The feasibility study has been undertaken around Monmouth, but its key findings are intended to be applicable county-wide. The aims of the project were to:

- Identify acreage suitable for woodland planting which, with sustainable management provide fuel for community heating schemes, the contribution these plantings would make to the reduction of surface water run-off, any land management that would assist in additional reduction of surface water run-off;
- Advise on the contribution to the reduction of surface water run-off from community orchards; and,
- Identify suitable watercourses for the installation of micro hydro schemes with the direct benefit of providing power for local community use.

The Feasibility Study has also created a RECS 'Effectiveness Calculator', which estimates the reduction in run-off and flashiness of a run-off event that could result from a particular action or intervention, based on a suite of site specific data.

<sup>19</sup> <https://businesswales.gov.wales/walesruralnetwork/local-action-groups-and-projects/projects/recs-renewable-energy-community-schemes>

## Regulating Services

Regulating services maintain natural systems that include water quality, flooding, soil erosion and coastal processes.

**Climate regulation:** Climate change is predicted to affect the amount and distribution of rainfall; this has an impact on flows and water levels, drought and flood events. Work carried out in 2002 showed that by 2050 river flows in winter may rise by 10-15% but in the summer and early autumn could reduce by over 50% and as much as 80% in some places. As a consequence, droughts and flood events may become more common. Climate change may affect groundwater recharge. By 2025 it is likely that groundwater recharge will decrease, resulting in decreased dry weather river flows and a general lowering of groundwater levels. This may have impacts on base-flow to rivers and wetlands in dry periods and affect small domestic and agricultural water supplies. Further evidence has identified risks to aquifers and habitats from salt water intrusion.

**Regulating water quality:** Land is predominantly used for agriculture, with sheep farming in the northern and western uplands, and beef, dairy, mixed and arable farming in the lowlands of the south and east. As a result, pollution from rural sources is considered a major threat to the ecological quality of the water environment. There is some limited industry in the major towns. Pollution from sewage and contaminated run-off is a pressure in the urban areas. The 2022 Severn River Basin Management Plan<sup>20</sup> identifies a range of factors that are detrimental to water quality in the River Basin District, such as over-abstraction, chemical inputs, plastics, pollution from agriculture and rural areas, pollution from towns, cities and transport, physical modifications, and invasive non-native species (eg. Japanese knotweed can increase riverbank erosion and may reduce the capacity of river channels, possibly leading to increased flooding).

Local measures<sup>21</sup> include implementing changes to land drainage regimes and structures to restore water levels, removing or modify barriers to fish passage, reducing impacts of regulated flows and abstractions and restoring more natural

<sup>20</sup> <https://www.gov.uk/government/publications/severn-river-basin-management-plan-summary-and-cross-border-catchments-england-and-wales/severn-river-basin-management-plan-summary-and-cross-border-catchments-england-and-wales>

<sup>21</sup> <https://naturalresources.wales/media/3214/usk-management-catchment.pdf>

flow regimes, eradication and/or management of invasive non-native species including biosecurity good practice, such as "CHECKCLEAN-DRY" and Be Plant Wise; and implementing measures such as correct management of slurry, silage, fuel oil, and agricultural chemicals; clean and dirty water separation; nutrient management planning; buffer strips and riparian fencing; cover crops and soil management.

**Regulating water (flooding):** The upper part of the Usk catchment, into the Bannau Brycheiniog, demonstrates a flow regime with rapid rainfall runoff, caused by the steep sided narrow valleys and thin soils underlain by mainly impermeable rock; resulting in the lower reach floodplains becoming inundated during periods of heavy rainfall (see **Diagram D2.3**). The lower Usk tends to be less responsive to rainfall due to the larger catchment area and lowland relief. Objectives to reduce flooding set out in Monmouthshire's Flood Risk Management Plan which relate to the Usk catchment, include:

- Sustainable and Strategic Development Planning requiring proposals to demonstrate that they can be both protected from, and not exacerbate, flood events;
- Improved soils, reduction in soil wash off land and increased soil permeability.
- Water Cycle Strategy to facilitate sustainable development;
- The expectation that future development will incorporate Sustainable Urban Drainage Systems (SUDs) into their design to reduce surface water run-off and minimise its contribution to flood risk elsewhere;
- Encouraging sustainable land management practice to reduce surface water runoff and contamination, as well as the adoption of soil management plans to reduce runoff and improve soil permeability;
- Site restoration that focuses on soft, rather than hard, engineering solutions to create semi-natural environments;
- Environmental enhancements and habitat creation initiatives.



**Regulating soil erosion and quality:** The soils of best quality and most productive agricultural land are a scarce and finite resource in Wales; accounting for less than 7% of land area. Soil quality has deteriorated across all habitats apart from woodlands where there has been some improvement. The severity and spatial extent of soil erosion has not been directly quantified in Wales. Around 10-15% of grassland fields in (England and) Wales are thought to be affected by severe soil compaction and 50-60% are in moderate condition. No data exists on compaction in grassland and arable land across Wales specifically. Topsoil carbon concentrations are generally stable and there is ongoing recovery from soil acidification. Although a significant decline in soil phosphorus levels has been seen for Improved Land, it remains above the optimum levels in many (44%) agricultural fields. Soil invertebrate (mesofauna) numbers indicate no overall trend. There has been little or no decline in elevated levels of soil contaminants from industry and transport. The UK Climate Change Risk Assessment 2022 Evidence Report<sup>22</sup> has identified risks to soils from increased seasonal aridity and wetness. Climate change related risks are threatening the many services that soils provide, notably those that relate to soil biota, soil organic matter, and soil erosion and compaction.

<sup>22</sup> HM Government UK Climate Change Risk Assessment 2022 <https://www.gov.uk/government/publications/uk-climate-change-risk-assessment-2022>

## Cultural Services

Cultural services provide direct, non-material, benefits to human society, addressing a range of social and cultural needs that encompass a sense of place and inspiration, a sense of history, tranquillity and recreation.

**Sense of place and inspiration:** The Usk catchment, as it winds its way between the foothills of the Bannau Brycheiniog and Newport and the Severn estuary, passes through wooded rolling countryside comprising predominantly pastoral farmland and small village settlements. Overall, this part of Monmouthshire is fairly tranquil, with large areas categorised in the 2009 tranquil areas assessment as 'undisturbed' (countryside usually free of any substantial disturbance in daytime). The only large settlements within this zone are the towns of Abergavenny and Usk, with their rich historical and cultural associations.

**Sense of history:** This large area has a varied distribution of archaeological sites and monuments dating back to the prehistoric period. Strategically located Iron Age hillforts on summit tops overlook the Usk valley and accentuate the topography. The richness of the agricultural land led to successive 'colonisations' by a sequence of Roman, Early Christian, Norman and Marcher Lordship societies. The area is rich in mediaeval castles and fortified manors and Medieval churches with distinctive stone crosses<sup>23</sup>.

**Leisure and recreation:** The Usk catchment within Monmouthshire offers opportunities for walking and cycling. The River Usk and its tributaries are noted for their fishing. This area of the County also offers many historical sites and towns to visit. Llandegfedd reservoir offers a variety of water sports and outdoor activities including canoeing, sailing and windsurfing, as well as opportunities for fishing, walking and bird watching. The Raglan music festival is staged annually.

<sup>23</sup> NRW (2015) Central Monmouthshire NLCA (NLCA 31)

## Zone D: Central Monmouthshire - North

### Supporting Services

Supporting services are those which are essential to the functioning of ecosystems and indirectly responsible for all other services. This includes the relationship between underlying geology and soil character, soil formation and the processes of plant growth, including pollination.

**Geology and soil character:** Fault-aligned vales and glacial deposits give rise to the fertile alluvial deposits that are key to the prosperity of this rural, farmed area. The underlying geology of this area largely comprises Silurian argillaceous mudstones and shales surrounded by Old Red Sandstone from the earlier, Lower Devonian period (see **Diagram D2.2**). These rocks were later folded during the Carboniferous period, and subsequently much faulted as, for example, along the northern margin of the area, where the course of the Monnow valley between Alltynyns and Monmouth Cap is strongly controlled by the east north east-striking Neath Disturbance, a large fault zone which probably lies above a major fracture in basement rocks deep below<sup>24</sup>.

**Soil formation:** Geology has produced mainly well-drained, coarse loamy and sandy soils surrounded by finer silty soils over the shales, silts and sandstones.

**Pollination:** by insects also provides a supporting service for primary production to support both agricultural production and nature conservation. However, the serious consequences of significant declines in insect pollinator populations, considered largely to result from the loss of flower-rich habitat, habitat fragmentation and the use of certain pesticides, has been recognised in the government's National Pollinator Strategy<sup>25</sup> and the creation of initiatives such as B-Lines<sup>26</sup> to promote landscape-scale habitat creation to try and reverse the decline in pollinating insects.

<sup>24</sup> NRW (2015) Central Monmouthshire NLCA (NLCA 31)

<sup>25</sup> Defra (November 2014). The National Pollinator Strategy: for bees and other pollinators in England.

<sup>26</sup> <https://www.buglife.org.uk/our-work/b-lines/b-lines-wales/>

With respect to Monmouthshire as a whole, the green infrastructure action plan for pollinators in SE Wales<sup>27</sup> identifies those areas where pollinators directly contribute to supporting human life and food, notably where there is the high demand in urban areas for pollinators for fruit and vegetables in gardens and allotments. The action plan also points out that there is only a relatively small percentage of arable land that comprises crops such as oilseed rape which need pollinators, and this is concentrated in the lowland arable areas of Monmouthshire. Other areas such as, for example, nature reserves, have indirect requirements for pollinators.

The Action Plan provides a framework for identifying appropriate areas and types of land where interventions to support pollinators could be delivered, and provides a variety of recommendations and desired outcomes for measuring success. In terms of broad measures of success, the Action Plan reports a success rate of approximately 90% for the use of yellow rattle as a means of reducing the vigour of grass growth (thereby allowing a more floristically rich sward to develop) and it also identifies the inter-relationship between the County's 'cut and collect' grass mowing regime for maintaining grasslands (e.g. roadside verges), which is a key management tool in maintaining floral diversity, and the generation of biomass for energy production.

<sup>27</sup> TACP (2015). Green infrastructure action plan for pollinators in South-east Wales. Report to Monmouthshire County Council on behalf of Monmouthshire County Council and Blaenau Gwent, Caerphilly and Torfaen County Borough Councils December 2015. TACP UK Ltd

## Provisioning Services

Provisioning services relate to the supply of goods such as freshwater, food and fuel.

**Water availability:** The Wye catchment area comprises the River Wye and a number of substantial tributaries, including the Monnow which runs along the northern boundary of the county. The River Wye is the sixth largest river in the UK, with a total catchment area of 4,171 km<sup>2</sup> spanning both England and Wales; approximately 10% of the catchment falls within Monmouthshire. The river is tidal for approximately 23 km (14 miles) from the tidal limit at Bigsweir Bridge to Chepstow where it flows into the Severn Estuary. The annual average rainfall across the area varies between 2,200 mm in the mountainous headwaters (outside Monmouthshire), to 700 mm in the lower catchment. The lower Wye catchment, including Monmouthshire, has slightly permeable geology with groundwater providing a contribution to river flow. The River Wye is known as a 'regulated river'. Water is released from the Elan Valley Reservoirs in Mid-Wales to support public water supply and other abstractions in the lower reaches of the Wye, when flows fall below a certain threshold.

**Food provision:** Much of the central and southern parts of Monmouthshire are utilised for sheep grazing and dairy farming, with some smaller areas of arable farming on the fertile floodplain where good drainage allows. A small number of traditional orchards are present. In the northwest of the county, higher land, much of which are commons, tends to be sheep grazed, with small scale enclosed sheep and dairy pasture on the lower slopes and valleys. Some localised areas of farmland have been turned over to other uses, including diversification of business activities such as solar or wind power generation. These diversifying factors can influence productivity and, importantly, how separate land parcels are managed in a landscape that requires a coherent approach to, for example, land drainage.

**Fuel & fibre:** In some parts of the county there is limited potential for some biomass production from willow pollards, particularly along main river courses and within the floodplains. The wooded character of Monmouthshire generally

may also provide opportunities for wood fuel production as a by-product of other forest industry. However, the volume of biomass that could realistically be harvested may restrict the size of any associated power plant. As an alternative the biomass could form one stream of supply to an existing plant, but the value of this would need to be considered in relation to the embedded energy costs associated with transportation. Other sources of renewable energy generation in Monmouthshire include wind turbines and solar arrays. However, both these sources of power give rise to other considerations that include land take, drainage management and visual impacts associated with the introduction of prominent structures into the landscape.

The Renewable Energy Community Scheme <sup>28</sup> (RECS) completed a feasibility study in 2017 to consider the inter-relationship between small-scale 'green' energy generation and natural floodplain management to control surface water flooding. The feasibility study has been undertaken around Monmouth, but its key findings are intended to be applicable county-wide. The aims of the project were to:

- Identify acreage suitable for woodland planting which, with sustainable management provide fuel for community heating schemes, the contribution these plantings would make to the reduction of surface water run-off, any land management that would assist in additional reduction of surface water run-off;
- Advise on the contribution to the reduction of surface water run-off from community orchards; and,
- Identify suitable watercourses for the installation of micro hydro schemes with the direct benefit of providing power for local community use.

The Feasibility Study has also created a RECS 'Effectiveness Calculator', which estimates the reduction in run-off and flashiness of a run-off event that could result from a particular action or intervention, based on a suite of site specific data.

<sup>28</sup> <https://businesswales.gov.wales/walesruralnetwork/local-action-groups-and-projects/projects/recs-renewable-energy-community-schemes>

## Regulating Services

Regulating services maintain natural systems that include water quality, flooding, soil erosion and coastal processes.

**Climate regulation:** Climate change is predicted to affect the amount and distribution of rainfall; this has an impact on flows and water levels, drought and flood events. Work carried out in 2002 showed that by 2050 river flows in winter may rise by 10-15% but in the summer and early autumn could reduce by over 50% and as much as 80% in some places. As a consequence, droughts and flood events may become more common. Climate change may affect groundwater recharge. By 2025 it is likely that groundwater recharge will decrease, resulting in decreased dry weather river flows and a general lowering of groundwater levels. This may have impacts on base-flow to rivers and wetlands in dry periods and affect small domestic and agricultural water supplies. Further evidence has identified risks to aquifers and habitats from salt water intrusion <sup>29</sup>.

**Regulating water quality:** The 2022 Severn River Basin Management Plan<sup>30</sup> identifies a range of factors that are detrimental to water quality in the River Basin District, such as over-abstraction, chemical inputs, plastics, pollution from agriculture and rural areas, pollution from towns, cities and transport, physical modifications, and invasive non-native species (eg. Japanese knotweed can increase riverbank erosion and may reduce the capacity of river channels, possibly leading to increased flooding). Challenges are likely to result from the largely rural nature of the watershed where agriculture dominates with arable, dairy and sheep farms on generally sandy silty soils prone to erosion, particularly within its upper reaches.

A variety of management initiatives have been identified to maintain and improve water quality, including:

- The use of buffer strips to control and regulate the deposition of silt into

<sup>29</sup> The State of Natural Resources Report (SoNaRR): Assessment of the Sustainable Management of Natural Resources. Technical Report. Natural Resources Wales.

<sup>30</sup> <https://www.gov.uk/government/publications/severn-river-basin-management-plan-summary-and-cross-border-catchments-england-and-wales/severn-river-basin-management-plan-summary-and-cross-border-catchments-england-and-wales>

watercourses and control erosion;

- Improvements to water treatment and restrictions on groundwater abstraction;
- Increases in winter storage reservoirs;
- Use of SuDS and river buffer zones to reduce flooding, soil and nutrient loss;
- Provision of habitat such as buffer strips, fish passes, improvements to riverbank condition;
- Improvements in water quality to support recreation and tourism;
- Reduction in the use of fertilizers to no more than is needed, to protect groundwater aquifers.

**Regulating water (flooding):** The Wye catchment has a wide variation of fluvial flooding issues ranging from extended periods of elevated levels within the River Wye Valley that affect many communities, flooding from tributaries of the River Wye, flooding from quickly responding catchments and tidal flooding from the Severn Estuary (see **Diagram D2.3**). In addition climate change is likely to increase the pressure on existing locations where surface water/sewer flooding occurs. The greatest threat to the lower catchment is from sea level rise which could increase flood risk significantly in Chepstow and surrounding low-lying areas. Environmental Objectives for the management of flood risk include:

- Restoration of sustainable natural storage of floodwater in the upstream area, in order to offset increasing flood risk from trends including climate change;
- Improving the water environment through flood risk management activities;
- Improving the hydro-morphology of rivers;
- Minimising impacts of flooding on designated sites or areas of environmental interest; and,
- Habitat creation through flood risk management activities.

**Regulating soil erosion and quality:** The soils of best quality and most productive agricultural land are a scarce and finite resource in Wales; accounting for less than 7% of land area. Soil quality has deteriorated across all habitats apart from woodlands where there has been some improvement. The severity and spatial extent of soil erosion has not been directly quantified in Wales. Around 10-15% of grassland fields in (England and) Wales are thought to be affected by severe soil compaction and 50-60% are in moderate condition. No data exists on compaction in grassland and arable land across Wales specifically. Topsoil carbon concentrations are generally stable and there is ongoing recovery from soil acidification. Although a significant decline in soil phosphorus levels has been seen for Improved Land, it remains above the optimum levels in many (44%) agricultural fields. Soil invertebrate (mesofauna) numbers indicate no overall trend. There has been little or no decline in elevated levels of soil contaminants from industry and transport. The UK Climate Change Risk Assessment 2022 Evidence Report<sup>31</sup> has identified risks to soils from increased seasonal aridity and wetness. Climate change related risks are threatening the many services that soils provide, notably those that relate to soil biota, soil organic matter, and soil erosion and compaction<sup>10</sup>.

**Regulating coastal processes:** The role the River Wye plays in regulating coastal process is addressed in relation to The Gwent Levels.

<sup>31</sup> HM Government UK Climate Change Risk Assessment 2022 <https://www.gov.uk/government/publications/uk-climate-change-risk-assessment-2022>

## Cultural Services

Cultural services provide direct, non-material, benefits to human society, addressing a range of social and cultural needs that encompass a sense of place and inspiration, a sense of history, tranquillity and recreation.

**Sense of place and inspiration:** The Wye catchment, as it winds its way between the foothills of the Bannau Brycheiniog and the Wye Valley National Landscape AONB, passes through wooded rolling countryside comprising predominantly pastoral farmland and small village settlements. Overall, this part of Monmouthshire is fairly tranquil, with large areas categorised in the 2009 tranquil areas assessment as 'undisturbed' (countryside usually free of any substantial disturbance in daytime).

**Sense of history:** This large area has a varied distribution of archaeological sites and monuments dating back to the prehistoric period. Strategically located Iron Age hillforts on summit tops overlook the Wye valley and accentuate the topography. The richness of the agricultural land led to successive 'colonisations' by a sequence of Roman, Early Christian, Norman and Marcher Lordship societies. The area is rich in mediaeval castles and fortified manors and Medieval churches with distinctive stone crosses.<sup>32</sup>

**Leisure and recreation:** The Wye catchment within Monmouthshire offers opportunities for walking and cycling. The River Wye and its tributaries are noted for their fishing. This area of the County also offers many historical sites to visit.

<sup>32</sup> NRW (2015) Central Monmouthshire NLCA (NLCA 31)

## Zone E: Bannau Brycheiniog and Black Mountains

### Supporting Services

Supporting services are those which are essential to the functioning of ecosystems and indirectly responsible for all other services. This includes the relationship between underlying geology and soil character, soil formation and the processes of plant growth, including pollination.

**Geology and soil character:** The parts of the Bannau Brycheiniog that fall within the county are predominantly Devonian Old Red Sandstone (see **Diagram D2.2**). Generally, Monmouthshire's localised areas of poor to very poor quality soils occur mostly within the Bannau Brycheiniog over the higher ground.

**Soil formation:** Agriculture relies on soil formation, nutrients, water flow and pollination. The uplands play a significant role in water storage, quality and release, providing a natural defence against both drought and flood. As long as they are free from the effects of heavy grazing, upland peat bogs store carbon and combat atmospheric pollution. They capture atmospheric carbon which helps mitigate the effects of climate change<sup>33</sup>.

**Pollination:** by insects also provides a supporting service for primary production to support both agricultural production and nature conservation. However, the serious consequences of significant declines in insect pollinator populations, considered largely to result from the loss of flower-rich habitat, habitat fragmentation and the use of certain pesticides, has been recognised in the government's National Pollinator Strategy<sup>34</sup> and the creation of initiatives such as B-Lines<sup>35</sup> to promote landscape-scale habitat creation to try and reverse the decline in pollinating insects.

<sup>33</sup> The Management Plan For Bannau Brycheiniog National Park 2023-2028

<sup>34</sup> Defra (November 2014). The National Pollinator Strategy: for bees and other pollinators in England.

<sup>35</sup> <https://www.buglife.org.uk/our-work/b-lines/b-lines-wales/>

With respect to Monmouthshire as a whole, the green infrastructure action plan for pollinators in SE Wales<sup>36</sup> identifies those areas where pollinators directly contribute to supporting human life and food, notably where there is the high demand in urban areas for pollinators for fruit and vegetables in gardens and allotments. The action plan also points out that there is only a relatively small percentage of arable land that comprises crops such as oilseed rape which need pollinators, and this is concentrated in the lowland arable areas of Monmouthshire. Other areas such as, for example, nature reserves, have indirect requirements for pollinators.

The Action Plan provides a framework for identifying appropriate areas and types of land where interventions to support pollinators could be delivered, and provides a variety of recommendations and desired outcomes for measuring success. In terms of broad measures of success, the Action Plan reports a success rate of approximately 90% for the use of yellow rattle as a means of reducing the vigour of grass growth (thereby allowing a more floristically rich sward to develop) and it also identifies the inter-relationship between the County's 'cut and collect' grass mowing regime for maintaining grasslands (e.g. roadside verges), which is a key management tool in maintaining floral diversity, and the generation of biomass for energy production.

<sup>36</sup> TACP (2015). Green infrastructure action plan for pollinators in South-east Wales. Report to Monmouthshire County Council on behalf of Monmouthshire County Council and Blaenau Gwent, Caerphilly and Torfaen County Borough Councils December 2015. TACP UK Ltd.



## Provisioning Services

Provisioning services relate to the supply of goods such as freshwater, food and fuel.

**Water availability:** The uplands play a significant role in water storage, quality and release by virtue of their peat-forming and water storing wetlands, providing a natural defence against both drought and flood. There are a number of drinking water sources in the National Park including reservoirs, rivers, springs and boreholes. Some of Cardiff's drinking water is sourced directly from the Bannau Brycheiniog National Park area.

**Food provision:** Much of the central and southern parts of Monmouthshire are utilised for sheep grazing and dairy farming, with some smaller areas of arable farming on the fertile floodplain where good drainage allows. A small number of traditional orchards are present. In the northwest of the county, higher land, much of which are commons, tends to be sheep grazed, with small scale enclosed sheep and dairy pasture on the lower slopes and valleys. Some localised areas of farmland have been turned over to other uses, including diversification of business activities such as solar or wind power generation (eg. the solar farm development at Llancayo in the Usk Valley). These diversifying factors can influence productivity and, importantly, how separate land parcels are managed in a landscape that requires a coherent approach to, for example, land drainage.

**Fuel & fibre:** The Bannau Brycheiniog and Black Mountains offer a variety of landscapes capable of providing sources of clean, sustainable energy. The National Park Authority provides guidance on the provision of: standalone wind turbine power generation; heat pumps; woodfuel and biomass heating systems and micro and small-scale hydro power systems. With respect to the volume of biomass that could realistically be harvested, however, there may be restrictions on the size of any associated power plant. As an alternative the biomass could form one stream of supply to an existing plant, but the value of this would need to be considered in relation to the embedded energy costs associated with transportation.

The Renewable Energy Community Scheme<sup>37</sup> (RECS) completed a feasibility study in 2017 to consider the inter-relationship between small-scale 'green' energy generation and natural floodplain management to control surface water flooding. The feasibility study has been undertaken around Monmouth, but its key findings are intended to be applicable county-wide. The aims of the project were to:

- Identify acreage suitable for woodland planting which, with sustainable management provide fuel for community heating schemes, the contribution these plantings would make to the reduction of surface water run-off, any land management that would assist in additional reduction of surface water run-off;
- Advise on the contribution to the reduction of surface water run-off from community orchards; and,
- Identify suitable watercourses for the installation of micro hydro schemes with the direct benefit of providing power for local community use.

The Feasibility Study has also created a RECS 'Effectiveness Calculator', which estimates the reduction in run-off and flashiness of a run-off event that could result from a particular action or intervention, based on a suite of site specific data.

<sup>37</sup> <https://businesswales.gov.wales/walesruralnetwork/local-action-groups-and-projects/projects/recs-renewable-energy-community-schemes>



## Regulating Services

Regulating services maintain natural systems that include water quality, flooding, soil erosion and coastal processes.

**Climate regulation:** Eroding peat bog is a particular feature of the National Park with the largest concentration of this degraded habitat in Wales. Reversing this is an important contribution to mitigating the effects of climate change through land management. The range of likely climatic responses from west to east requiring differing responses in one unified area highlights the strategic role that the Bannau Brycheiniog National Park can play, as a barometer of change. The range of likely changes includes:

- Average summer temperatures in the Bannau Brycheiniog National Park: - in the west of the Park increases are very likely to be between 1-2oC and 5-6oC warmer; in the east of the Park increases are very likely to be between 2-3oC and 6-7oC warmer.
- Average summer precipitation in the Bannau Brycheiniog National Park: - summer precipitation is very likely to decline by 40-50% and very unlikely to increase by 0-10%, i.e., the Bannau Brycheiniog National Park may experience between 10% more and 50% less rainfall in the summer months.
- Average winter precipitation in the Bannau Brycheiniog National Park: - increases in winter precipitation are very likely to be up to 60-70% in the west and 40-60% in the east.

Without intervention through catchment management, these precipitation changes represent a significant risk to water supplies to south Wales; less rainfall in the summer and more in the winter amounts to a net loss overall because the excess water falling during the winter months will exceed storage capacity and will therefore run off the land into the rivers, exacerbating flood risks.

**Regulating water quality:** Within the National Park there are large areas of severely degraded blanket bog and wet heath, the degree of erosion and oxidation of which is adversely affecting water quality and natural water storage, in a part of Wales where water quality and supply are critical to a large section of the population<sup>38</sup>. Additionally, The declining numbers of livestock on the upland commons within the Bannau Brycheiniog National Park increase the risk of uncontrolled fires on large areas of dry Molinia-dominated moorland, which would further undermine the water quality and water conservation of this strategically important area. Conversely, there are also signs that the peat-forming and water-holding Sphagnum mosses are recovering in places where grazing pressure and trampling is reduced, which is also due to improvements in air quality.

The water quality within the River Usk SAC and its floodplain is heavily influenced by the surrounding land use and by the poor ecological condition of its upland catchments, which feed the main river and its SAC tributaries. For example, it has been demonstrated that the levels of sedimentation within the River Usk are directly affected by the extent of eroding river banks for 500m upstream and the lack of floodplain woodland. It has also been demonstrated that as the extent of woodland and rough grazing declined, the ecological richness of the river declined too.

**Regulating water (flooding):** The upper part of the Usk catchment into the Bannau Brycheiniog demonstrates a flow regime with rapid rainfall runoff, caused by the steep sided narrow valleys and thin soils underlain by mainly impermeable rock; resulting in the lower reach flood plains becoming inundated during periods of heavy rainfall (see **Diagram D2.3**). The lower Usk tends to be less responsive to rainfall due to the larger catchment area and lowland relief.

**Regulating soil erosion and quality:** The Bannau Brycheiniog National Park includes areas of deep peat and degraded bog which without buffering, is likely to lead to the degradation and loss of peat and soils with attendant impacts on water quality and downstream flooding risk.

<sup>38</sup> BBNP (July 2009). Brecon Beacons National Park: a good place for Glastir Sustainable Land Management Scheme

## Cultural Services

Cultural services provide direct, non-material, benefits to human society, addressing a range of social and cultural needs that encompass a sense of place and inspiration, a sense of history, tranquillity and recreation.

**Sense of place and inspiration:** Monmouthshire presents a unique blend of Welsh and English cultures typical of this historically contested borderland at the entrance to Wales. In the Bannau Brycheiniog, a special quality identified is “the Park’s sweeping grandeur and outstanding natural beauty observed across a variety of harmoniously connected landscapes, including marvellous gorges and waterfalls, classic karst geology with caves and sink holes, contrasting glacial landforms such as cliffs and broad valleys carved from old red sandstone and prominent hilltops with extensive views in all directions.”

The key qualities identified by the The Management Plan For Bannau Brycheiniog National Park 2023-2028 are:

- Sweeping grandeur & outstanding natural beauty - The National Park’s sweeping grandeur and outstanding natural beauty observed across a variety of harmoniously connected landscapes, including marvelous gorges and waterfalls, classic karst geology with limestone pavement, caves and sink holes, contrasting glacial landforms such as cliffs and broad valleys carved from old red sandstone and prominent hilltops with extensive views in all directions. A landscape that provides a sense of time depth and timelessness.
- Contrasting patterns, colours & textures - A working, living “patchwork” of contrasting patterns, colours and textures comprising well-maintained farmed landscapes, open uplands, lakes and meandering rivers, punctuated by small-scale woodlands, country lanes, hedgerows and stone walls and scattered settlements. grouped around landscape, community, experiences and wildlife.
- A sense of place & cultural identity - “Welshness” - characterised by the indigenous Welsh language, religious and spiritual connections, unique customs and events, traditional foods and crafts, relatively unspoilt historic towns and villages, family farms and continued practices of traditional skills developed by local inhabitants to live and earn a living here, such as common land practices and grazing.
- An intimate sense of community - An intimate sense of community where small, pastoral towns and villages are comparatively safe, friendly, welcoming and retain a spirit of cooperation.
- Enjoyable & accessible - Enjoyable and accessible countryside with extensive, widespread and varied opportunities to pursue walking, cycling, fishing, waterbased activities and other forms of sustainable recreation or relaxation.
- Sounds, sights, smells & tastes - A feeling of vitality and wellbeing that comes from enjoying the National Park’s fresh air, clean water, rural setting, open land, and locally produced foods.
- Sense of discovery - A sense of discovery where people explore the National Park’s hidden secrets and stories such as genealogical histories, prehistoric ritual sites, relic medieval rural settlements, early industrial sites, local myths and legends and geological treasures from time immemorial.
- Peace, tranquility & darkness - A National Park offering, dark, nighttime skies, peace and tranquility with opportunities for quiet enjoyment, inspiration, relaxation and spiritual renewal.
- Mosaic of diversity - The geology and climate vary greatly across the Park, creating an elaborate patchwork landscape rich in biodiversity. The Park hosts heathlands, grasslands and woodlands, with uplands and lowlands, natural lakes and riparian habitats. The Park contains limestone pavement and blanket bogs of international and national importance. Several endangered

species survive in the Park, including some for which the Park is their furthest extent of their natural range.

- Living landscape - An abundance of wildlife thrives in semi-natural habitats that have been lived in and shaped by human settlement for millennia. The landscape is interlaced with ancient hedgerows bustling with life, enclosing wildlife-rich hay meadows, and primeval woodlands that cloak some steep-sided valleys. Veteran trees adorn the landscape, carrying the scars of centuries of changing dependency on their resources. Heather-dominated uplands maintained through grazing by horses, sheep and cattle are a testament to the intimate relationship between biodiversity and farming.

Sense of history: The Bannau Brecheiniog exhibit the results of glacial activity as the ice sheet retreated. The hills and particularly the northern scarp was incised by glaciers, there are also some well-preserved glacial screes and moraines. Humans have been active in this landscape since the end of the last ice age and traces of human habitation in the form of prehistoric stone circles and burial chambers, Iron Age hillforts and Roman camps.

The Bannau Brecheiniog are also home to a large number of castles built by the Normans, and other examples of built heritage include priories and medieval farmhouses. Land use encompassed the provision of firewood, turf, peat and gravel, and as grazing for sheep, cattle and pigs. The landscape is also crossed by many trackways which were used over the centuries by drovers to take their livestock to market.

The Industrial Revolution saw significant change with limestone, silica sand and ironstone were quarried on the fringes of the Park to feed demand from the furnaces of the South Wales Valleys. Associated infrastructure included the construction and operation of the Monmouthshire canal which connected with a network of tramroads and railways and became important transport corridors for the movement of goods and materials. As well as industrial structures, the Georgian and Victorian age brought some fine urban and rural buildings to the area, some of which still retain their original features.

The Bannau Brecheiniog also has a long history of links with the military from its use as a cavalry base by the Romans to modern day training<sup>39</sup>.

**Leisure and recreation:** Tourism and leisure form key mainstays of the local economy. People regularly come here for the special landscape, for outdoor activities and for the superb food and drink available locally. Walking is by far the most popular of the more active pursuits, but cycling, mountain biking, horse riding and fishing are all enjoyed on a wide scale. More specialist activities you can take part in are caving, canoeing, sailing, hang-gliding and parascending<sup>41</sup>.

The Bannau Brycheiniog have also been declared an International Dark Sky Reserve due to its sky views at night and little light pollution, this is a highly acclaimed stargazing location.

<sup>39</sup> <http://www.breconbeacons.org/history>

## Zone F: Eastern South Wales Valleys

### Supporting Services

Supporting services are those which are essential to the functioning of ecosystems and indirectly responsible for all other services. This includes the relationship between underlying geology and soil character, soil formation and the processes of plant growth, including pollination.

**Geology and soil character:** The Eastern South Wales Valleys have predominantly Lower Devonian sandstone & conglomerate interbedded bedrock geology (see **Diagram D2.1**). The area also has limestone with subordinate sandstone & argillaceous rocks as well as mudstone, siltstone, sandstone, coal, ironstone & ferricrete. Similar to the uplands of the Bannau Brycheiniog and Black Mountains, this area also has poor to very poor quality soils

**Soil formation:** Agriculture relies on soil formation, nutrients, water flow and pollination. The uplands play a significant role in water storage, quality and release, providing a natural defence against both drought and flood. As long as they are free from the effects of heavy grazing, upland peat bogs store carbon and combat atmospheric pollution. They capture atmospheric carbon which helps mitigate the effects of climate change<sup>1</sup>.

**Pollination:** by insects also provides a supporting service for primary production to support both agricultural production and nature conservation. However, the serious consequences of significant declines in insect pollinator populations, considered largely to result from the loss of flower-rich habitat, habitat fragmentation and the use of certain pesticides, has been recognised in the government's National Pollinator Strategy<sup>2</sup> and the creation of initiatives such as B-Lines<sup>3</sup> to promote landscape-scale habitat creation to try and reverse the decline in pollinating insects.

1 The Management Plan For Bannau Brycheiniog National Park 2023-2028

2 Defra (November 2014). The National Pollinator Strategy: for bees and other pollinators in England.

3 <https://www.buglife.org.uk/our-work/b-lines/b-lines-wales/>

With respect to Monmouthshire as a whole, the green infrastructure action plan for pollinators in SE Wales<sup>4</sup> identifies those areas where pollinators directly contribute to supporting human life and food, notably where there is the high demand in urban areas for pollinators for fruit and vegetables in gardens and allotments. The action plan also points out that there is only a relatively small percentage of arable land that comprises crops such as oilseed rape which need pollinators, and this is concentrated in the lowland arable areas of Monmouthshire. Other areas such as, for example, nature reserves, have indirect requirements for pollinators.

The Action Plan provides a framework for identifying appropriate areas and types of land where interventions to support pollinators could be delivered, and provides a variety of recommendations and desired outcomes for measuring success. In terms of broad measures of success, the Action Plan reports a success rate of approximately 90% for the use of yellow rattle as a means of reducing the vigour of grass growth (thereby allowing a more floristically rich sward to develop) and it also identifies the inter-relationship between the County's 'cut and collect' grass mowing regime for maintaining grasslands (e.g. roadside verges), which is a key management tool in maintaining floral diversity, and the generation of biomass for energy production.

4 TACP (2015). Green infrastructure action plan for pollinators in South-east Wales. Report to Monmouthshire County Council on behalf of Monmouthshire County Council and Blaenau Gwent, Caerphilly and Torfaen County Borough Councils December 2015. TACP UK Ltd.

## Provisioning Services

Provisioning services relate to the supply of goods such as freshwater, food and fuel.

**Water availability:** The uplands play a significant role in water storage, quality and release by virtue of their peat-forming and water storing wetlands, providing a natural defence against both drought and flood.

**Food provision:** The lower lying land on the lower slopes and valleys is utilised for sheep grazing and dairy farming, with some smaller areas of arable farming where good drainage allows. Higher land, much of which are commons, tends to be sheep grazed. Some localised areas of farmland have been turned over to other uses, including diversification of business activities such as solar or wind power generation. These diversifying factors can influence productivity and, importantly, how separate land parcels are managed in a landscape that requires a coherent approach to, for example, land drainage.

**Fuel & fibre:** The Bannau Brycheiniog National Park offers a variety of landscapes capable of providing sources of clean, sustainable energy. The National Park Authority provides guidance on the provision of: standalone wind turbine power generation; heat pumps; woodfuel and biomass heating systems and micro and small-scale hydro power systems. With respect to the volume of biomass that could realistically be harvested, however, there may be restrictions on the size of any associated power plant. As an alternative the biomass could form one stream of supply to an existing plant, but the value of this would need to be considered in relation to the embedded energy costs associated with transportation.

The Renewable Energy Community Scheme<sup>1</sup> (RECS) completed a feasibility study in 2017 to consider the inter-relationship between small-scale 'green' energy generation and natural floodplain management to control surface water flooding. The feasibility study has been undertaken around Monmouth, but its key findings are intended to be applicable county-wide. The aims of the project

<sup>1</sup> <https://businesswales.gov.wales/walesruralnetwork/local-action-groups-and-projects/projects/recs-renewable-energy-community-schemes>

were to:

- Identify acreage suitable for woodland planting which, with sustainable management provide fuel for community heating schemes, the contribution these plantings would make to the reduction of surface water run-off, any land management that would assist in additional reduction of surface water run-off;
- Advise on the contribution to the reduction of surface water run-off from community orchards; and,
- Identify suitable watercourses for the installation of micro hydro schemes with the direct benefit of providing power for local community use.

The Feasibility Study has also created a RECS 'Effectiveness Calculator', which estimates the reduction in run-off and flashiness of a run-off event that could result from a particular action or intervention, based on a suite of site specific data.

## Regulating Services

Regulating services maintain natural systems that include water quality, flooding, soil erosion and coastal processes.

**Climate regulation:** Eroding peat bog is a particular feature of the National Park with the largest concentration of this degraded habitat in Wales. Reversing this is an important contribution to mitigating the effects of climate change through land management. The range of likely climatic responses from west to east requiring differing responses in one unified area highlights the strategic role that the Bannau Brycheiniog National Park can play, as a barometer of change. The range of likely changes includes:

- Average summer temperatures in the Bannau Brycheiniog National Park: - in the west of the Park increases are very likely to be between 1-2oC and 5-6oC warmer; in the east of the Park increases are very likely to be between 2-3oC and 6-7oC warmer.
- Average summer precipitation in the Bannau Brycheiniog National Park: - summer precipitation is very likely to decline by 40-50% and very unlikely to increase by 0-10%, i.e., the Bannau Brycheiniog National Park may experience between 10% more and 50% less rainfall in the summer months.
- Average winter precipitation in the Bannau Brycheiniog National Park: - increases in winter precipitation are very likely to be up to 60-70% in the west and 40-60% in the east.

Without intervention through catchment management, these precipitation changes represent a significant risk to water supplies to south Wales; less rainfall in the summer and more in the winter amounts to a net loss overall because the excess water falling during the winter months will exceed storage capacity and will therefore run off the land into the rivers, exacerbating flood risks.

**Regulating water quality:** Within the National Park there are large areas of severely degraded blanket bog and wet heath, the degree of erosion and oxidation of which is adversely affecting water quality and natural water storage, in a part of Wales where water quality and supply are critical to a large section of the population <sup>1</sup>. Additionally, The declining numbers of livestock on the upland commons within the Bannau Brycheiniog National Park increase the risk of uncontrolled fires on large areas of dry Molinia-dominated moorland, which would further undermine the water quality and water conservation of this strategically important area. Conversely, there are also signs that the peat-forming and water-holding Sphagnum mosses are recovering in places where grazing pressure and trampling is reduced, which is also due to improvements in air quality.

**Regulating water (flooding):** The upper part of the Usk catchment into the Bannau Brycheiniog demonstrates a flow regime with rapid rainfall runoff, caused by the steep sided narrow valleys and thin soils underlain by mainly impermeable rock; resulting in the lower reach flood plains becoming inundated during periods of heavy rainfall (see **Diagram D2.3**).

**Regulating soil erosion and quality:** The Bannau Brycheiniog National Park includes areas of deep peat and degraded bog which without buffering, is likely to lead to the degradation and loss of peat and soils with attendant impacts on water quality and downstream flooding risk.

<sup>1</sup> BBNP (July 2009). Brecon Beacons National Park: a good place for Glastir Sustainable Land Management Scheme

## Cultural Services

Cultural services provide direct, non-material, benefits to human society, addressing a range of social and cultural needs that encompass a sense of place and inspiration, a sense of history, tranquillity and recreation.

**Sense of place and inspiration:** The Eastern South Wales Valleys are categorised by an extensive wild and wind-swept plateau with intervening deep valleys<sup>1</sup>. The high ground is often scenic and tranquil with extensive views, for example at Blorenge ridge. The landscape is well known for its extensive industrial coal and ironworking heritage.

**Sense of history:** The Industrial Revolution saw significant change with limestone, silica sand and ironstone quarried on the fringes of the Bannau Brycheiniog National Park to feed demand from the furnaces of the South Wales Valleys. Associated infrastructure included the construction and operation of the Monmouthshire and Brecon canal which passes through Govilon. The canal connected with a network of tramroads and railways and became important transport corridors for the movement of goods and material. The Blaenavon World Heritage Site is one of the best surviving examples in the region of a valley head industrial community, with features from the C18th iron industry as well as the extensive coal mining activity that took place in the 19th Century.

**Leisure and recreation:** The Blaenavon World Heritage Site is a registered Landscape of Outstanding Historic Interest which attracts visitors interested in the industrial history of the area. The Eastern South Wales Valleys is a popular area for outdoor activities including mountain biking and hiking. The Valleys Regional Park has a network of uplands, woodlands, nature reserves, country parks, rivers, reservoirs, canals, heritage sites and attractions, all interlinked with towns and villages<sup>2</sup>. The high level of accessible natural greenspace provides opportunities for leisure and recreation in the area through walking trails and cycle networks.

1 <https://naturalresources.wales/about-us/what-we-do/strategies-and-plans/area-statements/south-east-wales-area-statement/introduction-to-south-east-area-statement/?lang=en>

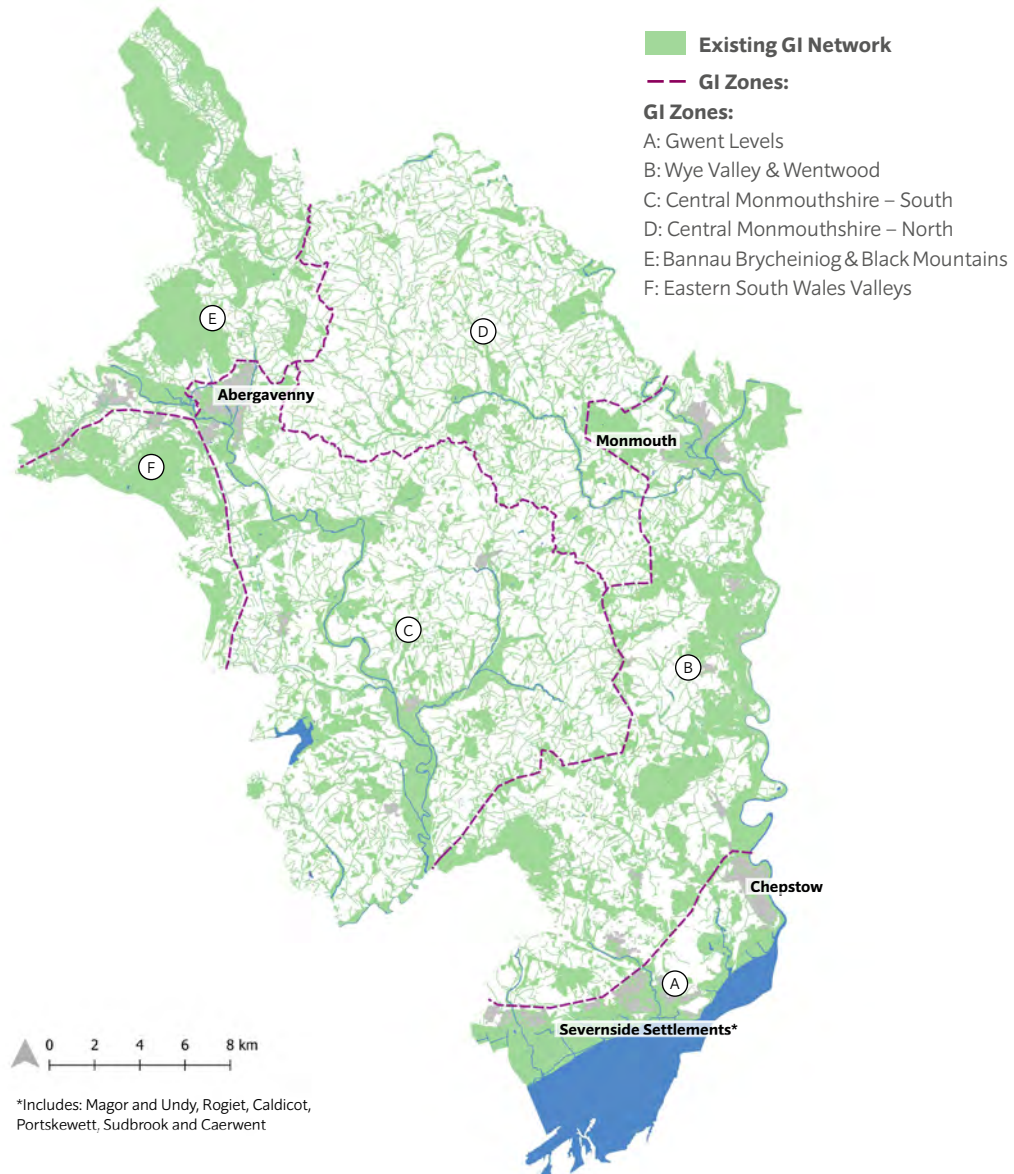
2 <https://valleysregionalpark.wales/>





# Green Infrastructure Needs and Opportunities

DIAGRAM D3.1 GI Zones



\*Includes: Magor and Undy, Rogiet, Caldicot, Portskewett, Sudbrook and Caerwent

The existing GI network represents GI assets defined by the following datasets: Greenspace Study (excluding non-natural greenspace), Open Space Study, county-wide public rights of way, county-wide designated sites of nature conservation value, county-wide designated features of historic value, county-wide watercourses and water bodies, predominantly undeveloped floodplains (flood risk areas), and county-wide woodlands. See Appendix B for details.

## Zone A: Gwent Levels

This section explores opportunities for improving GI within Zone A: Gwent Levels. The opportunities have been identified through analysis of existing studies, the ecosystem services described in **Appendix D2**, and stakeholder consultation workshops - see **Appendix C**. Where appropriate, these are aligned with the Gwent Green Grid Regional Green Infrastructure Strategy.

### GI Needs & Opportunities for Improving Health & Wellbeing

There is a need to improve access and recreation facilities for local communities and visitors to the Gwent Levels. There is growing evidence that access to, and enjoyment of natural and semi-natural greenspaces enhances people's health and well-being, particularly in areas of social deprivation. Engagement with the natural and cultural heritage of the Gwent Levels is key to the conservation of this remarkable landscape for future generations.

The GI opportunities outlined in this section were informed by the Gwent Levels GI Strategy, which should be referenced for further details.

Strategic priorities and opportunities for optimising the health and wellbeing benefits of GI in the Gwent Levels sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space: Supporting responsible public access to the countryside for outdoor recreation to maximise the health and well-being benefits of experiencing and connecting with the Gwent Levels landscape and heritage for local and wider communities, while managing impacts of recreation activity on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising
- Strategic Green Corridors: Providing a coherent and joined up network of regional green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians by exploring opportunities for enhancing existing routes (such as the Wales Coast Path) and creating new ones where appropriate

- Strategic Blue Space & Corridors: Supporting responsible public access to watercourses/waterbodies for outdoor recreation to maximise the health and well-being benefits of experiencing water environments, while managing impacts of recreation activity on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising
- Urban Green Grids: Developing targeted programmes of accessible green space improvements and new provision for the Chepstow and the Severnside Settlements (Magor-Caldicot) to address inequalities for communities experiencing high levels of health deprivation

Within this context, local opportunities for GI to help in addressing health and well-being needs within the Gwent Levels GI Zone could include:

- Focusing investment on improving/enhancing distinctive places, gateways and access routes within the study area that have a role to play in helping people to engage with, appreciate and enjoy the key landscape themes and attributes that make the Gwent Levels special.
- Maximising opportunities presented by a level landscape for cycling and encouraging healthier lifestyles by providing traffic free cycle routes that cater for all abilities and provide a low impact form of access to ecologically sensitive sites for local people and visitors.
- Reviewing 'gaps' in the route of the Wales Coast Path (as part of the review of the Appropriate Assessment under the Habitat Regulations) to consider again the re-alignment of the path where it diverges from the sea wall such as: south of Caldicot.
- Enhancing connectivity between the Levels and local communities/greenspaces in the Monmouthshire Severnside Settlements.
- Considering opportunities to enhance intellectual access to and understanding of the Gwent Levels' unique landscape, history and wildlife, such as through the promotion of 'citizens science' projects via outreach programmes for researching, identifying and recording the ecological and historical interest of the Gwent Levels.

- Considering opportunities to incorporate GI into the Preferred Strategic Site Allocations at Mounton Road Chepstow and Caldicot East, such as provision of pedestrian/cycle links and greenspaces for people.

### **GI Needs & Opportunities for Enhancing Biodiversity & Increasing Ecosystem Resilience**

A sustainable approach is critical for supporting the protection of biodiversity and ecosystem resilience. The biodiversity value of the extensive network of field drainage ditches and reens is vulnerable to neglect through lack of appropriate maintenance, changes in drainage and land use. This is essential to increase the range and extent of habitats and species and their resilience.

Strategic priorities and opportunities for optimising the biodiversity and ecosystem resilience benefits of GI in the Gwent Levels sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- **Strategic Green Space & Corridors:** Working with a range of partners to identify landscape-scale projects to improve habitat condition, connectivity and diversity (such as wetlands, grasslands and intertidal habitats), and support net biodiversity gain; providing habitats along green spaces and corridors for pollinator insects; and promoting biosecurity good practice measures for controlling invasive plant species (e.g. Japanese Knotweed and Himalayan Balsam)
- **Strategic Blue Space & Corridors:** Managing abstraction to ensure adequate flow and active river processes; improving the management of ditches/reens; preventing deterioration in Water Framework Directive water body status with the aim of achieving good overall status for surface and ground waters; developing a nutrient management plan; and developing river restoration plans and natural flood management plans for restoring rivers back to good ecological condition and to build resilience against future changes.

- **Urban Green Grids:** Developing programmes for delivering wildlife site management improvements and habitat creation for the Chepstow and Severnside Settlements (Magor-Caldicot) Urban Green Grids to support urban nature recovery

Within this context, local opportunities for GI to help in addressing biodiversity and ecosystem resilience needs within the Gwent Levels GI Zone could include:

- Restoring over-drained or damaged wet grasslands, and reinstating traditional water management techniques and groundwater levels, where appropriate.
- Working through co-ordinated and collaborative management with existing projects, and specifically across the suite of nature reserves, as well as through emerging initiatives, to deliver enhanced land and water management and habitat connectivity, as well as informed and continuing engagement with local communities and user groups.
- Encouraging the diversification of habitats to include the creation, restoration and connectivity of flower-rich habitats to support and sustain pollinating insects.
- Identifying inter-tidal habitat creation opportunities in partnership with NRW on land under their ownership, particularly where it occurs near the seawall.
- Enhancing the biodiversity value of saltmarsh beyond the sea wall by managing overgrazing (and fly grazing) and under-grazing of this important inter-tidal habitat to reduce negative effects on the botanical and ecological interest.
- Diversifying the grassland sward on the seawall banks, without compromising its integrity or the ability to inspect the condition/integrity of the sea defences, should be considered. Increasing floristic diversity and implementing a sympathetic mowing regime has the potential for the creation of a grassland habitat corridor for the support of pollinators.
- Raising awareness of the importance of the roosting and feeding areas for birds around the coast and estuaries and the relationship to the inland wetlands of the Gwent Levels, ensuring that they are adequately protected, managed and enhanced.

- Identifying opportunities along the larger watercourses where river banks could potentially be set back to increase riparian habitats.
- Considering opportunities to incorporate GI into the Preferred Strategic Site Allocations at Mounton Road Chepstow and Caldicot East, such as enhancing ecological connections for wildlife.

### **GI Needs & Opportunities for Strengthening Landscape Character & Distinctiveness**

The extensive network of field drainage ditches and reens are one of the most distinctive landscape features of the Gwent Levels, which is a unique hand-crafted cultural landscape. There is a need to maintain and restore these, along with other historic landscape features, where appropriate.

Opportunities for addressing these needs within the Gwent Levels GI Zone could include:

- Encouraging the reinstatement of historic drainage features to maintain the drainage system as a distinctive landscape feature of the Gwent Levels by giving consideration to reinstating lost field ditches and grips; and managing riparian vegetation to reduce the dominance of double-hedged ditches and reens in order to restore their traditional open character.
- Maintaining water levels to protect as yet undiscovered buried archaeology associated with the Gwent Levels' unique landscape history.
- Discouraging field enlargement and/or the infilling of field ditches that would result in the loss of watercourses, leading to the erosion of the strong geometric pattern in the landscape, and the abandonment of traditional channel management practices.
- Promoting the restoration and/or continued management of pollard willows along drains, ditches, reens, roadsides and tracks, to reinforce traditional landscape character and enhance habitat connectivity, and providing small-scale, localised sources of wood fuel.

### **GI Needs & Opportunities for Increasing Climate Change Resilience**

In the context of the challenges presented by climate change and rising sea levels, there is a need to continue working with and adapting to the natural estuarine processes related to the Severn Estuary and the associated river estuaries. There is also a fundamental need to manage water and the network of watercourses within the Gwent Levels. This is essential for maximising GI benefits such as improved flood management, water and soil quality.

Strategic priorities and opportunities for optimising the climate change resilience and adaptation benefits of GI in the Gwent Levels sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- **Strategic Green Space:** Working with a range of partners to implement sustainable farming practices for improving the ability of soil to store carbon, and identify landscape-scale habitat restoration and tree planting projects to maximise carbon sequestration in existing ecosystems
- **Strategic Green Corridors:** Providing a coherent and joined up network of regional green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians to support decarbonisation by reducing use of fossil fuel powered transport and carbon emissions.
- **Strategic Blue Space & Corridors:** Working with a range of partners as part of a catchment-based approach to identifying landscape-scale projects for implementing natural flood management measures to reduce surface water run-off and slow the flow, limiting flooding downstream; and reducing the risk of flooding through maintenance of existing flood defences and implementation of managed coastal sea defence realignment projects where appropriate
- **Urban Green Grids:** Developing programmes to increase urban green cover and the tree canopy within green spaces, along streets and on buildings/ structures for the Chepstow and Severnside Settlements (Magor-Caldicot) Urban Green Grids to make urban communities more resilient and adaptable to climate change

Within this context, local opportunities for GI to help in addressing climate change resilience and adaptation needs within the Gwent Levels GI Zone could include:

- Developing a landscape-scale approach to wetland management in general and in particular, maintaining and restoring a functioning ditch and reen system. Multiple benefits that may accrue through a landscape-scale approach include: managing aquatic and marginal vegetation to maintain the function and conservation interest of ditches and reens in appropriate locations compatible with flood risk management objectives; the maintenance of a healthy, productive, farmland landscape; and the control and management of flood risk.
- Maintaining and restoring water management infrastructure – pumps, sluices and other control mechanisms, ditches, reens, drains and grips, as well as the sea wall – to minimise the impact of flooding on people and property.
- Researching and exploring innovative approaches and options to address water management that potentially benefit both the natural environment and agriculture. Also, exploring mechanisms that release land to make space for more water storage and gravity drainage, including land purchase, land swaps, payment for ecosystem services schemes and farmer early retirement schemes.
- Encouraging participation in the delivery of objectives identified in relevant River Basin Management Plans. These include: initiatives to manage diffuse pollution arising from urban areas, new development, agriculture and rural land management; control of invasive non-native species; management of potential conflicts between different user groups; management of adequate water levels and active river processes; mechanisms for reducing pressure from abstraction and the restoration of aquatic habitats and species, as identified for the River Usk.
- Applying policy and good practice guidance to ensure the incorporation of sustainable drainage schemes (SuDS) into all new development, in order to minimise uncontrolled surface water flows onto the Gwent Levels.
- Undertaking studies to determine the extent to which upland watersheds influence both the quantity and quality of water on the Gwent Levels. In particular, the influence of changes in agricultural practices, commercial forestry and long-term landscape change resulting from significant tree loss through disease, may all influence the future water resources of the Levels.
- Aiming to develop a more diverse range of habitats, vegetation types and structures within holdings, enabling habitats and species to respond to the effects of climate change, while maintaining viable farming businesses, cultural associations and traditions and the overall character of the area.
- Ensuring that the Seven Estuary Shoreline Management Plan continues to recognise the outstanding historic landscape significance and high nature conservation value of the Gwent Levels, and the fundamental role that the sea defences plays in sustaining these interests. Working in partnership with all those with a stake in the long-term sustainability of the area is critical to develop consensus around approaches to addressing the challenges of climate change, and its environmental and economic consequences.
- Incorporating coastal heritage sites into climate change adaptation plans, wherever possible, recording, promoting, understanding and recognising their historical significance and their contribution to local culture and coastal landscape character.

### GI Needs & Opportunities for Supporting Sustainable Economic Development

There is a need to manage the landscape of the Gwent Levels sustainably. This includes a sustainable approach to farming, which is critical for supporting the protection of soils and water, biodiversity and locally distinctive landscapes in particular.

Opportunities for addressing these needs within the Gwent Levels GI Zone could include:

- Supporting the local farming community, where possible through agri-environment grants (Glastir or its post-Brexit successor scheme), encouraging flexibility in land management, where appropriate maintaining the existing mixed farming systems, conserving soils and increasing the floristic diversity of wet meadows.
- Advising landowners on the re-creation, where feasible, of habitats such as wet grassland, reedbeds and fens, in the context of maintaining commercially viable agricultural activity within the area. Where specific landholdings may no longer be commercially viable, consider opportunities for the diversification of land-use to encompass the creation or restoration of semi-natural habitats.
- Encouraging more extensive and sustainable land management (by means of appropriate stocking densities and the use of hardy traditional cattle breeds), reducing the risk of soil compaction and poaching, increasing opportunities for floristic diversity, promoting the sensitive uses of pesticide and fertiliser, and implementing manure management plans, reducing nutrient enrichment of watercourses and improving overall water quality.
- Promoting best practice in soil management, use of low-pressure machinery, and careful management of livestock near watercourses and bank sides, using grassland buffer strips and semi-natural habitats to enhance infiltration and protect watercourses from nutrient and sediment input.
- Identifying opportunities for farm business diversification through mechanisms such as premium brand marketing, use of traditional premium value hardy breeds, payment for ecosystem services, and linking the management of the Gwent Levels to upstream watersheds where relevant.
- Working in collaboration with landowners to realise the potential for landscape-scale restoration schemes in suitable areas where recutting of former ditches, removal of hedgerows and reseeded of grassland could be considered.
- There is an opportunity to support the Monmouthshire Destination Development Plan, where access to the countryside is a key part of Monmouthshire's offer.





## Zone B: Wye Valley & Wentwood

This section explores opportunities for improving GI within Zone B: Wye Valley & Wentwood. The opportunities have been identified through analysis of existing studies, the ecosystem services described in **Appendix D2**, and stakeholder consultation workshops - see **Appendix C**. Where appropriate, these are aligned with the Gwent Green Grid Regional Green Infrastructure Strategy. This section should be read in conjunction with the Wye Valley AONB Management Plan.

### GI Needs & Opportunities for Improving Health & Wellbeing

There is a need to maintain, and where appropriate, improve access and recreation facilities for local communities and visitors to the Wye Valley. There is growing evidence that access to, and enjoyment of natural and semi-natural greenspaces enhances people's health and well-being, particularly in areas of social deprivation. There is a need for people to continue to enjoy active recreation in the Wye Valley that does not detract from the natural beauty of the area. Engagement with the natural and cultural heritage of the Wye Valley is key to the conservation of this remarkable landscape for future generations.

Strategic priorities and opportunities for optimising the health and wellbeing benefits of GI in the Wye Valley & Wentwood sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space: Supporting responsible public access to the countryside for outdoor recreation to maximise the health and well-being benefits of experiencing areas (such as Chepstow Park Wood and Wyewood Common Nature Reserve), while managing impacts of recreation activity on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising
- Strategic Green Corridors: Providing a coherent and joined up network of regional green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians by exploring opportunities for enhancing existing routes (such as the Wye Valley Walk) and creating new ones where appropriate

- Strategic Blue Space & Corridors: Supporting responsible public access to watercourses/waterbodies for outdoor recreation to maximise the health and well-being benefits of experiencing water environments (such as the River Wye), while managing impacts of recreation activity on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising
- Urban Green Grids: Developing a targeted programme of accessible green space improvements and new provision for the Monmouth Urban Green Grid to address inequalities for communities experiencing high levels of health deprivation

Within this context, local opportunities for GI to help in addressing health and wellbeing needs within the Wye Valley & Wentwood GI Zone could include:

- Promoting the understanding and enjoyment of the cultural heritage and historic environment
- Increasing understanding, awareness and enjoyment of trees and the special nature of the Wye Valley woodlands and promote them as a resource for appropriate educational, community, recreational and health opportunities
- Encouraging community led initiatives that maintain the diversity, sustainability and quality of rural community life and/or that stimulate investment, local employment and retain or improve facilities and services for local people,
- Encouraging and promoting recreational pursuits and responsible access compatible with the National Landscape purposes, particularly linking sustainable transport and town and village facilities.
- Supporting appropriate levels of sustainable design, repair, signage and maintenance on public rights of way, recreational trails and sites, using materials in keeping, in order to conserve or enhance the character and natural beauty of the Wye Valley.

- Assisting in identifying gaps in access and recreational provision, including for under-represented and minority groups, and work with appropriate bodies and stakeholders to support and promote access enhancements and improved access for all, where this does not conflict with the Special Qualities of the National Landscape and the SACs
- Considering opportunities to incorporate GI into the Preferred Strategic Site Allocation at Monmouth Leasbrook, such as provision of pedestrian/cycle links and greenspaces for people.

### **GI Needs & Opportunities for Enhancing Biodiversity & Increasing Ecosystem Resilience**

A sustainable approach is critical for supporting the protection of biodiversity and ecosystem resilience. The Wye Valley & Wentwood GI Zone is particularly rich in wildlife and has a high concentration of designated sites. The quality of the river and riverine habitat, with migratory fish and otters, are of European importance. Similarly the near continuous woodlands interspersed with species rich grassland make a high quality connected landscape. Managing this range of habitats appropriately is essential to maintain and increase the range and extent of habitats and species and their resilience. There is a need to conserve, and where appropriate enhance and restore, the biodiversity of the Wye Valley & Wentwood GI Zone in robust ecological networks.

Opportunities for GI to help in addressing biodiversity and ecosystem resilience needs within the Wye Valley & Wentwood GI Zone could include:

Strategic priorities and opportunities for optimising the biodiversity and ecosystem resilience benefits of GI in the Wye Valley & Wentwood sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space & Corridors: Working with a range of partners to identify landscape-scale projects to improve habitat condition, connectivity and diversity (such as native woodlands and ancient hedgerows), and support net biodiversity gain; providing habitats along green spaces and corridors

for pollinator insects; and promoting biosecurity good practice measures for controlling invasive plant species (e.g. Japanese Knotweed and Himalayan Balsam)

- Strategic Blue Space & Corridors: Managing abstraction to ensure adequate flow and active river processes; creating a joined-up approach to removing or modifying barriers to fish migration; preventing deterioration in Water Framework Directive water body status with the aim of achieving good overall status for surface and ground waters; developing a River Wye nutrient management plan; and developing river restoration plans and natural flood management plans for restoring rivers back to good ecological condition and to build resilience against future changes.
- Urban Green Grids: Developing programmes for delivering wildlife site management improvements and habitat creation for the Monmouth Urban Green Grid to support urban nature recovery

Within this context, local opportunities for GI to help in addressing biodiversity and ecosystem resilience needs within the Wye Valley & Wentwood GI Zone could include:

- Contributing to the delivery of national, regional and local Biodiversity targets and priorities for key habitats and species relevant to the Wye Valley, in partnership with relevant organisations.
- Encouraging and supporting measures that contribute to the management of all statutory designated sites and County local/key wildlife sites so that they are in favourable condition and within robust ecological networks.
- Promoting the adoption of schemes and initiatives that sustain, enhance and/or restore the characteristic biodiversity of the Wye Valley, and that enable ecological systems and natural processes to accommodate and adapt to climate and other environmental change, including through landscape scale habitat connectivity.

- Identifying species and diseases considered to be detrimental to the biodiversity value of the Wye Valley and encourage their monitoring, management and, where appropriate, their control.
- Supporting the identification and monitoring of key indicator species and priority species and habitats, in partnership with conservation organisations, relevant individuals and the Local Biological Record Centres.
- Promoting awareness, sources of advice and involvement in biodiversity conservation by landowners, land managers, businesses, local communities, schools and the public including of impacts from outside the Wye Valley.
- Providing best practice advice to woodland owners and managers on sustainable multipurpose management of the Wye Valley woodlands, including sensitive PAWS restoration, encouraging 'the right tree in the right place' and the ecosystems approach.
- Supporting the monitoring, management and where appropriate, control of diseases, pests and other threats, which may cause substantial mortality in tree species and woodland habitats and seek to mitigate the landscape impact of any loss.
- Encouraging the diversification of habitats to include the creation, restoration and connectivity of flower-rich habitats to support and sustain pollinating insects as part of the B-Lines initiative.
- Considering opportunities to incorporate GI into the Preferred Strategic Site Allocation at Monmouth Leasbrook, such as enhancing ecological connections for wildlife.

### **GI Needs & Opportunities for Strengthening Landscape Character & Distinctiveness**

There is a need to conserve and enhance the natural beauty of the landscape in the Wye Valley with its natural and cultural features and processes, and the special qualities and features of the landscape (including the pattern of woodlands, many of which are ancient; the strong network of thick hedges,

hedge banks, drystone walls and tree lines; and the distinct sense of place from the relationship of the woodland, pasture and settlement). There is also a need to ensure woodlands and trees throughout the Wye Valley are managed sustainably in a way that protects and enhances the outstanding ancient woodland character of the area, and provides environmental, social and economic benefits.

Opportunities for GI to help in addressing landscape character and distinctiveness needs within the Wye Valley & Wentwood GI Zone could include:

- Promoting and develop policies and initiatives to conserve, enhance, restore or create the features and elements that maintain the Special Qualities, landscape character and natural beauty of the National Landscape. Ensure their sustainable management and mitigate, reduce or remove detrimental features.
- Supporting measures which increase public awareness and appreciation of the natural beauty and importance of the Wye Valley.
- Seeking to mitigate and/or reduce, or as a last resort remove, agricultural activity which significantly diminishes or destroys the Special Qualities, natural beauty and landscape character of the National Landscape.
- Developing and supporting tree, woodland and forestry initiatives and policy that conserve, restore and/or enhance the Special Qualities, biodiversity and natural beauty of the area, ensuring no net loss of semi-natural woodland cover unless there are overriding nature or heritage conservation benefits.
- Encouraging and supporting high standards of design, materials, energy efficiency, drainage and landscaping in all developments, including Permitted Development, to ensure greater sustainability and that they complement and enhance the local landscape character and distinctiveness including scale and setting and minimise the impact on the natural environment.

### GI Needs & Opportunities for Increasing Climate Change Resilience

In the context of the challenges presented by climate change, which threaten to degrade distinctive landscape features and wildlife habitats; there is a need to adapt and arrest destructive change in places. Species diversification is very much at the core of woodland adaptation and ensuring resilience in the future. There is also a fundamental need to manage water appropriately. This is essential for maximising GI benefits such as improved flood management, water and soil quality.

Opportunities for GI to help in addressing climate change resilience and adaptation needs within the Wye Valley & Wentwood GI Zone could include:

Strategic priorities and opportunities for optimising the climate change resilience and adaptation benefits of GI in the Wye Valley & Wentwood sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space: Working with a range of partners to implement sustainable farming practices for improving the ability of soil to store carbon, and identify landscape-scale habitat restoration and tree planting projects to maximise carbon sequestration in existing ecosystems
- Strategic Green Corridors: Providing a coherent and joined up network of regional green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians to support decarbonisation by reducing use of fossil fuel powered transport and carbon emissions.
- Strategic Blue Space & Corridors: Working with a range of partners as part of a catchment-based approach to identifying landscape-scale projects for implementing natural flood management measures to reduce surface water run-off and slow the flow, limiting flooding downstream.
- Urban Green Grids: Developing a programme to increase urban green cover and the tree canopy within green spaces, along streets and on buildings/ structures for the Monmouth Urban Green Grid to make urban communities more resilient and adaptable to climate change

Within this context, local opportunities for GI to help in addressing climate change resilience and adaptation needs within the Wye Valley & Wentwood GI Zone could include:

- Supporting and promoting the development of renewable forms of energy generation that do not impact negatively on the landscape features and Special Qualities of the National Landscape
- Promoting ecological connectivity and robust habitats in order to sustain diversity.
- Restoring habitats e.g. woodlands/vegetation, to help reduce flooding and offset air pollution whilst also conserving the key features and characteristics which have led to the National Landscape designation that make it so attractive to locals and visitors today.
- Providing sustainable urban drainage to absorb excess rainfall and ensuring the character of the river is not degraded.
- Contributing space to grow foods using sustainable methods thus promoting healthy diets for local communities but also enhancing biodiversity, providing jobs and educational benefits.
- Safeguarding accessible green space which helps reduce the effects of urban heat islands and also contributes to people's sense of health and well-being as well as having economic benefits relating to tourism.
- Reducing carbon emissions through encouraging alternative modes of transport by walking and cycling whilst also supporting health, well-being and tourism.
- Developing and co-ordinating the acquisition and analysis of data across the National Landscape, to inform priority setting, planning, implementation and monitoring of change affecting the natural beauty, including developing a better understanding of the likely impacts of climate change on the landscape of the Wye Valley National Landscape AONB and supporting mitigation and adaptation actions.



## GI Needs & Opportunities for Supporting Sustainable Economic Development

There is a need to manage and develop the landscape of the Wye Valley sustainably. This includes a sustainable approach to development and management of environmental impacts in more built-up areas; and to farming, which is critical for supporting the protection of soils and water, biodiversity and locally distinctive landscapes in particular. Amongst the purposes of the National Landscape is that 'particular regard should be paid to promoting sustainable forms of social and economic development that in themselves conserve and enhance the environment'. There is a need for this to include fostering viable farming enterprises that manage the land in ways that conserve and enhance the natural resources and local distinctiveness of the National Landscape.

Opportunities for GI to help in addressing sustainable economic development needs within the Wye Valley & Wentwood GI Zone could include:

- Encouraging farmers and landowners to develop and adopt sustainable management practices that conserve or enhance the features, Special Qualities and natural beauty of the Wye Valley National Landscape AONB.
- Encouraging the maximum uptake of, agri-environment and other appropriate schemes, including support for small-holders, where they progress the conservation or enhancement of the natural beauty, biodiversity, historic environment and Special Qualities of the National Landscape, particularly through Catchment Sensitive Farming and mixed farming systems.
- Supporting the development of and funding for new skills, farming practices and farm-based activities that are compatible with the aims of National Landscape designation, and encourage and support traditional skills such as hay making, hedge laying, dry stone walling, woodland and coppice

management, riparian tree works etc. that contribute to the maintenance of the Special Qualities of the National Landscape.

- Promoting a wider understanding of the value of farming to the landscape and economy.
- Supporting all appropriate measures to control diseases of agricultural crops, trees and livestock, which threaten the commercial viability of farming systems that conserve the landscape character, ensuring that the measures remain compatible with the conservation and enjoyment of natural beauty.
- Encouraging and support local producers to supply local food and promote and encourage the use of local produce by public bodies, consumers, accommodation providers and local food outlets.
- Supporting the development of employment and skills and markets for local timber and woodland produce.





## Zone C: Central Monmouthshire – South

This section explores opportunities for improving GI within Zone C: Central Monmouthshire – South. The opportunities have been identified through analysis of existing studies, the ecosystem services described in **Appendix D2**, and stakeholder consultation workshops - see **Appendix C**. Where appropriate, these are aligned with the Gwent Green Grid Regional Green Infrastructure Strategy.

### GI Needs & Opportunities for Improving Health & Wellbeing

There is potential to expand access and recreation facilities for local communities and visitors to the Central Monmouthshire – South Zone. There is growing evidence that access to, and enjoyment of natural and semi-natural greenspaces enhances people's health and well-being, particularly in areas of social deprivation.

Strategic priorities and opportunities for optimising the health and wellbeing benefits of GI in the Central Monmouthshire sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space: Supporting responsible public access to the countryside for outdoor recreation to maximise the health and well-being benefits of experiencing areas (such as Clytha Park Country Park), while managing impacts of recreation activity on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising
- Strategic Green Corridors: Providing a coherent and joined up network of regional green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians by exploring opportunities for enhancing existing routes (such as the Usk Valley Walk) and creating new ones where appropriate

- Strategic Blue Space & Corridors: Supporting responsible public access to watercourses/waterbodies for outdoor recreation to maximise the health and well-being benefits of experiencing water environments (such as the Llandegfedd Reservoir and the River Usk), while managing impacts of recreation activity on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising
- Urban Green Grids: Developing a targeted programme of accessible green space improvements and new provision for the Abergavenny and Usk Urban Green Grids to address inequalities for communities experiencing high levels of health deprivation

Within this context, local opportunities for GI to help in addressing health and wellbeing needs within the Central Monmouthshire – South GI Zone could include:

- Providing interpretation for existing pedestrian/cycle paths, rights of way and walking routes connecting settlement such as Usk and the Usk Valley via existing PRoW (for example, the Usk Valley Walk) and cycle routes.
- Strengthening cycle route links along river valleys, links into national and regional cycle networks.
- Linking to healthy walking schemes and groups, as well as 'Health Walks', which can be prescribed by GPs.
- Expanding provision of pedestrian paths, rights of way and cycling routes to connect development via existing woodlands, open and green spaces to the wider countryside and key destinations including the Monmouth/Brecon canal and the River Usk.
- Enhancing existing green spaces and integration of green infrastructure into refurbishment or development of community assets such as local primary schools and publically owned or managed sites.

- Expanding allotment provision where appropriate around settlements.
- Improving access to currently inaccessible green spaces, such as areas of privately or estate run woodland, and less accessible common land.
- Considering opportunities to incorporate GI into the Preferred Strategic Site Allocation at Abergavenny East, such as provision of pedestrian/cycle links and greenspaces for people.

### **GI Needs & Opportunities for Enhancing Biodiversity & Increasing Ecosystem Resilience**

A sustainable approach is critical for supporting the protection of biodiversity and ecosystem resilience. The biodiversity value of the network of watercourses and woodlands is vulnerable to neglect through lack of appropriate maintenance, changes in drainage and land use. This is essential to increase the range and extent of habitats and species and their resilience.

Strategic priorities and opportunities for optimising the biodiversity and ecosystem resilience benefits of GI in the Central Monmouthshire sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- **Strategic Green Space & Corridors:** Working with a range of partners to identify landscape-scale projects to improve habitat condition, connectivity and diversity (such as restoration of floodplain meadows), and support net biodiversity gain; providing habitats along green spaces and corridors for pollinator insects; and promoting biosecurity good practice measures for controlling invasive plant species (e.g. Japanese Knotweed and Himalayan Balsam)
- **Strategic Blue Space & Corridors:** Managing abstraction to ensure adequate flow and active river processes; creating a joined-up approach to removing or modifying barriers to fish migration (such as on the River Gavenny and the Honddu); preventing deterioration in Water Framework Directive water body status with the aim of achieving good overall status for surface and

ground waters; developing a River Usk Special Area of Conservation nutrient management plan; and developing river restoration plans and natural flood management plans for restoring rivers back to good ecological condition and to build resilience against future changes.

- **Urban Green Grids:** Developing programmes for delivering wildlife site management improvements and habitat creation for the Abergavenny and Usk Urban Green Grids to support urban nature recovery

Within this context, local opportunities for GI to help in addressing biodiversity and ecosystem resilience needs within the Central Monmouthshire – South GI Zone could include:

- Eradicating and/or management of invasive non-native species in line with current national invasive species action plans, including Giant Hogweed.
- Reducing the impact of physical modifications to water courses, improving connectivity, habitat and morphology through soft engineering and restoration techniques. Improving habitats for fish, removing or modifying barriers to passage upstream.
- Reducing the impact of flood defence structures and operations - improve connectivity, habitat, and morphology by implementing options through measures such as soft engineering, opening culverts, upgrading tidal flaps, changing dredging and vegetation management.
- Restoring or enhancing existing assets and habitats to enhance existing green spaces, including restoration of semi-improved pasture and restoration of woodland.
- Encouraging the diversification of habitats to include the creation, restoration and connectivity of flower-rich habitats to support and sustain pollinating insects.
- Considering opportunities to incorporate GI into the Preferred Strategic Site Allocation at Abergavenny East, such as enhancing ecological connections for wildlife

### **GI Needs & Opportunities for Strengthening Landscape Character & Distinctiveness**

The extensive network of woodland (covering approximately 10% of the zone) is one of the most distinctive landscape features of the Wye Catchment. There is a need to maintain and enhance these green links, along with other historic landscape features, where appropriate.

Opportunities for GI to help in addressing landscape character and distinctiveness needs within the Central Monmouthshire – South GI Zone could include:

- Enhancing green links within development to strengthen existing settlement character, including key views into and out of settlements and reinforcing sense of place.
- Strengthening settlement edge treatments, reinforcing character, vernacular styles and boundary treatments.
- Researching, conserving and enhancing the historic environment and conserving archaeology.

### **GI Needs & Opportunities for Increasing Climate Change Resilience**

In the context of the challenges presented by climate change, there is a fundamental need to manage water appropriately. This is essential for maximising GI benefits such as improved flood management, water and soil quality.

Opportunities for GI to help in addressing climate change resilience and adaptation needs within the Central Monmouthshire – South GI Zone could include:

Strategic priorities and opportunities for optimising the climate change resilience and adaptation benefits of GI in the Central Monmouthshire sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space: Working with a range of partners to implement sustainable farming practices for improving the ability of soil to store carbon, and identify landscape-scale habitat restoration projects to maximise carbon sequestration in existing ecosystems
- Strategic Green Corridors: Providing a coherent and joined up network of regional green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians to support decarbonisation by reducing use of fossil fuel powered transport and carbon emissions.
- Strategic Blue Space & Corridors: Working with a range of partners as part of a catchment-based approach to identifying landscape-scale projects for implementing natural flood management measures to reduce surface water run-off and slow the flow, limiting flooding downstream (such as extending and connecting floodplain woodlands).
- Urban Green Grids: Developing programmes to increase urban green cover and the tree canopy within green spaces, along streets and on buildings/ structures for the Abergavenny and Usk Urban Green Grids to make urban communities more resilient and adaptable to climate change

Within this context, local opportunities for GI to help in addressing climate change resilience and adaptation needs within the Central Monmouthshire – South GI Zone could include:

- Improving water levels and flows, reducing impacts of more regulated flows and abstractions, restoring more natural flow regimes and implementing options to improve water levels, such as water efficiency and recycling measures, alternative sources and supplies.

## GI Needs & Opportunities for Supporting Sustainable Economic Development

There is a need to manage the landscape of the Usk Catchment sustainably. This includes a sustainable approach to development and management of environmental impacts in more urban areas; and to farming, which is critical for supporting the protection of soils and water, biodiversity and locally distinctive landscapes in particular.

Opportunities for GI to help in addressing sustainable economic development needs within the Central Monmouthshire – South GI Zone could include:

- Identifying and implementing changes to land drainage regimes and structures to restore water levels.
- Reducing pollution from waste water discharges at point sources. Investigate and implement basic pollution prevention measures, including provision of up to date advice and guidance, such as correct handling and storage of chemicals and waste, management of trade effluent, and regulation.
- Supporting implementation of sustainable agricultural practices, including the implementation of measures such as correct management of slurry, silage, fuel oil, and agricultural chemicals; clean and dirty water separation; nutrient management planning; buffer strips and riparian fencing; cover crops and soil management.
- Supporting sustainable woodland and forestry management, restoring the riparian zone, disconnecting forest drains and using forestry and woodland to reduce diffuse pollution.
- Investigating opportunities to solve misconceptions to surface water drains (at residential and commercial properties) and implement sustainable drainage schemes (SuDS) to reduce diffuse pollution.
- Supporting water management; careful management of the various users—Llandegfedd Reservoir: Recreation and Conservation Management Plan, consultation with the Llandegfedd Reservoir User Liaison Group
- Supporting the local farming community, where possible through agri-environment grants (Glastir or its post-Brexit successor scheme), encouraging flexibility in land management, where appropriate maintaining the existing mixed farming systems, and conserving soils.



## Zone D: Central Monmouthshire – North

This section explores opportunities for improving GI within Zone D: Central Monmouthshire – North. The opportunities have been identified through analysis of existing studies, the ecosystem services described in **Appendix D2**, and stakeholder consultation workshops - see **Appendix C**. Where appropriate, these are aligned with the Gwent Green Grid Regional Green Infrastructure Strategy.

### GI Needs & Opportunities for Improving Health & Wellbeing

There is potential to expand access and recreation facilities for local communities and visitors to the Central Monmouthshire – North Zone. There is growing evidence that access to, and enjoyment of natural and semi-natural greenspaces enhances people's health and well-being, particularly in areas of social deprivation.

Opportunities for GI to help in addressing health and well-being needs within the Central Monmouthshire – North GI Zone could include:

Strategic priorities and opportunities for optimising the health and well-being benefits of GI in the Central Monmouthshire sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space: Supporting responsible public access to the countryside for outdoor recreation to maximise the health and well-being benefits of experiencing areas, while managing impacts of recreation activity on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising
- Strategic Green Corridors: Providing a coherent and joined up network of regional green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians by exploring opportunities for enhancing existing routes (such as the Offa's Dyke Path) and creating new ones where appropriate

- Strategic Blue Space & Corridors: Supporting responsible public access to watercourses/waterbodies for outdoor recreation to maximise the health and well-being benefits of experiencing water environments (such as the the River Monnow), while managing impacts of recreation activity on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising

Within this context, local opportunities for GI to help in addressing health and well-being needs within the Central Monmouthshire – North GI Zone could include:

- Expanding provision of pedestrian paths, rights of way and creation or linking of circular walking routes (for example, the Three Castles Walk) to connect settlements via existing PROW and accessible green space. Connections between the core area where people live and work would also be beneficial. Opportunities also exist to improve access for horse riding with new bridleways/multi-use paths, and to create new cycle route links, connecting to local networks and to the Wye Valley beyond.
- Improving promotion and provision of interpretation for existing pedestrian/cycle paths, rights of way and walking routes.
- Linking to healthy walking schemes and groups, as well as 'Health Walks', which can be prescribed by GPs.
- Increasing allotment provision around smaller settlements.
- Facilitating new or enhanced green space provision; community spaces and play areas.
- Improving the condition of riverbanks, and the creation of fish passes will result in improved habitat for wildlife, and increase the sustainability of fish populations. Benefits to society will include an increase in angling opportunities and general enjoyment of spending time by the river.

- Enhancing existing green spaces and integration of green infrastructure into refurbishment/development of local community assets such as primary schools, and publically owned/managed sites
- Within settlements, linking green spaces between housing.
- Improving riverside access.
- Facilitating access to green spaces close to home rather than travelling to facilities further afield.
- Encouraging local people to become part of PRow maintenance groups, and to expand this beyond the current demographic.

#### **GI Needs & Opportunities for Enhancing Biodiversity & Increasing Ecosystem Resilience**

A sustainable approach is critical for supporting the protection of biodiversity and ecosystem resilience. The biodiversity value of the network of watercourses and woodlands is vulnerable to neglect through lack of appropriate maintenance, changes in drainage and land use. This is essential to increase the range and extent of habitats and species and their resilience.

Strategic priorities and opportunities for optimising the biodiversity and ecosystem resilience benefits of GI in the Central Monmouthshire sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space & Corridors: Working with a range of partners to identify landscape-scale projects to improve habitat condition, connectivity and diversity (such as restoration of floodplain meadows), and support net biodiversity gain; providing habitats along green spaces and corridors for pollinator insects; and promoting biosecurity good practice measures for controlling invasive plant species (e.g. Japanese Knotweed and Himalayan Balsam)
  - Strategic Blue Space & Corridors: Managing abstraction to ensure adequate flow and active river processes; creating a joined-up approach to removing or modifying barriers to fish migration (such as on the River Monnow); preventing deterioration in Water Framework Directive water body status with the aim of achieving good overall status for surface and ground waters; and developing river restoration plans and natural flood management plans for restoring rivers back to good ecological condition and to build resilience against future changes.
- Within this context, local opportunities for GI to help in addressing biodiversity and ecosystem resilience needs within the Central Monmouthshire – North GI Zone could include:
- Improving modified habitats in watercourses, including the removal of barriers to fish migration; improvement to the condition of river channels/beds and/or banks/shoreline; improvement to condition of riparian zone and /or wetland habitats and through vegetation management. Buffer strips and improvements to the condition of riverbanks will help to protect soils, limiting the amount washed away when it rains.
  - Managing invasive non-native species, building awareness and understanding (to slow the spread); and using mitigation, control and eradication to reduce extents.
  - Restoring or enhancing existing assets and habitats providing additional/expansion plantings and habitat to enhance existing green spaces, River Monnow, riverside habitats, managing existing habitats for protected species and maintaining/enabling sensitive public access.
  - Improving forestry management, including, where appropriate, replacing with mixed native species and the opportunity to manage forest clearance areas.
  - Encouraging the diversification of habitats to include the creation, restoration and connectivity of flower-rich habitats to support and sustain pollinating insects.



### **GI Needs & Opportunities for Strengthening Landscape Character & Distinctiveness**

The extensive network of woodland (covering approximately 10% of the zone) is one of the most distinctive landscape features of the Wye Catchment. There is a need to maintain and enhance these green links, along with other historic landscape features, where appropriate.

Opportunities for GI to help in addressing landscape character and distinctiveness needs within the Central Monmouthshire – North GI Zone could include:

- Reinforcing landscape character by creating a multi-use, permeable green edge to settlements, that better integrates with surrounding vegetation pattern
- Improving and enhancing green links within new and proposed development to enhance existing settlement character, reinforce sense of place and improve links to the wider area
- Researching, conserving and enhancing the historic environment and conserving archaeology.

### **GI Needs & Opportunities for Increasing Climate Change Resilience**

In the context of the challenges presented by climate change, there is a fundamental need to manage water appropriately. This is essential for maximising GI benefits such as improved flood management, water and soil quality.

Strategic priorities and opportunities for optimising the climate change resilience and adaptation benefits of GI in the Central Monmouthshire sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space: Working with a range of partners to implement sustainable farming practices for improving the ability of soil to store carbon, and identify landscape-scale habitat restoration projects to maximise carbon sequestration in existing ecosystems

- Strategic Green Corridors: Providing a coherent and joined up network of regional green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians to support decarbonisation by reducing use of fossil fuel powered transport and carbon emissions.
- Strategic Blue Space & Corridors: Working with a range of partners as part of a catchment-based approach to identifying landscape-scale projects for implementing natural flood management measures to reduce surface water run-off and slow the flow, limiting flooding downstream (such as extending and connecting floodplain woodlands).

Within this context, local opportunities for GI to help in addressing climate change resilience and adaptation needs within the Central Monmouthshire – North GI Zone could include:

- Improving natural flows and water levels, using alternative sources and relocating abstraction or discharge points. Improvements to water treatment and restrictions on groundwater abstraction should improve river flows and will increase the enjoyment of the water environment for local communities and improve habitats for wildlife. The farming community will also benefit from an increase in surface water availability.
- Increasing use of SUDS and river buffer zones, helping to hold water back in the catchment and therefore helping to reduce runoff and flood risk.
- Considering the need for more winter storage reservoirs, as rainfall may change in amount and distribution through the year.



## GI Needs & Opportunities for Supporting Sustainable Economic Development

There is a need to manage the landscape of the Wye Catchment sustainably. This includes a sustainable approach to development and management of environmental impacts in more urban areas; and to farming, which is critical for supporting the protection of soils and water, biodiversity and locally distinctive landscapes in particular.

Opportunities for GI to help in addressing sustainable economic development needs within the Central Monmouthshire – North GI Zone could include:

- Managing pollution from towns and transport by reducing diffuse pollution at source (particularly in relation to Monmouth).
- Managing pollution in rural areas (including from agriculture), reducing diffuse pollution at source, reduce diffuse pollution pathways (i.e. controlling entry to the water environment); and mitigating or remediating diffuse pollution impacts.
- Managing pollution from waste water through mitigating or remediating point source impacts on watercourses.
- Developing a coherent approach to managing a landscape which is diversifying in land use – to include a range of agricultural uses, solar and wind energy generation.
- Developing biomass and wood fuel production.
- Supporting the local farming community, where possible through agri-environment grants (Glastir or its post-Brexit successor scheme), encouraging flexibility in land management, where appropriate maintaining the existing mixed farming systems, and conserving soils.



## Zone E: Bannau Brycheiniog & Black Mountains

This section explores opportunities for improving GI within Zone E: Bannau Brycheiniog & Black Mountains. The opportunities have been identified through analysis of existing studies, the ecosystem services described in **Appendix D2**, and stakeholder consultation workshops - see **Appendix C**. Where appropriate, these are aligned with the Gwent Green Grid Regional Green Infrastructure Strategy. This section should be read in conjunction with the Management Plan For Bannau Brycheiniog National Park 2023-2028

### GI Needs & Opportunities for Improving Health & Wellbeing

There is growing evidence that access to, and enjoyment of natural and semi-natural greenspaces enhances people's health and well-being, particularly in areas of social deprivation. Opportunities for outdoor access and recreation are one of the key purposes of the Bannau Brycheiniog National Park, so there is a need to provide these. The National Park contributes directly to the health and well-being of the nation, not only through its inspirational beauty, but also from the wide range of activities the unique landscape enables. There is a need to carefully manage activities for outdoor access and recreation to ensure that the Park's special qualities are preserved and enhanced.

Strategic priorities and opportunities for optimising the health and wellbeing benefits of GI in the Bannau Brycheiniog & Black Mountains sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space: Supporting responsible public access to the countryside for outdoor recreation to maximise the health and well-being benefits of experiencing areas (such as the Black Mountains, Sugar Loaf and Skirrid), while managing impacts of recreation activity on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising

- Strategic Green Corridors: Providing a coherent and joined up network of regional green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians by exploring opportunities for enhancing existing routes (such as the Cambrian Way and Beacons Way), and creating new ones where appropriate
- Strategic Blue Space & Corridors: Supporting responsible public access to watercourses/waterbodies for outdoor recreation to maximise the health and well-being benefits of experiencing water environments (such as the River Usk), while managing impacts of recreation activity on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising.

Within this context, local opportunities for GI to help in addressing health and well-being needs within the Bannau Brycheiniog & Black Mountains GI Zone could include:

- Implementing a variety of education, information and interpretation strategies, and to deliver an environmental education programme.
- Enhancing the visitor experience of wildlife, farming, landscape and environment.
- Increasing awareness of and provision for people with disabilities and easier access requirements through the implementation of the Rights of Way Improvement Plan.
- Providing access information in a variety of formats, including communicating information on safety and ecosystems. Develop a coordinated approach for providing information and interpretation to visitors and residents.
- Increasing access by linking promoted routes and public transport.
- Increasing the health and well-being benefit to excluded groups. Develop innovative ways of engaging and interacting with visitors and residents including those excluded by actual or perceived barriers.

- Developing and maintaining access on Wildlife Trust-owned reserves.
- Increasing the ease of use of the Public Rights of Way network (management plan targets 65% or above easy to use).
- Supporting the development of allotments, where appropriate.
- Exploring opportunities to improve provision of pedestrian paths, rights of way and further circular walking routes to connect existing National and regional trails, sites of interest and settlements via accessible green space. There are potential opportunities for numerous shorter trails to links into existing settlements although provision in the area is already good.
- Providing PRoW improvements and enhancements and ongoing maintenance, including improving or maintaining signage and access, and maintaining or upgrading interpretation as appropriate.
- Improving accessibility, including permissive paths to privately owned woodlands, and to habitats of conservation interest or heritage sites near to PRoW access
- Improving access for horse riding where appropriate, to include bridleways and multi-use paths.

### **GI Needs & Opportunities for Enhancing Biodiversity & Increasing Ecosystem Resilience**

A sustainable approach is critical for supporting the protection of biodiversity and ecosystem resilience. The biodiversity value of the heathlands, grasslands, woodlands and watercourses are of importance to the National Park.

Maintaining and enhancing this network of habitats is important as it is vulnerable to neglect through lack of appropriate maintenance, changes in drainage and land use. This sustainable approach is essential to increase the range and extent of habitats and species and their resilience.

Strategic priorities and opportunities for optimising the biodiversity and ecosystem resilience benefits of GI in the Bannau Brycheiniog & Black Mountains sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- **Strategic Green Space & Corridors:** Working with a range of partners to identify landscape-scale projects to improve habitat condition, connectivity and diversity, and support net biodiversity gain; providing habitats along green corridors for pollinator insects; and promoting biosecurity good practice measures for controlling invasive plant species (e.g. Japanese Knotweed and Himalayan Balsam)
- **Strategic Blue Space & Corridors:** Managing abstraction to ensure adequate flow and active river processes; creating a joined-up approach to removing or modifying barriers to fish migration; and preventing deterioration in Water Framework Directive water body status with the aim of achieving good overall status for surface and ground waters

Within this context, local opportunities for GI to help in addressing biodiversity and ecosystem resilience needs within the Bannau Brycheiniog & Black Mountains GI Zone could include:

- Promoting benefits of high nature value farming.
- Expanding native woodlands and maintain forests, and to practice continuous forestry cover techniques.
- Restoring internationally recognised habitats, and restoring and enhancing habitat connectivity along river valleys.
- Developing monitoring of key habitats, soils and water, and to develop research partnerships.
- Implementing a living landscapes approach to landscape, habitat and wildlife management.

- Prioritising understanding of water and carbon resources management.
- Restoring or enhancing existing assets and habitats, providing management recommendation/support where land is not in public ownership. This should include improving biodiversity value for protected species
- Restoring or enhancing existing assets and habitats providing management recommendations or support where habitats have been degraded.
- Encouraging the diversification of habitats to include the creation, restoration and connectivity of flower-rich habitats to support and sustain pollinating insects.

#### **GI Needs & Opportunities for Strengthening Landscape Character & Distinctiveness**

The Bannau Brycheiniog Uplands is a diverse and distinctive landscape, where sweeping uplands contrast with green valleys, dramatic waterfalls, ancient woodland, archaeological sites, caves, forests, reservoirs and vibrant communities. There is a need to conserve and enhance this character.

Opportunities for GI to help in addressing landscape character and distinctiveness needs within the Bannau Brycheiniog & Black Mountains GI Zone could include:

- Researching, conserving and enhancing the historic environment and conserving archaeology.
- Implementing an area-based land management project.

#### **GI Needs & Opportunities for Increasing Climate Change Resilience**

The Bannau Brycheiniog Uplands play a significant role in water storage, quality and release, providing a natural defence against both drought and flood. As long as they are free from the effects of heavy grazing, upland peat bogs store carbon and combat atmospheric pollution and illegal fires. They capture atmospheric carbon which helps mitigate the effects of climate change. There is a need to manage the uplands appropriately to sustain these functions.

Strategic priorities and opportunities for optimising the climate change resilience and adaptation benefits of GI in the Bannau Brycheiniog & Black Mountains sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space: Working with a range of partners to implement sustainable farming practices for improving the ability of soil to store carbon, and identify landscape-scale habitat restoration projects, especially peatland restoration in the uplands, to maximise carbon sequestration in existing ecosystems
- Strategic Green Corridors: Providing a coherent and joined up network of regional green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians to support decarbonisation by reducing use of fossil fuel powered transport and carbon emissions.
- Strategic Blue Space & Corridors: Working with a range of partners as part of a catchment-based approach to identifying landscape-scale projects for implementing natural flood management measures such as afforestation, particularly in the uplands, to help to reduce surface water run-off and slow the flow, limiting flooding downstream.

Within this context, local opportunities for GI to help in addressing climate change resilience and adaptation needs within the Bannau Brycheiniog & Black Mountains GI Zone could include:

- Encouraging and supporting community-led initiatives that build awareness of and resilience to climate change, fossil fuel depletion and carbon emissions and assure the well-being of communities in the future.
- Implementing measures to limit further erosion, and reverse the current erosion of peat bog.



### **GI Needs & Opportunities for Supporting Sustainable Economic Development**

The National Park designation should benefit the local economy and local communities in ways that are sustainable and which work to conserve and enhance the Park's special qualities. The need for sensitive land management by and for the local farming community must be a priority, as is the requirement to establish new links and roles with local communities to foster sustainable economic development.

Opportunities for GI to help in addressing sustainable economic development needs within the Bannau Brycheiniog & Black Mountains GI Zone could include:

- Providing public benefits in the countryside through farming, working with farmers to capitalise on the National Park's status and to support them in changes to farm practices.
- Researching and supporting options for local food/produce marketing, and to promote the use of local food to businesses and visitors.
- Identifying on-farm, sustainable energy projects.
- Supporting the local farming community, where possible through agri-environment grants (Glastir or its post-Brexit successor scheme), encouraging flexibility in land management, where appropriate maintaining the existing mixed farming systems, and conserving soils.



## Zone F: Eastern South Wales Valleys

This section explores opportunities for improving GI within Zone F: Eastern South Wales Valleys. The opportunities have been identified through analysis of existing studies, the ecosystem services described in **Appendix D2**, and stakeholder consultation workshops - see **Appendix C**. Where appropriate, these are aligned with the Gwent Green Grid Regional Green Infrastructure Strategy. This section should be read in conjunction with the Management Plan For Bannau Brycheiniog National Park 2023-2028

### GI Needs & Opportunities for Improving Health & Wellbeing

There is growing evidence that access to, and enjoyment of natural and semi-natural greenspaces enhances people's health and well-being, particularly in areas of social deprivation. Opportunities for outdoor access and recreation are one of the key purposes of the Bannau Brycheiniog National Park, so there is a need to provide these. The National Park contributes directly to the health and well-being of the nation, not only through its inspirational beauty, but also from the wide range of activities the unique landscape enables. There is a need to carefully manage activities for outdoor access and recreation to ensure that the Park's special qualities are preserved and enhanced.

Strategic priorities and opportunities for optimising the health and wellbeing benefits of GI in the Eastern South Wales Valleys sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space: Supporting responsible public access to urban green spaces and the wider countryside for outdoor recreation and urban food growing to maximise the health and well-being benefits of experiencing these areas, while managing impacts of recreation activity and landscape crime on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising; and working with partners to develop and enhance strategic sites such as country parks and nature reserves as "Discovery Gateways" (such as the Blaenavon World Heritage Centre).

- Strategic Green Corridors: Providing a coherent and joined up network of green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians by exploring opportunities for enhancing existing routes, and creating new ones where appropriate; and working with partners to identify opportunities to better connect active travel routes, walking trails, cycle networks, outdoor recreation destinations and access to urban community woodlands.
- Strategic Blue Space & Corridors: Supporting responsible public access to watercourses/waterbodies for outdoor recreation to maximise the health and well-being benefits of experiencing water environments, while managing impacts of recreation activity on natural and cultural heritage assets by engaging with outdoor activity providers and a public programme of awareness raising

Within this context, local opportunities for GI to help in addressing health and well-being needs within the Eastern South Wales Valleys GI Zone could include:

- Implementing a variety of education, information and interpretation strategies, and to deliver an environmental education programme.
- Enhancing the visitor experience of wildlife, farming, landscape and environment.
- Increasing awareness of and provision for people with disabilities and easier access requirements through the implementation of the Rights of Way Improvement Plan.
- Providing access information in a variety of formats, including communicating information on safety and ecosystems. Develop a coordinated approach for providing information and interpretation to visitors and residents.
- Increasing access by linking promoted routes and public transport.

- Increasing the health and well-being benefit to excluded groups. Develop innovative ways of engaging and interacting with visitors and residents including those excluded by actual or perceived barriers.
- Developing and maintaining access on Wildlife Trust-owned reserves.
- Increasing the ease of use of the Public Rights of Way network (management plan targets 65% or above easy to use).
- Supporting the development of allotments, where appropriate.
- Exploring opportunities to improve provision of pedestrian paths, rights of way and further circular walking routes to connect existing National and regional trails, sites of interest and settlements via accessible green space. There are potential opportunities for numerous shorter trails to links into existing settlements although provision in the area is already good.
- Providing PRoW improvements and enhancements and ongoing maintenance, including improving or maintaining signage and access, and maintaining or upgrading interpretation as appropriate.
- Improving accessibility, including permissive paths to privately owned woodlands, and to habitats of conservation interest or heritage sites near to PRoW access
- Improving access for horse riding where appropriate, to include bridleways and multi-use paths.

### **GI Needs & Opportunities for Enhancing Biodiversity & Increasing Ecosystem Resilience**

A sustainable approach is critical for supporting the protection of biodiversity and ecosystem resilience. The biodiversity value of the heathlands, grasslands, woodlands and watercourses are of importance to the National Park.

Maintaining and enhancing this network of habitats is important as it is vulnerable to neglect through lack of appropriate maintenance, changes in drainage and land use. This sustainable approach is essential to increase the range and extent of habitats and species and their resilience.

Strategic priorities and opportunities for optimising the biodiversity and ecosystem resilience benefits of GI in the Eastern South Wales Valleys sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- **Strategic Green Space & Corridors:** Working with a range of partners, including commoners and landowners, to identify landscape-scale projects to improve habitat condition, connectivity and diversity (such as the Blorenge SSSI), and support net biodiversity gain; providing habitats along green spaces and corridors for pollinator insects; and promoting biosecurity good practice measures for controlling invasive plant species (e.g. Japanese Knotweed and Himalayan Balsam)
- **Strategic Blue Space & Corridors:** Managing abstraction to ensure adequate flow and active river processes; preventing deterioration in Water Framework Directive water body status with the aim of achieving good overall status for surface and ground waters; developing a nutrient management plan; and developing river restoration plans and natural flood management plans for restoring rivers back to good ecological condition and to build resilience against future changes.



Within this context, local opportunities for GI to help in addressing biodiversity and ecosystem resilience needs within the Eastern South Wales Valleys GI Zone could include:

- Promoting benefits of high nature value farming.
- Expanding native woodlands and maintain forests, and to practice continuous forestry cover techniques.
- Restoring internationally recognised habitats, and restoring and enhancing habitat connectivity along river valleys.
- Developing monitoring of key habitats, soils and water, and to develop research partnerships.
- Implementing a living landscapes approach to landscape, habitat and wildlife management.
- Prioritising understanding of water and carbon resources management.
- Restoring or enhancing existing assets and habitats, providing management recommendation/support where land is not in public ownership. This should include improving biodiversity value for protected species
- Restoring or enhancing existing assets and habitats providing management recommendations or support where habitats have been degraded.
- Encouraging the diversification of habitats to include the creation, restoration and connectivity of flower-rich habitats to support and sustain pollinating insects.

### **GI Needs & Opportunities for Strengthening Landscape Character & Distinctiveness**

The Bannau Brycheiniog Uplands is a diverse and distinctive landscape, where sweeping uplands contrast with green valleys, dramatic waterfalls, ancient woodland, archaeological sites, caves, forests, reservoirs and vibrant communities. There is a need to conserve and enhance this character.

Opportunities for GI to help in addressing landscape character and distinctiveness needs within the Eastern South Wales Valleys GI Zone could include:

- Researching, conserving and enhancing the historic environment and conserving archaeology.
- Implementing an area-based land management project.

### GI Needs & Opportunities for Increasing Climate Change Resilience

The Brecon Beacons Uplands play a significant role in water storage, quality and release, providing a natural defence against both drought and flood. As long as they are free from the effects of heavy grazing, upland peat bogs store carbon and combat atmospheric pollution and illegal fires. They capture atmospheric carbon which helps mitigate the effects of climate change. There is a need to manage the uplands appropriately to sustain these functions.

Strategic priorities and opportunities for optimising the climate change resilience and adaptation benefits of GI in the Eastern South Wales Valleys sub-area identified in the Gwent Green Grid Regional GI Strategy include:

- Strategic Green Space: Working with a range of partners to develop landscape-scale habitat restoration projects (such as peatland restoration in the uplands) to maximise carbon sequestration in existing ecosystems
- Strategic Green Corridors: Providing a coherent and joined up network of green corridors providing high quality, traffic-free active travel routes for cyclists, walkers and equestrians to support decarbonisation by reducing use of fossil fuel powered transport and carbon emissions.
- Strategic Blue Space & Corridors: Working with a range of partners as part of a catchment-based approach to identifying landscape-scale projects for implementing natural flood management measures to reduce surface water run-off and slow the flow, limiting flooding downstream.

Within this context, local opportunities for GI to help in addressing climate change resilience and adaptation needs within the Eastern South Wales Valleys GI Zone could include:

- Encouraging and supporting community-led initiatives that build awareness of and resilience to climate change, fossil fuel depletion and carbon emissions and assure the well-being of communities in the future.
- Implementing measures to limit further erosion, and reverse the current erosion of peat bog.

### GI Needs & Opportunities for Supporting Sustainable Economic Development

The National Park designation should benefit the local economy and local communities in ways that are sustainable and which work to conserve and enhance the Park's special qualities. The need for sensitive land management by and for the local farming community must be a priority, as is the requirement to establish new links and roles with local communities to foster sustainable economic development.

Opportunities for GI to help in addressing sustainable economic development needs within the Eastern South Wales Valleys GI Zone could include:

- Providing public benefits in the countryside through farming, working with farmers to capitalise on the National Park's status and to support them in changes to farm practices.
- Researching and supporting options for local food/produce marketing, and to promote the use of local food to businesses and visitors.
- Identifying on-farm, sustainable energy projects.
- Supporting the local farming community, where possible through agri-environment grants (Glastir or its post-Brexit successor scheme), encouraging flexibility in land management, where appropriate maintaining the existing mixed farming systems, and conserving soils.

e

**Planning Policy Wales 12 Extract -  
Chapter 6: Distinctive & Natural Places  
Green Infrastructure Policy**



## 6.2 Green Infrastructure

6.2.1 Green infrastructure is the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places. Component elements of green infrastructure can function at different scales and some components, such as trees and woodland, are often universally present and function at all levels. At the landscape scale green infrastructure can comprise entire ecosystems such as wetlands, waterways, peatlands and mountain ranges or be connected networks of mosaic habitats, including grasslands. At a local scale, it might comprise parks, fields, ponds, natural green spaces, public rights of way, allotments, cemeteries and gardens or may be designed or managed features such as sustainable drainage systems. At smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks.

6.2.2 The Environment (Wales) Act 2016, provides a context for the delivery of multi-functional green infrastructure. Its protection and provision can make a significant contribution to the sustainable management of natural resources, and in particular to protecting, maintaining and enhancing biodiversity and the resilience of ecosystems in terms of the diversity within and connections between ecosystems and the extent and condition

of these ecosystems, so that they are better able to resist, recover from and adapt to pressures. This means that the development of green infrastructure is an important way for local authorities to deliver their Section 6 duty<sup>114</sup>.

6.2.3 Green infrastructure is capable of providing several functions at the same time and as a result offers multiple benefits, for social, economic and cultural as well as environmental resilience. The components of green infrastructure, by improving the resilience of ecosystems, can result in positive benefits to well-being including flood management, water purification, improved air quality, reduced noise pollution and local climate moderation, climate change mitigation and food production. These benefits are important in urban environments where they can facilitate health and well-being related benefits of open space, clean air and improved tranquility, for example, as well as creating a sense of place and improved social cohesion. In addition, green infrastructure has a role in protecting local distinctiveness, providing economic benefits and social and community opportunities.

### Taking a proactive approach to Green Infrastructure

6.2.4 Green infrastructure plays a fundamental role in shaping places and our sense of well-being, and is intrinsic to the quality of the spaces we live, work and play in. The planning system must maximise its contribution to the protection and provision of green infrastructure assets and networks as part of meeting society's wider social and economic objectives and the needs of local communities. Taking a proactive and spatial approach, which links to wider activity being taken by local authorities to protect and provide green infrastructure, will help provide clarity around the contribution which the planning system

can make. This means considering how it complements existing and future maintenance and management regimes within urban areas and contributes towards wider land management activities in rural areas to aid nature recovery, and its underpinning natural resources<sup>115</sup>. This will require effective joint working and collaboration across various sectors and activities, including administrative boundaries. Establishing arrangements to promote collaboration across local authority borders will be necessary, especially where the provision of off-site compensatory land to address biodiversity loss and provide enhancement will have the greatest benefit for biodiversity and resilient ecological networks.

6.2.5 Planning authorities must, as part of adopting a strategic and proactive approach to green infrastructure, biodiversity and ecosystems resilience, produce up to date inventories and maps of existing green infrastructure and ecological assets and networks. Local authorities may already be undertaking such assessments and/or preparing such information to underpin local authority wide green infrastructure strategies and where this is the case planning authorities should both contribute to this process and use the inventories and mapping to underpin a spatial approach in their development plans. Green Infrastructure Assessments provide key evidence to support the preparation of development plans and where authorities are not already actively undertaking assessments, they should be undertaken as part of development plan preparation. Such Green Infrastructure Assessments should use existing datasets, and the best available information, to develop an integrated map-based evidence resource for biodiversity, ecosystem resilience

and ecosystem service provision. Doing so will facilitate a proactive approach and enable contributions towards the well-being goals to be maximised.

6.2.6 Green Infrastructure Assessments should also draw from the evidence base provided by NRW's Area Statements and Nature Network Maps, Well-being Assessments and locally and regionally collected green infrastructure data and mapping already underpinning local authority approaches to green infrastructure. Its outcomes should be integrated into development plans to ensure the early and co-ordinated consideration of opportunities to inform the development, design and land related strategies of the development plan. The Green Infrastructure Assessment and outcomes should also be given early consideration in development proposals, and inform the design and implementation of projects.

6.2.7 Considering how significant benefits can be delivered through green infrastructure will be a key aim of the assessment and will require collaboration with other stakeholders, including those across administrative boundaries. Planning authorities should develop a multi-functional, coherent and spatial framework of green infrastructure to improve the overall well-being and health of communities and the environment. The assessment should be used to develop a robust approach to maintaining and enhancing biodiversity, increasing ecosystem resilience and the multiple benefits obtained from nature, and should identify key strategic opportunities where the protection, retention, restoration, creation and connection of green features and functions would deliver the most significant benefits. Outputs from the green infrastructure assessment must address:

<sup>115</sup> Future Wales Policy 9.

<sup>114</sup> Section 6 of the Environment Act 2016.




- The identifying of landscape, biodiversity, geodiversity, and historic and cultural features in which green infrastructure plays a part, which are already being safeguarded as part of multi-functioning urban and rural landscapes;
  - The nature emergency identifying and demonstrating how a net benefit for biodiversity will be secured and the attributes of ecosystem resilience enhanced, making the links to other land management activity, such as local nature recovery plans, and identifying land which may be required for the protection, retention and restoration and recovery of nature (and in providing a net benefit for biodiversity). This includes recognising the value of designated sites, and natural resources such as peatlands, as part of resilient ecological networks. In urban areas, the protection and provision of green infrastructure should be considered alongside the needs of wider maintenance regimes and any role development may have in making an effective contribution. The assessments may assist in identifying how the impact of INNS and the risk of introducing or spreading INNS will be managed;
  - The reduction of pollution, as far as possible, by identifying green infrastructure/nature based solutions which form part of, or complement, wider activity at a catchment scale to address pollution and improve the restoration of riverine and other habitats;
  - The climate emergency by ensuring the multi-functional benefits provided by trees and woodlands are identified; for example, by increasing tree canopy cover in urban areas to ensure shading against increased temperatures, and by requiring effective natural flood management and sustainable drainage schemes. Such measures may also help maintain good air quality and appropriate soundscapes;
  - The health and well-being of communities by ensuring they have accessible natural green spaces of various sizes and scales within reasonable walking and cycling distances; and
  - How the planning system should secure the implementation and management of green infrastructure, recognising its dynamic nature, over the long term.
- 6.2.8 The need for ecosystems, habitats and species to adapt to climate change and other pressures should be considered as part of the Green Infrastructure Assessment. This must include identifying ways to avoid or reverse the fragmentation of habitats, and to improve habitat connectivity where appropriate, through the promotion of wildlife corridors, protection of riverine corridors and identifying opportunities for land rehabilitation, reducing pollution, landscape management and habitat restoration, creation and nature recovery. The role of development as part of a spatial approach will be two fold. Planning authorities firstly must ensure that development avoids and then minimises impact on biodiversity and ecosystems and secondly that it provides opportunities for enhancement within areas identified as important for the ability of species to adapt and/or to move to more suitable habitats.
- 6.2.9 Planning authorities must encourage the appropriate management of features of the landscape which are of major importance for wild flora and fauna in order to complement and improve the ecological coherence of the National Site Network, formally known as the Natura 2000 network<sup>116</sup> well as SSSIs and other statutory and non-statutory designated sites. The features concerned are those

which, because of their linear and continuous structure or their function as 'stepping stones' or 'wildlife corridors', are essential for migration, dispersal or genetic exchange. The protection and creation of networks of statutory and non-statutory sites and of the landscape features which provide links from one habitat to another can make an important contribution to developing resilient ecological networks and securing a net benefit for biodiversity and in doing so improve the quality of the local place and its ability to adapt to climate change.

- 6.2.10 Green Infrastructure Assessments and their data and mapped outputs must be regularly reviewed to ensure that information on habitats, species and other green features and resources is kept up-to-date. This will ensure development management decisions are informed by appropriate spatial information about the potential effects of development on biodiversity and green infrastructure functions and help identify where different types of green infrastructure benefits/ ecosystems services can be secured. Planning authorities should use the best available data to establish and monitor a set of key indicators and incorporate these indicators into both their Annual Monitoring Reports (AMRs) and, where appropriate, into the appropriate Section 6 Plan and Report. Such indicators will be place-specific and may cover information on key species and habitats, opportunities for the protection, retention, restoration and recovery of nature (to secure a net benefit for biodiversity) and benefits/ecosystem services which contribute to the health and well-being of communities. The monitoring of the success and delivery of net benefits for biodiversity secured through conditions and obligations would usefully feed into this process in addition to any agreed management plan for the site. At the end of each reporting period planning authorities should use this data to indicate whether there has been a net

benefit or loss of biodiversity; whether progress is being made on securing mitigation and enhancement measures; and they should use the trends identified to determine future priorities for planning and decision making, with the aim of furthering the goals of the Section 6 Duty.


#### Integrating Green Infrastructure and Development

- 6.2.11  The quality of the built environment should be enhanced by integrating green infrastructure into development through appropriate site selection and use of creative design. With careful planning and design, informed by an appropriate level of assessment, green infrastructure can embed the benefits of biodiversity and ecosystem services into new development and places, help to overcome the potential for conflicting objectives, and contribute to health and well-being outcomes.
- 6.2.12 A green infrastructure statement should be submitted with all planning applications. This will be proportionate to the scale and nature of the development proposed and will describe how green infrastructure has been incorporated into the proposal. In the case of minor development this will be a short description and should not be an onerous requirement for applicants. The green infrastructure statement will be an effective way of demonstrating positive multi-functional outcomes which are appropriate to the site in question and must be used for demonstrating how the step-wise approach (Paragraph 6.4.15) has been applied.
- 6.2.13 There are multiple ways of incorporating green infrastructure, depending on the needs and opportunities a site presents, and the green infrastructure assessment should be referred to, as appropriate, in order to ascertain local priorities. Landscaping, green roofs, grass verges, sustainable drainage and gardens are examples of individual design measures that can have wider cumulative benefits, particularly in relation to biodiversity and

<sup>116</sup> Section 41 of The Conservation of Habitats and Species Regulations 2017 [www.legislation.gov.uk/uk/si/2017/1012/contents/made](http://www.legislation.gov.uk/uk/si/2017/1012/contents/made)



the resilience of ecosystems as well as in securing the other desired environmental qualities of places. Wider landscape measures, such as the creation of species rich meadows, woodlands and the improvement of linkages between areas of biodiversity value should be considered for larger scale development. In most cases the green infrastructure statement should highlight any baseline data considered and surveys and assessments undertaken, including but not limited to, habitats and species surveys, arboricultural surveys and assessments, sustainable drainage statements, landscape and ecological management plans, open space assessments and green space provision and active travel links.

6.2.14  Development proposals should be informed by the priorities identified in green infrastructure assessments and locally based planning guidance. The Building with Nature standards represent good practice and are an effective prompt for developers to improve the quality of their schemes and demonstrate the sustainable management of natural resources. Using these standards in a way which is proportionate to the nature and scale of the development proposed will be a useful way of ensuring appropriate consideration in circumstances where there is an absence of a green infrastructure assessment and planned approach or relevant local or Supplementary Planning Guidance. The standards are underpinned by an accreditation system and whenever possible, accreditation under these standards should be pursued.



# Monmouthshire Wellbeing Plan Extract - Objective 3



SIR FYNWY

MONMOUTHSHIRE



Page 661

# Monmouthshire Public Service Board Well-being Plan



**Well-being Objective - Protect and enhance the resilience of our natural environment whilst mitigating and adapting to the impact of climate change**

## Discover - Situation analysis

The Well-being Assessment highlighted the key challenges and issues for Monmouthshire, those that are directly impacted by this objectives are:

- Limited public transport, particularly in rural areas, makes it harder for people to access jobs, services and facilities. This could be exacerbated by rising fuel prices but there are also future opportunities for investment in public transport through the City Deal and advances in technology such as automated vehicles.
- Air pollution causes significant problems for people's health and is a major contributor to premature deaths in Wales. In Monmouthshire, the greatest problems are caused by vehicle emissions and this is particularly apparent in Usk and Chepstow.
- Water pollution is a concern, from a number of sources, including changing agricultural practices
- Reducing levels of physical activity along with dietary changes are leading to growing levels of obesity. This is likely to lead to an increase in long-term conditions associated with it such as type 2 diabetes
- Development, climate change and pollution all present risks to the natural and built environment. These are central to our well-being and need to be protected and preserved for future generations.
- Climate change is likely to increase the risk of flooding, as well as many other risks, so mitigating climate change and building resilience will be crucial for communities

## Define - Response analysis

Natural resources, such as air, land, water, wildlife, plants and soil, provide our most basic needs, including food, energy and security. Our ecosystems need to be in good condition and resilient in order to keep us healthy, contribute to the physical and psychological well-being and provide vital contributions to the economy through tourism, agriculture, forestry and more. Because these natural resources are key to so many aspects of well-being, they can't be considered in isolation.

The challenges facing our natural environment are many – climate change, development and changing land management practices are all potential threats to our natural resources and ecosystems. This has resulted in a consequent decline in biodiversity which is a threat to how ecosystems function. Tackling these challenges demands integrated and joined up solutions which are developed and delivered by the public, private and voluntary sectors working together. We need to look at adapting to climate change and well as reducing our contribution to it. The Environment (Wales) Act, with subsequent area plans, works alongside the Well-being of Future Generations Act to address these issues.

The public sector in Wales has huge potential to use its collective purchasing power to support the local economy by specifying and buying food, energy, goods and services locally. Procurement can also have significant global impacts and thought needs to be given to being globally responsible. With Brexit on the horizon, there may be potential for public services to have more flexibility in their purchasing decisions, creating regional jobs and business growth

whilst reducing transport and pollution. Brexit also adds uncertainty for a number of sectors, including agriculture which is an important sector in Monmouthshire.

Monmouthshire has great potential to generate renewable energy locally. Several renewable energy community interest companies already exist in the county and developing more localised business models for renewable energy and heat generation, storage and distribution will increase energy resilience as well as reducing carbon emissions.

In order for air pollution to be within safe limits for all Monmouthshire residents, transport sources have the potential to be addressed by developing the infrastructure needed for alternative vehicle use, such as electric vehicle charging, which during 2017 has just started being developed in Monmouthshire, and the forthcoming trial in the county of the Rasa hydrogen-powered vehicle. Alongside this, developing public transport solutions is essential to address rural isolation and access to jobs and services.











Promoting active travel (walking and cycling) in both rural and urban areas, and using opportunities offered by the Active Travel Act will help to reduce air pollution but will also have significant health benefits for all ages. Careful planning and design, including using a Green Infrastructure approach, is needed to develop safe, healthy and vibrant communities which have good access to safe and accessible routes and green spaces.

In order to build species and ecosystem resilience in the face of the likely trend of hotter, drier summers and warmer, wetter winters, or other pressures on our natural environment, landscape-scale biodiversity action is needed. Habitats need to be well connected in order to be resilient. Successful partnerships already exist, such as the Wye and Usk Foundation and the Living Levels project, and these partnerships need to be supported and replicated. Acting at a landscape scale also has the potential to provide significant natural flood risk management, and reducing the risk of flooding has economic, social and health benefits.

In all of these areas, working with young people who will be the decision makers of the future is essential. Through schools, youth work and community groups, young people need to understand what sustainable development is, know why it is important, be inspired to make a difference and empowered to become innovative, creative, caring citizens of the future.

Well-being goals contributed to						
Prosperous Wales (1)	Resilient Wales (2)	Healthier Wales (3)	More equal Wales (4)	Wales of cohesive communities (5)	Vibrant culture & thriving Welsh language (6)	Globally responsible Wales (7)

As well as being key to environmental well-being, a Resilient environment is essential to the local economy, to physical and mental health and building Cohesive Communities. To be Globally Responsible, we need to work together to reduce the carbon and pollution we emit by tackling sustainable transport and our energy use and generation. Key to this objective is working with children and young people to help them understand their role in looking after our environment, reducing our environmental impact and recognising the importance of “thinking globally and acting locally”.

Delivering the Solution			
The PSB will focus on:	Objective links	Goals	Impact
Improving the resilience of ecosystems by working at a larger scale (landscape) to manage biodiversity and maximise benefits such as natural flood risk management		1, 2, 3	Long
Ensuring design and planning policy supports strong, vibrant and healthy communities that are good for people and the environment.	  	1, 2, 3, 5, 7	Long
Enabling renewable energy schemes, especially community-owned schemes, and developing new solutions including storage, smart energy, heat and local supply.	 	1, 5, 7	Short
Enabling active travel and sustainable transport to improve air quality and give other health benefits.	  	1, 5, 6, 7	Med
Working with children and young people to improve their awareness, understanding and action for sustainable development and make them responsible global citizens of the future.		1, 2, 3, 4, 5, 6, 7	Long



## Sources of Advice

## Sources of Advice

### Monmouthshire County Council

Development Management Department  
County Hall, Rhadyr,  
Usk, NP15 1GA  
01633 644831  
planning@monmouthshire.gov.uk

### Monmouthshire County Council

Monlife  
County Hall, Rhadyr,  
Usk, NP15 1GA  
01633 644850  
countryside@monmouthshire.gov.uk  
rightsofway@monmouthshire.gov.uk  
greenInfrastructure@monmouthshire.gov.uk

### Monmouthshire County Council Highways Department

County Hall, Rhadyr,  
Usk, NP15 1GA  
01633 644644  
highways@monmouthshire.gov.uk

### Bannau Brycheiniog National Park Authority

Plas y Ffynnon, Cambrian Way Brecon,  
Powys, LD3 7HP  
01874 624437  
strategy@beacons-mpa.gov.uk  
Management Plan (2023-2028) available from: <https://future.bannau.wales/introducing-the-management-plan/>

### Wye Valley National Landscape AONB Unit

Hadnock Road,  
Monmouth, NP25 3NG  
01600 713977  
aonb.officer@wyevalleyaonb.org.uk  
Management Plan (2021-2026) available from: <https://www.wyevalleyaonb.org.uk/wp-content/uploads/Wye-Valley-AONB-Management-Plan-2021-26-finalised.pdf>

### Natural Resources Wales

Ty Cambria, 29 Newport Road,  
Cardiff, CF24 0TP  
0300 065 3000  
enquiries@naturalresourceswales.gov.uk

### Cadw

Welsh Government, Ty Afon,  
Coed Bedwas Road, Caerphilly, CF83 8WT  
0300 0256000  
Cadw@gov.wales

**h**

# **Biodiversity & Ecosystem Resilience Forward Plan Objectives**

## Monmouthshire Biodiversity & Ecosystem Resilience Forward Plan, February 2024

### Objectives

**Objective 1: Embed biodiversity throughout decision making at all levels**

•Corporate Policy, Well-being Policy and Planning, Strategic Plans e.g. RLDP, Consents, Operational decisions,

**Objective 2: Provide nature-based opportunities to raise awareness, support health and well-being and encourage action for nature**

•Environmental Education, Health & Wellbeing activities in nature, providing interpretation and guidance, supporting local groups and citizens to act for nature.

**Objective 3: Undertake land management for biodiversity and promote ecosystem resilience**

•Management of Council estate for nature recovery.

**Objective 4: Influence land management to improve ecosystem resilience**

•Supporting other landowners and stakeholders to make positive changes e.g. Regenerative Farming and Natural Flood Management.

**Objective 5: Tackle key pressures on species and habitats**

•Addressing drivers through project and procedure e.g. Delivering net benefit through Development Management, Invasive non-native species control, impacts of lighting.

**Objective 6: Support landscape scale projects and partnerships to maximise delivery**

•Collaboration, co-design and co-production through Catchment Partnerships, landscape partnerships, project partnerships.

**Objective 7: Use improved evidence, understanding and monitoring to inform action**

•Nature Networks, undertaking and encouraging others to undertake monitoring and biological recording.

**Objective 8: Monitor the effectiveness of the plan and review**

•Undertake statutory reporting and assess the need to update the plan.





Prepared by



Page 668



Nottingham Studio Third Floor, The Birkin Building, 2 Broadway, Nottingham NG1 1PS  
Contact +44 (0)115 8386737 mail@cbastudios.com www.cbastudios.com  
Directors D Watkins BSc MSc MRTPI FRGS FLI • A Croft BA MA MCIFA

CBA is the trading name of Chris Blandford Associates Ltd Registered in England No 03741865. Registered Office: Third Floor, The Birkin Building, 2 Broadway, Nottingham NG1 1PS



# GREEN INFRASTRUCTURE STRATEGY

April 2024

Volume 2 **Delivery Plan**

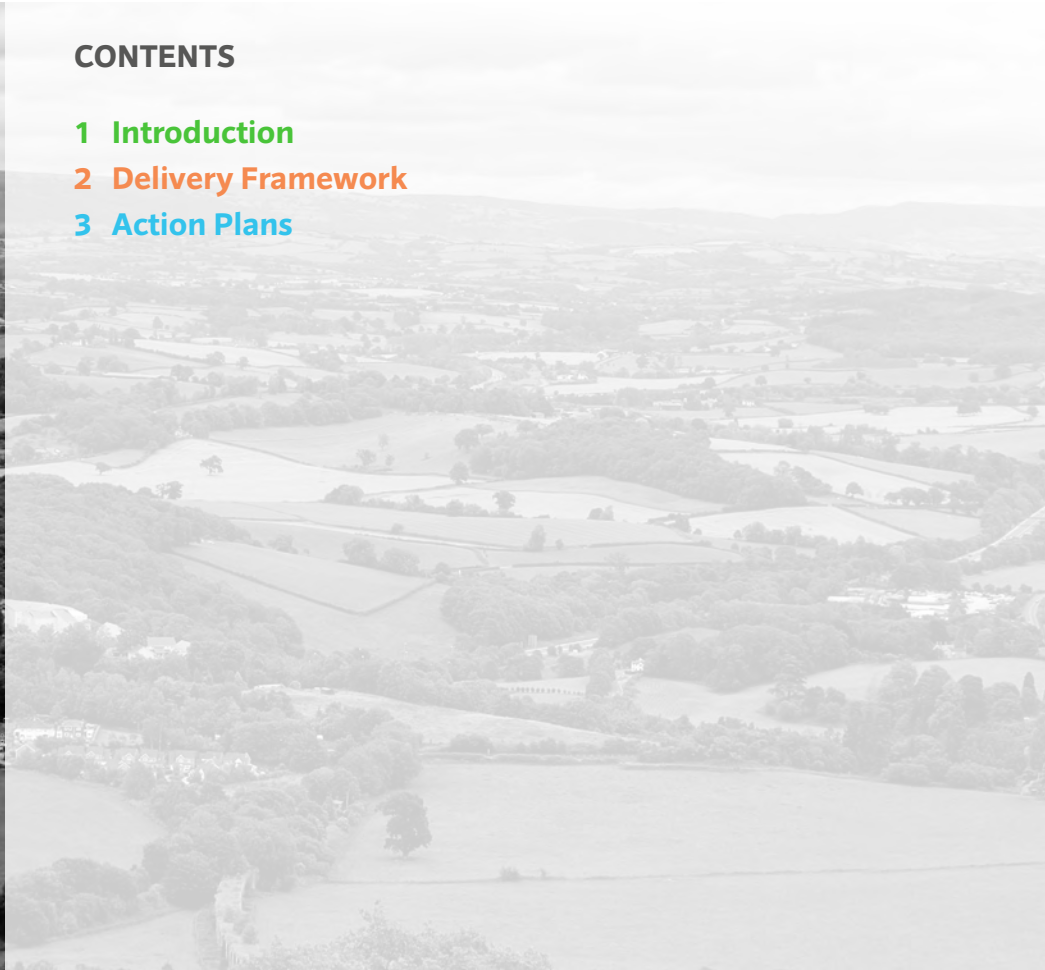






## CONTENTS

- 1 Introduction
- 2 Delivery Framework
- 3 Action Plans







1

Introduction





## 1.0 INTRODUCTION

### 1.1 The Green Infrastructure Strategy

1.1.1 The Green Infrastructure Strategy sets out Monmouthshire County Council's approach to enhancing biodiversity and increasing ecosystem resilience in line with the Environment (Wales) Act 2016, and improving health and wellbeing outcomes in line with the Wellbeing of Future Generations (Wales) Act 2015.

1.1.2 The Strategy was prepared by CBA on behalf of the Council.

#### Volume 1 – Strategic Framework

1.1.3 Volume 1 of the Strategy sets out the Council's strategic framework for GI provision in Monmouthshire. It identifies key priorities and strategic opportunities where the restoration, maintenance, creation or connection of green features and functions would deliver the most significant benefits, both on a county-wide basis and for key settlements where growth is planned in the adopted Local Development Plan (2011-2021).

1.1.4 An Executive Summary of the Green Infrastructure Strategy is also set out in a separate document.

#### Volume 2 – Delivery Plan (this document)

1.1.5 Volume 2 of the Strategy provides the Council's delivery plan for GI in Monmouthshire. Provided as a separate document, the Delivery Plan includes prioritised action plans for delivery of strategic/landscape-scale GI projects, and local GI projects to support development at the key growth locations and rural secondary settlements. The action plans are designed to support funding bids by the Council and its delivery partners.

#### GIS Database of GI Assets

1.1.6 A comprehensive and user-friendly GIS Database of GI assets and related information is held by the Council, which provides a tool for informing land use planning and land management decision-making with regards to GI.

1.1.7 The Green Infrastructure Strategy will be kept under review by the Council and updated as necessary to have regard to changing circumstances.





# 2

## Delivery Framework





## 2.0 DELIVERY FRAMEWORK

### 2.1 Approach

2.1.1 The framework for delivery of the GI Strategy is outlined below broadly based around the “ways of working” approach that public bodies are required to adopt by the Well-being of Future Generations (Wales) Act 2015.

#### Integrated and Joined Up Approach

2.1.2 The GI Strategy promotes an integrated and joined up approach to delivering GI that takes into account the needs of Monmouthshire’s communities, environment and economy. An important overarching principle underpinning the Strategy is the need to recognise the multi-functionality of GI assets and to maximise the benefits different assets can deliver through an integrated approach. For example, greenspaces can be used for sustainable food production, contribute to flood management and provide access to nature for informal recreation. It is essential that the inter-relationship and connections between the individual GI projects outlined in this Delivery Plan are considered in the round to ensure that opportunities for shared outcomes and mutual benefits are maximised.

#### Long-Term Thinking and Prevention

2.1.3 The GI Strategy promotes long-term thinking by aiming to balance current and long-term GI needs for Monmouthshire. It also encourages taking action now to prevent problems in the future through targeted investment in the delivery of new and enhanced GI where it is most needed. This is reflected in the range and nature of the GI projects included in the Action Plan.

### Stakeholder Collaboration and Community Involvement

2.1.4 As reflected in the Action Plan, the GI Strategy promotes a collaborative approach to working with a range of stakeholders and partners to help meet its aims and objectives. The benefits of collaboration by public bodies in GI delivery are being championed by the Gwent Green Grid partnership (**Box 2.1**).

2.1.5 Importantly, the GI Strategy also seeks to directly involve and engage local communities in the delivery of the GI projects included in the Action Plan.

2.1.6 The benefits of a collaborative partnership approach to delivery of GI projects are illustrated by the Living Levels Landscape Partnership in the Gwent Levels (see **Box 2.2**).

#### BOX 2.1 The Gwent Green Grid Partnership

The Partnership is a collaboration of the five local authorities of Gwent, (Monmouthshire County Council, Torfaen County Borough Council, Newport City Council, Caerphilly County Borough Council and Blaenau-Gwent County Borough Council) working with Natural Resources Wales and other partners and stakeholders, and has been active since 2020.

The Gwent Green Grid Partnership aims to bring together existing partnerships/projects to achieve greater strategic and local impact by providing a framework for connecting other initiatives and strategies; pooling funding; sharing resources and learning around ecosystem resilience, healthy living and climate adaptation; making landscape-scale biodiversity enhancements; and involving partners on a wider footprint.

<https://www.monlife.co.uk/outdoor/green-infrastructure/gwent-green-grid-partnership/>



### BOX 2.2 The Living Levels Landscape Partnership

The Living Levels Landscape Partnership has come together to deliver a programme of work which will promote and reconnect people to the heritage, wildlife and wild beauty of the historic landscape of the Gwent Levels.

The Scheme covers an area of 225 km<sup>2</sup> extending from Cardiff and the River Rhymney in the west to Chepstow on the River Wye in Monmouthshire to the east.

The Partnership comprises the Royal Society for the Protection of Birds, Gwent Wildlife Trust, Natural Resources Wales, Monmouthshire County Council, Newport City Council, Cardiff City Council, Cardiff Story Museum, Sustrans, The National Trust, Bumblebee Conservation Trust and Buglife.

Involving a work programme of 24 inter-related projects, the Scheme seeks to work with landowners, farmers and the local community to conserve and restore the important natural heritage features of the area, develop a far greater appreciation of the value of the landscape and to inspire people to learn about and participate in the heritage of the Gwent Levels. A £2.5 million grant from the Heritage Lottery Fund is helping to lever in further funding and deliver a £4 million scheme between 2018 and 2021.

The Partnership is leading on the delivery of the Gwent Levels GI Strategy, which aims to protect and enhance the area's GI assets, address the challenges of climate change and help underpin economic stability and growth that meets the needs of local communities and businesses.

[www.livinglevels.org.uk](http://www.livinglevels.org.uk)

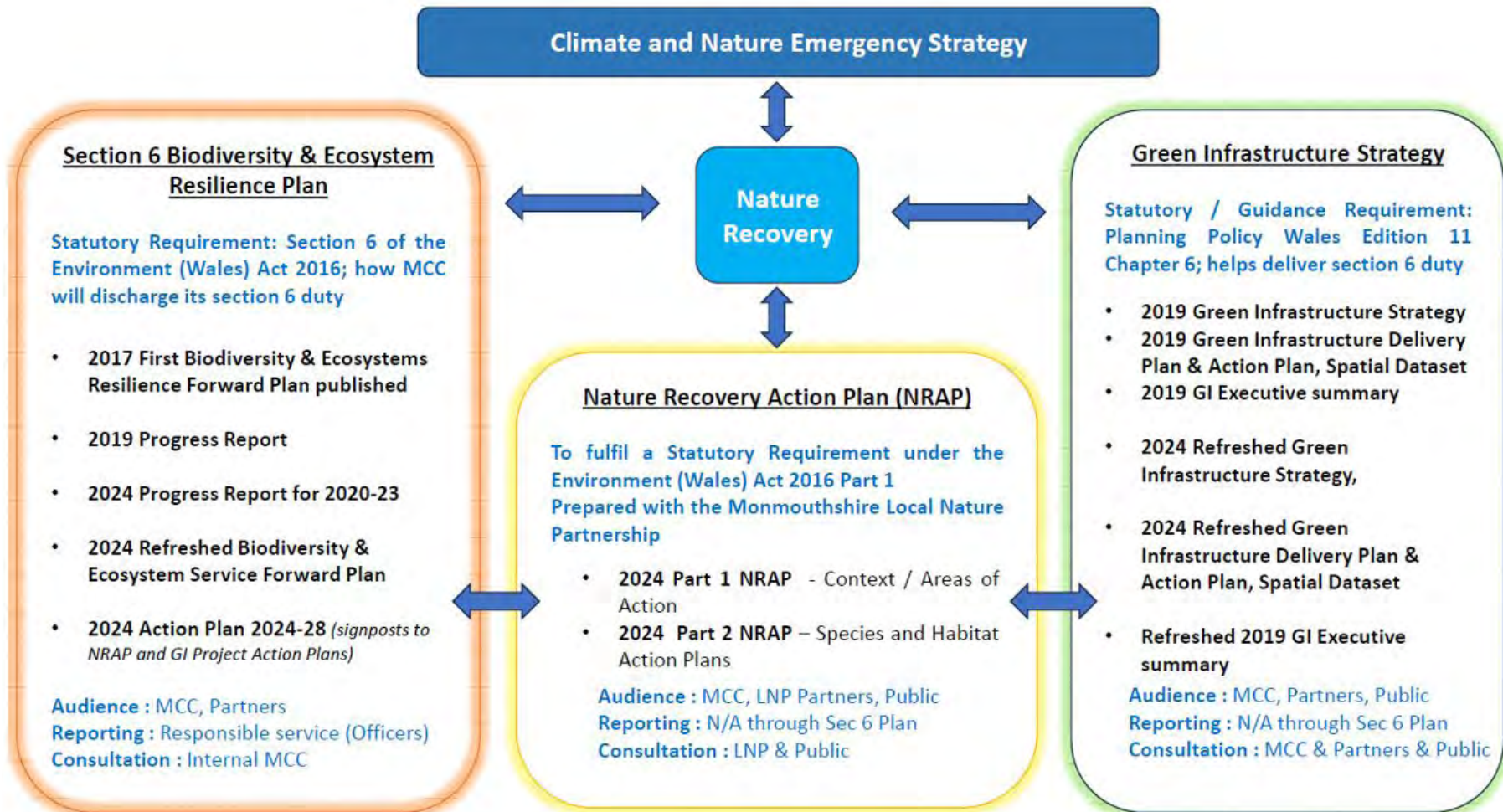


## 2.2 Delivery Principles

2.2.1 To maximise the successful implementation of the GI Strategy, the Council will work with its partners to:

- Champion the benefits of GI across the public, private and voluntary sectors.
- Influence and enable delivery of GI.
- Provide advocacy to market and promote GI.
- Identify opportunities for funding GI projects.
- Establish partnerships for pooling funding, coordinating delivery and long-term management of specific GI projects.
- Liaise with partners in neighbouring areas to co-ordinate cross-boundary delivery of GI projects at the regional scale.
- Monitor progress in delivery of the Action Plan and evaluate project impact in relation to the GI Strategy's objectives.
- Promote adoption of best practice with regards to implementation and long-term maintenance of GI.
- Provide assistance/advice on integration of the GI Strategy into other plans, policies and programmes.
- As the local planning authority, seek to promote best practice by promoting principles for embedding GI into development outlined in the adopted Green Infrastructure SPG.
- As the local planning authority, utilise the step-wise approach advocated by Planning Policy Wales 12, guiding decision makers in securing a net benefit for biodiversity.

2.2.2 The GI Strategy is part of Monmouthshire County Council's 3 part delivery plan for nature recovery:



## 2.3 Integrating Green Infrastructure and Development

2.3.1 In accordance with Planning Policy Wales (Section 6.2), opportunities to enhance the quality of the built environment by integrating GI into development through appropriate site selection and use of creative design should be considered.

2.3.2 Planning Policy Wales requires that Building with Nature Standards should be applied to development as a GI design quality checklist for place-making and place-keeping, in a way which is proportionate to the nature and scale of the development proposed. The Building with Nature Standards represent a default benchmark for ensuring appropriate consideration of GI, and whenever possible accreditation under these standards should be pursued.

2.3.3 Planning Policy Wales also requires applicants to submit a Green Infrastructure Statement with all planning applications, proportionate to the scale and nature of the development. Green Infrastructure Statements should demonstrate how well-being, nature and climate priorities identified in the Monmouthshire GI Strategy have been addressed in the development proposal.

2.3.4 The Green Infrastructure Statement should provide evidence that the step-wise approach advocated by Planning Policy Wales has been followed, demonstrating that a scheme of enhancements will be provided to ensure a net benefit for biodiversity.

2.3.5 As described in Planning Policy Wales, the step-wise approach aims to maintain and enhance biodiversity, build resilient ecological networks and deliver net benefits for biodiversity by ensuring that any adverse environmental effects are firstly avoided, then minimized, mitigated, and as a last resort compensated for. Enhancement must be secured by delivering a biodiversity benefit primarily on site or immediately adjacent to the site, over and above that required to mitigate or compensate for any negative impact (in future this may include purchasing biodiversity credits).

## 2.4 Potential Funding Streams

2.4.1 The Council will continue to be proactive in seeking funding opportunities for delivery of GI in line with the objectives and priorities set out in this GI Strategy. Potential funding streams that may support delivery of GI projects include:

- **Welsh Government:** such as that allocated in the Infrastructure Investment Strategy, and Transforming Towns funding can provide support for delivery of cross-sector, collaborative GI projects.
- **UK Funding:** such as the UK Shared Prosperity Fund, part of the UK government's Levelling Up agenda, which includes funding to improve pride in place and increase life chances across the UK, investing in communities and place, supporting local business, and people and skills.
- **Developer contributions:** can provide funding for delivery of GI projects secured in line with the Council's LDP policy.
- **Landfill Disposal Tax Communities Scheme:** distributes grants to community-based environmental projects to help mitigate effects of landfill on local communities.
- **Community grants:** community benefit schemes, investment programmes and small-scale grants can provide funding for community-based environmental projects in support of GI objectives.
- **Public/private sector funding:** can play a key role in securing the future of community green space and other GI assets as part of meeting corporate social responsibility objectives including trust funds.
- **National Lottery funding:** Also has a key role to play in providing funding for delivery of GI projects, such as the National Lottery Heritage Nature Networks Fund in Wales.

## 2.5 Green Infrastructure Management and Maintenance

2.5.1 Monmouthshire County Council will support the long-term management and appropriate maintenance of GI assets on land within its ownership, and is committed to sharing good practice in this regard.

2.5.2 The Council will also encourage other landowners and land managers of GI assets on public or private land to put in place appropriate management and maintenance practices.

2.5.3 Monmouthshire is a partner in the Nature isn't Neat project, which is establishing joined-up green space management to create wildflower-rich pollinator habitats across Gwent local authority areas as part of the Gwent Green Grid Partnership. This approach encourages change in the way grassland is managed - on our verges, open spaces and parks - to benefit nature. The project also provides [training and resources](#) to support project implementation.

2.5.4 Landowners and land managers are encouraged to follow the Council's Guidance Note on Green Infrastructure Management Plans.

2.5.5 Landowners and land managers of public land are also encouraged to support the delivery of the GI Action Plan for Pollinators in South East Wales.

2.5.6 An example of best practice in preparing Green Infrastructure Management Plans is illustrated by the case study in **Box 2.3**.

### **BOX 2.3 Caldicot Country Park Green Infrastructure Management Plan: Case Study**

Caldicot Country Park is one of a number of countryside sites owned and managed by Monmouthshire County Council. In 2017, the Council developed a long-term green infrastructure management plan for the Country Park, which included a public consultation to encourage the community to help plan and shape the future of the park. The aim of the plan is to safeguard the park's connected green spaces, while reflecting its heritage and natural environment to enhance the quality of life and community identity.

## 2.6 Updating the Evidence Base

2.6.1 In order to ensure a robust evidence base in respect of the provision, quality/condition and accessibility/connectivity of Monmouthshire's different types of GI assets to inform the Local Development Plan revision process, the following key studies (and their underlying datasets) will be updated/superseded:

- Open Space Study
- Ecological Connectivity Assessment - to be superseded by the Nature Networks Ecological Opportunity Mapping for Gwent



## 2.7 Monitoring Delivery

2.7.1 The Council will monitor the outcomes of GI delivery against the strategic objectives and priorities identified in the Green Infrastructure Strategy. The approach to monitoring will be based on the following outline monitoring framework.

Strategic GI Objectives	Strategic GI Priorities	Indicators to be Monitored	Outputs to be Measured
1: Improve Health & Wellbeing	See Vol 1 - para 3.3.7	Increase/decrease in people being physically active using GI	Numbers of people using green spaces and routes Length of green routes improved Length of new green routes created
		Increase/decrease in people engaging with nature	Volunteers involved in GI project delivery/stewardship People benefitting from GI projects
2: Enhance Biodiversity & Increase Ecosystem Resilience	See Vol 1 - para 3.3.12	Increase/decrease of species and habitats	Numbers of priority species/area of priority habitats Condition of designated habitats Number of sites with management plans
		Delivery of net benefits for biodiversity through development	Number of net benefits for biodiversity secured through planning conditions/obligations
3: Increase Climate Change & Nature Resilience	See Vol 1 - para 3.3.21	Increase in use of nature-based solutions	Number of nature-based solutions (e.g. natural flood management schemes, green roofs, SuDS, etc.)
4: Strengthen Landscape Character & Distinctiveness	See Vol 1 - para 3.3.17	Strengthening/weakening of distinctive landscape characteristics	Length/area of key landscape features (e.g. field boundaries, woodland, water bodies. etc)
5: Support Sustainable Economic Development	See Vol 1 - para 3.3.26	Increase/decrease in green jobs	Numbers of jobs created in GI management and maintenance



3

Action Plans





## 3.0 ACTION PLANS

### 3.1 Introduction

3.1.1 The original Action Plan developed in support of the 2019 Monmouthshire Green Infrastructure Strategy has been updated to reflect progress in delivery of GI projects and to include new GI projects for delivery in the future.

3.1.2 Informed by the needs and opportunities for strengthening Monmouthshire's Strategic GI Network identified in Volume 1, Section 3.4/ Appendix D3, the Action Plans set out existing and potential strategic/ landscape-scale GI projects that extend across one or more of the GI Zones.

3.1.3 The Action Plans also set out existing and potential local GI projects focussed around the key growth locations and rural secondary settlements in the adopted LDP, which were identified from the assessment of local needs and opportunities for GI provision in Volume 1, Section 4.0.

3.1.4 The projects have been selected based on their potential to make a contribution to the GI Strategy's objectives and associated priorities for guiding the planning, management and delivery of GI in Monmouthshire (see Volume 1, Section 3.3). The projects were confirmed by the Council in consultation with stakeholders.

3.1.5 The Council will review the Action Plans and update them as necessary to reflect progress or changing circumstances.

### 3.2 Action Plans User Guide

3.2.1 The Action Plans are available as an updateable Excel Database held by MCC. Contact Colette Bosley (01633 644852/colettebosley@monmouthshire.gov.uk) to request access to the Action Plans database.

3.2.2 The database is structured as follows:

**Ref No** – the unique reference number for the project.

**Project Name** – existing project name or suggested name for a potential project.

**Project Scope** – summary of the project's aims, location or spatial extent.

**Status:**

- Concept/Aspirational Stage
- Feasibility Stage
- Business Case Established and Ready for Funding
- Existing/Funded

**Strategic/Landscape-Scale or Local/Place-Specific GI Project**

**GI Zone Name:**

- A: Gwent Levels
- B: Wye Valley & Wentwood
- C: Central Monmouthshire – South
- D: Central Monmouthshire – North
- E: Bannau Brycheiniog & Black Mountains
- F: Eastern South Wales Valleys
- Multiple Zones

**Settlement Name:**

- Abergavenny & Llanfoist
- Monmouth
- Chepstow
- Severnside Settlements: Magor & Undy
- Severnside Settlements: Rogiet
- Severnside Settlements: Caldicot
- Severnside Settlements: Portskewett & Sudbrook
- Severnside Settlements: Caerwent
- Usk
- Raglan
- Penperlleni

**Contribution to GI Strategy Objectives:**

- 1: Improve Health & Wellbeing
- 2: Enhance Biodiversity & Increase Ecosystem Resilience
- 3: Increase Climate Change & Nature Resilience
- 4: Strengthen Landscape Character & Distinctiveness
- 5: Support Sustainable Economic Development

**Contribution to National Well-being Goals:**

- 1: A Prosperous Wales
- 2: A Resilient Wales
- 3: A Healthier Wales
- 4: A More Equal Wales
- 5: A Wales of Cohesive Communities
- 6: A Wales of Vibrant Culture and Thriving Welsh Language
- 7: A Globally Responsive Wales

**Contribution to Monmouthshire Well-being Objectives:**

- 1: Provide children and young people with the best possible start in life
- 2: Respond to the challenges associated with demographic change
- 3: Protect and enhance the resilience of our natural environment whilst mitigating and adapting to the impact of climate change
- 4: Develop opportunities for communities and businesses to be part of an economically thriving and well-connected county

**Contribution to Monmouthshire Biodiversity & Ecosystem Resilience Plan Objectives:**

- 1: Embed biodiversity throughout decision making at all levels
- 2: Provide environmental education to raise awareness and encourage action
- 3: Undertake land management for biodiversity and promote ecosystem resilience
- 4: Influence land management to improve ecosystem resilience
- 5: Tackle key pressures on species and habitats
- 6: Support landscape scale projects and partnerships to maximise delivery
- 7: Monitor the effectiveness of the plan and review

**Priority – the indicative timescale for project delivery:**

- Short-term (1 year)
- Medium-term (2-5 years)
- Longer-term (5+ years)

**Indicative Cost:**

- Low: <£10k
- Medium: £10k-£100k
- High: £100k-£1M
- Major: >£1M

## Delivery Lead

---

## Delivery Partners

---

**Outcomes/Indicators** – for monitoring progress in delivery of action/evaluating project impact.

---

## Abbreviations

- Blaenau-Gwent County Borough Council (BCBC)
- Bannau Brycheiniog National Park Authority (BBNPA)
- Blaenavon WHS Partnership (BWHSP)
- Blaenavon World Heritage Environment Group (BWHEG)
- Cadw (Welsh Government Heritage Service) (Cadw)
- Canal & River Trust (CRT)
- Cardiff City Council (CCC)
- Dŵr Cymru (DC)
- Gwent Wildlife Trust (GWT)
- Living Levels Landscape Partnership (LLLLP)
- Monmouthshire, Brecon and Abergavenny Canals Trust (MBACT)
- Monmouthshire County Council (MCC)
- Monmouthshire Housing Association (MHA)
- Natural England (NE)
- Natural Resources Wales (NRW)
- Newport City Council (NCC)

- Royal Society for the Protection of Birds (RSPB)
- Torfaen County Borough Council (TCBC)
- Visit Wales (VW)
- Welsh Government (WG)
- Wye Valley AONB Unit
- Wye & Usk Foundation (WUF)

## Search Function

3.2.3 The Excel Database includes a search function; using the drop down grey filter arrows in the column headings, the projects can be searched by the following:

- Status
- Strategic/Landscape-Scale or Local/Place-Specific GI Project
- GI Zone Name
- Settlement Name
- GI Strategy Objective
- National Well-being Goals
- Monmouthshire Well-being Objective
- Monmouthshire Biodiversity & Ecosystem Resilience Plan Objective
- Priority
- Indicative Cost
- Delivery Lead

3.2.4 The Excel Database also includes a function to find specific text (e.g. a specific project title).



Prepared by



Page 688



Nottingham Studio Third Floor, The Birkin Building, 2 Broadway, Nottingham NG1 1PS  
Contact +44 (0)115 8386737 mail@cbastudios.com www.cbastudios.com  
Directors D Watkins BSc MSc MRTPI FRGS FLI • A Croft BA MA MCIFA

CBA is the trading name of Chris Blandford Associates Ltd Registered in England No 03741865. Registered Office: Third Floor, The Birkin Building, 2 Broadway, Nottingham NG1 1PS



# GREEN INFRASTRUCTURE STRATEGY

April 2024

## Executive Summary



## KEY MESSAGES

- First published in 2019, the Green Infrastructure Strategy has been reviewed to reflect changes in policy, the new Gwent Green Grid Regional Green Infrastructure Strategy and updated baseline data. The review also reflects progress in delivery of green infrastructure projects over the last 5 years.
- Planning Policy Wales 12 defines Green Infrastructure as 'the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places' (such as towns and villages).
- This Green Infrastructure Strategy promotes an integrated and joined up approach to delivering Green Infrastructure that takes into account the needs of Monmouthshire's communities, environment and economy.
- An important overarching principle underpinning the Strategy is the need to recognise the multi-functionality of Green Infrastructure assets and to maximise the benefits different assets can deliver through an integrated approach. For example, green spaces can be used for sustainable food production, contribute to flood management and provide access to nature for informal recreation. These benefits can support improved health and well being, climate mitigation/adaptation and biodiversity.
- It is essential that the inter-relationship and connections between the individual projects outlined in the Green Infrastructure Delivery Plan are considered in the round to ensure that opportunities for shared outcomes and mutual benefits are maximised.



© Michael Day

## SETTING THE SCENE

### Background

This Strategy sets out Monmouthshire County Council's approach to the planning, management and delivery of Green Infrastructure (GI) focussed around the following strategic objectives and priorities:

- Improve Health & Wellbeing
- Enhance Biodiversity & Increase Ecosystem Resilience
- Increase Climate Change & Nature Resilience
- Strengthen Landscape Character & Distinctiveness
- Support Sustainable Economic Development

In doing so, the GI Strategy will help contribute to the delivery of:

- Replacement Local Development Plan
- MCC Community and Corporate Plan
- MCC Climate and Nature Emergency Strategy and Action Plans
- MCC Biodiversity and Ecosystem Resilience Forward Plan and Action Plan
- MCC Nature Recovery Action Plan
- Public Service Board Wellbeing Plans

### Overview of the GI Strategy

The Strategy was prepared by CBA on behalf of Monmouthshire County Council.

#### Volume 1 – Strategic Framework (this document)

Volume 1 of the Strategy sets out the Council's strategic framework for GI provision in Monmouthshire. It identifies key priorities and strategic opportunities where the restoration, maintenance, creation or connection of green features and functions would deliver the most significant benefits, both on a county-wide basis and for locations where growth is planned in the Monmouthshire Replacement Local Development Plan (RLDP) 2018-2033 Preferred Strategy (endorsed October 2023).

As required by Planning Policy Wales, the GI Strategy is informed by a Green Infrastructure Assessment for Monmouthshire (see Vol1 Appendix D) developed in accordance with the principles of the NRW Green Infrastructure Assessment Guidance Note 42 (2023).

#### Volume 2 – Delivery Plan

Volume 2 of the Strategy provides the Council's delivery plan for GI in Monmouthshire. Provided as a separate document, the Delivery Plan includes prioritised action plans for delivery of strategic/landscape-scale GI projects, and local GI projects to support development at the key growth locations and rural secondary settlements. The action plans are designed to support funding bids by the Council and its delivery partners.

#### GIS Database of GI Assets

A comprehensive and user-friendly GIS Database of GI assets and related information is held by the Council, which provides a tool for informing land use planning and land management decision-making with regards to GI.

The Green Infrastructure Strategy will be kept under review by the Council and updated as necessary to have regard to changing circumstances.



## What is GI?

Chapter 6 (Distinctive & Natural Places) of Planning Policy Wales 12 defines GI as follows:

*'Green infrastructure is the network of natural and semi-natural features, green spaces, rivers and lakes that intersperse and connect places.'*

*Component elements of green infrastructure can function at different scales and some components, such as trees and woodland, are often universally present and function at all levels.*

*At the landscape scale green infrastructure can comprise entire ecosystems such as wetlands, waterways, peatlands and mountain ranges or be connected networks of mosaic habitats, including grasslands.*

*At a local scale, it might comprise parks, fields, ponds, natural green spaces, public rights of way, allotments, cemeteries and gardens or may be designed or managed features such as sustainable drainage systems.*

*At smaller scales, individual urban interventions such as street trees, hedgerows, roadside verges, and green roofs/walls can all contribute to green infrastructure networks.'*



## Range of GI Scales/Connectivity

Adapted from GI Design and Placemaking (Scottish Government, 2011)

OR  
STEPS  
page 693

### CONNECTIONS

- Pavements
- Cycling paths
- Green corridors

### STREETS



- Green roofs
- Green walls
- Domestic gardens
- Rainwater collection systems
- Permeable driveways
- Trellises/pergolas

- Boundary features (hedges)
- Street trees and front garden trees
- Grass verges
- Sustainable drainage systems (e.g. swales)
- Porous paving

### CONNECTIONS

- Footpaths
- Cycling routes
- Green corridors
- Blue corridors

### NEIGHBOURHOODS



- Public parks and gardens
- Pocket parks and parklets
- Recreation grounds and play areas
- Playing fields and sports pitches
- Allotments and community gardens
- Amenity green spaces
- Burial grounds and churchyards
- Civic spaces/pedestrianised streets
- Institutional grounds
- Swales, reeds, ponds, watercourses
- Urban woodlands and nature reserves

### CONNECTIONS

- Town & country connections
- Green corridors
- Blue corridors
- Promoted trails
- Rights of Way Network
- Cycling routes

### COUNTRYSIDE & COAST



- National Parks, National Landscapes/AONBs & World Heritage Sites
- Country parks and gardens
- Farmland
- Woodlands, hedgerows and trees
- Uplands
- Grasslands
- Wetlands
- Coasts
- River catchments
- Nature reserves and wildlife sites
- Golf courses
- Village greens and orchards



## GREEN INFRASTRUCTURE STRATEGY

### Vision for GI in Monmouthshire

Monmouthshire has a well-connected multifunctional green infrastructure network comprising high quality green spaces and links that offer many benefits for people and wildlife.



The network's integrity and connectivity is maintained, protected and enhanced in a planned and managed way, which recognises the interdependency and multifunctionality of landscape, heritage and biodiversity elements.

Investment in green infrastructure underpins the County's ongoing economic, social and environmental success by supporting sustainable growth, improving quality of life and place, delivering ecosystem resilience and tackling the nature and climate emergencies.

Monmouthshire is a green and healthy place to live, with an increasingly coherent and resilient ecological network of wildlife habitats, helping to conserve biodiversity.



The GI vision is underpinned by the following three core aims:

1. **Support health and wellbeing delivering strong communities and vibrant places; enriching people's lives through engagement and activity**
2. **Maintain and enhance biodiversity and support resilient ecosystems to address the nature and climate emergencies**
3. **Conserve, protect and enhance Monmouthshire's GI assets**

Together, the vision and three core aims provide the overarching framework for positive actions by all stakeholders involved in the future protection, management and enhancement of GI in Monmouthshire.

### Strategic GI Objectives

























The GI Strategy's vision and core aims are supported by five strategic objectives and associated priorities for guiding the planning, management and delivery of GI in Monmouthshire. These objectives and priorities are reflected in the GI projects identified in the Delivery Plan (see Volume 2), and are also intended to be used in monitoring the outcomes of projects. The strategic GI objectives are:

1. **Improve Health & Wellbeing**
2. **Enhance Biodiversity & Increase Ecosystem Resilience**
3. **Increase Climate Change & Nature Resilience**
4. **Strengthen Landscape Character & Distinctiveness**
5. **Support Sustainable Economic Development**





The GI Strategy's objectives will contribute to the Welsh Government's National Well-being Goals, and the Council's Local Well-being Objectives and Biodiversity & Resilience Objectives as highlighted below:

GI Strategy Objective	National Well-being Goals (see Box 3.3)							Local Well-being Objectives (see Box 3.4)				Biodiversity & Resilience Forward Plan Objectives (see Box 3.5)							
	1	2	3	4	5	6	7	1	2	3	4	1	2	3	4	5	6	7	8
<b>1 – Improve Health &amp; Wellbeing</b>																			
<b>2 – Enhance Biodiversity &amp; Increase Ecosystem Resilience</b>																			
<b>3 – Increase Climate Change &amp; Nature Resilience</b>																			
<b>4 – Strengthen Landscape Character &amp; Distinctiveness</b>																			
<b>5 – Support Sustainable Economic Development</b>																			

## Monmouthshire's Strategic GI Network

The Strategic GI Network provides an overarching framework for GI planning, management and delivery across the County as an integral part of the wider Gwent Green Grid. The network embraces strategic GI corridors connecting GI assets within the County and in neighbouring areas, providing important GI links to Monmouthshire's main settlements.

An overview of the strategic needs and opportunities for restoring, maintaining, creating and/or connecting GI assets to help strengthen Monmouthshire's Strategic GI Network for the future can be found in Volume 1 of the GI Strategy

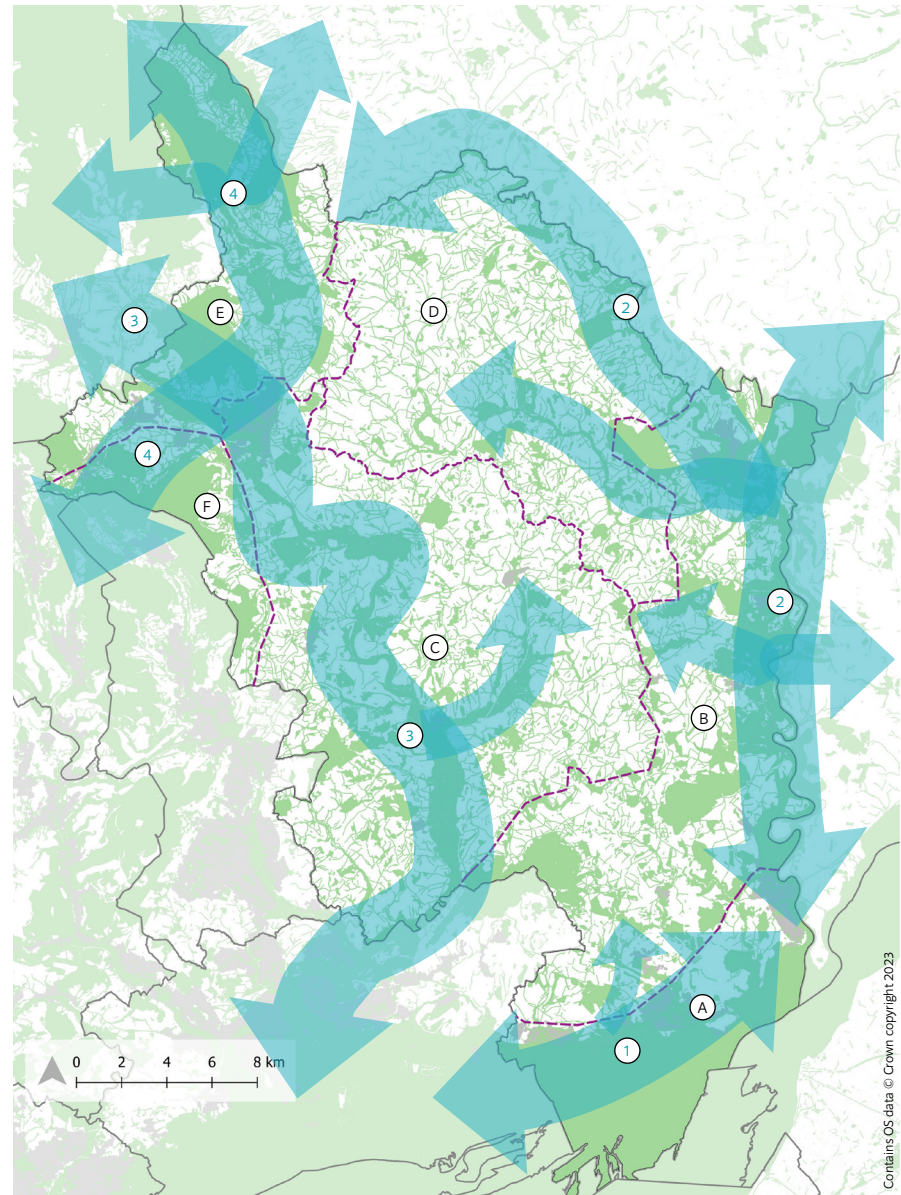
### Strategic GI Corridors:

- 1: Gwent Levels/Coast
- 2: Wye Valley & Tributaries
- 3: Usk Valley & Tributaries
- 4: Bannau Brycheiniog Uplands

### GI Zones:

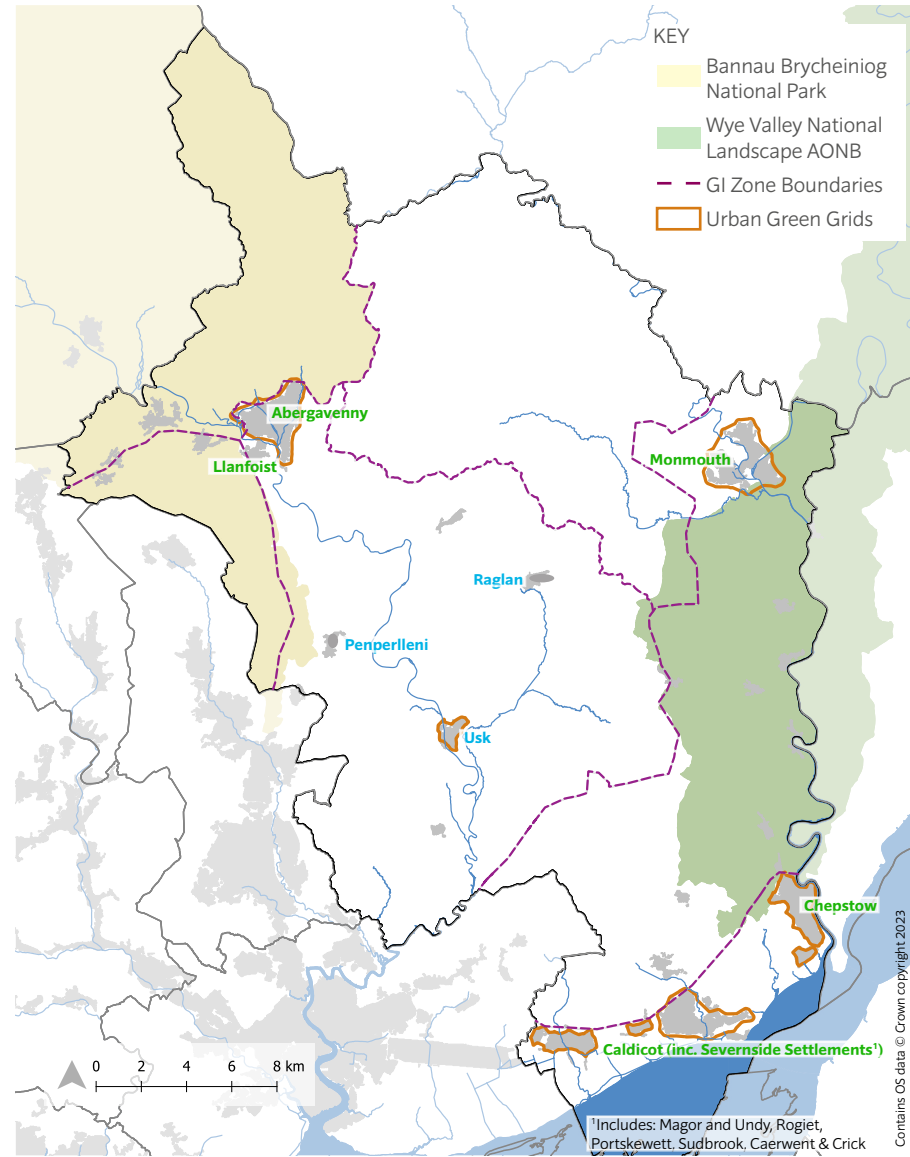
- A: Gwent Levels
- B: Wye Valley & Wentwood
- C: Central Monmouthshire – South
- D: Central Monmouthshire – North
- E: Bannau Brycheiniog & Black Mountains
- F: Eastern South Wales Valleys

 Existing GI Network



### Settlement GI Networks

Set within the context of the Strategic GI Network for Monmouthshire, the key opportunities for strengthening the GI Networks in and around the the **primary settlements** and **secondary settlements** identified for development in the Monmouthshire Replacement Local Development Plan 2018-2033 Preferred Strategy (endorsed October 2023) are highlighted in the GI Strategy. Where appropriate, these opportunities are carried forward into the projects set out in the GI Delivery Plan (Volume 2).





Prepared by



Page 698



Nottingham Studio Third Floor, The Birkin Building, 2 Broadway, Nottingham NG1 1PS  
Contact +44 (0)115 8386737 mail@cbastudios.com www.cbastudios.com  
Directors D Watkins BSc MSc MRTPI FRGS FLI • A Croft BA MA MCifA

CBA is the trading name of Chris Blandford Associates Ltd Registered in England No 03741865. Registered Office: Third Floor, The Birkin Building, 2 Broadway, Nottingham NG1 1PS

<b>SUBJECT:</b>	<b>GREENFINGERS SERVICE</b>
<b>DIRECTORATE:</b>	<b>SOCIAL CARE AND HEALTH</b>
<b>MEETING:</b>	<b>Cabinet</b>
<b>DATE:</b>	<b>15<sup>th</sup> May 2024</b>
<b>DIVISION/WARDS AFFECTED:</b>	<b>All</b>

## 1. PURPOSE:

This report is brought forward to seek the release of the Greenfingers site in the grounds of Melville Centre for the Arts in Abergavenny with the view to it being made available for a community organisation(s) to develop an inclusive horticultural or gardening project.

## 2. RECOMMENDATIONS:

That Cabinet agrees the following:

- (i) That the current Greenfingers site should be released to Landlord Services in order to seek expressions of interest from community organisations to develop the site as an inclusive horticulture related project.
- (ii) For Landlord Services to work in partnership with the Green Infra-structure Team, Community Animation Team and Social Care and Health directorate to ensure that the site is developed in accordance with current policy objectives regarding the climate and nature emergency.
- (iii) To continue supporting people with learning disabilities to access community gardening opportunities.

## 3. KEY ISSUES:

### **Background**

3.1 Greenfingers was originally established in 2007, alongside a series of other enterprise opportunities for people with a learning disability in Monmouthshire and became part of MDML in 2012. The service was set up to provide people with an opportunity to develop skills in gardening and engage in meaningful activities that might help with employability.

3.2 The project had several strands to it including undertaking maintenance in community gardens such as grass cutting, general park maintenance and maintenance of flower beds in various community locations in particular Linda Vista Garden, Bailey Park and Castle Meadows. As well as this, work at the Greenfingers base including making reindeers and wreaths for Christmas, growing and selling vegetables and supporting the community's food coop.

3.3 Since Greenfingers was first established, the landscape of disability services in Monmouthshire has changed fundamentally with a move to strength-based

approaches, enabling people with learning disabilities to develop and pursue personal outcomes and social connections in a more person-centred, individualised way.

3.4 Prior to the pandemic, 20 people attended Greenfingers for a couple of days per week (on average). Most of the previous attendees now access different activities within the community, including various community-based gardening / horticultural projects, either independently, with support through MDML or with support from their accommodation providers. This also coincided with a change in the arrangements for enabling people in residential or supported living placements to participate in day opportunities (with day support now being provided through the accommodation provider rather than through MDML).

### **The Development Opportunity**

3.5 The site itself is in the grounds of Melville Centre for the Arts and has remained unused since the start of the pandemic, when MDML suspended site-based services. The site comprises 662 sqm / 7127 sqft / 0.16 acres and has a main building, a shed and 2 polytunnels. The site needs some attention, although the polytunnels and one of the sheds are in reasonable condition and are useable aside from some minor work.

3.6 The site represents a great potential development opportunity for an inclusive community venture, ideally based around horticulture/gardening or something aligned to that. So that a positive link can be maintained with MDML, the proposal is to stipulate that any project or community group using the site should be inclusive and offer opportunities that benefit the whole community, including those receiving support through MDML. Given the decision to locate one of the MDML home-bases at the Melville Centre for the Arts, this presents an exciting opportunity for some innovative community partnership working.

3.7 There is a consensus that the site would be very attractive to community groups and there has already been some keen interest. Interest has come from existing gardening groups in the area, food growing/cooking groups and allotment groups. The site could be offered as is with responsibility for development resting with the successful community group(s) to ensure its specification meets their future aspirations.

3.8 Arriving at a decision over which community group(s) would be selected to occupy the site will require a thoughtful and evidenced based process involving a number of stakeholders and would be undertaken in consultation with the Cabinet Member for Resources. To encourage a positive and creative response from interested organisations, the first step will be to provide a clear brief setting out the Council's objectives and aspirations for the site. Given its co-location, the Melville Centre for the Arts, would be a key-stakeholder in any decision about how the site should be used and in the on-going management arrangements. The development of positive working relationships between stakeholders would be essential to supporting a sustainable project.



## **Ensuring People with Learning Disabilities are Supported to Access Gardening, Horticultural and Outdoor Activities**

3.9 There are several community-run gardening opportunities in Abergavenny, such as Growing Spaces, many of which are attended by people with learning disabilities including some who are supported by MDML. These groups offer increased social inclusion and integration as well as somewhere to meet up with existing friends. There are also a number of inclusive outdoor volunteering opportunities and community groups that people can participate in such as Friends of Linda Vista, Abergavenny Community Orchards, Volunteer Shepherds, Friends of Bailey Park and Castle Meadows and more.

3.10 Following the Practice Solutions review (March 2022 – Nov 2023) there is a renewed impetus within MDML towards supporting people to access day opportunities that are designed around their own strengths and interests with an emphasis on using inclusive, community-based settings where this is possible. So that people have genuine choice over what they do, it is important that there are a range of opportunities available for people to enjoy and be part of. It is envisaged that an additional opportunity to access an outside activity, located in the same grounds as the home-base for MDML, would become a valuable addition to the overall service offer.

## **4. EQUALITY AND FUTURE GENERATIONS EVALUATION:**

4.1 An Integrated Impact Assessment has been undertaken, attached as Appendix 1.

4.2 A summary from Section 8 of the Integrated Impact Assessment identifying the significant positive and negative impacts is detailed below.

### **Positive Impact**

- The proposal will ensure that people with learning disabilities who are supported by MDML will continue to be supported to access community gardening opportunities and other opportunities suitable to their aspirations and needs.
- The proposal to offer the site for community development will enhance the availability of opportunities that are open, accessible and of interest to people of all ages and abilities.
- Developing the site as a community asset/opportunity will further extend the range of opportunities and activities within the community which people with a disability can access.
- This proposal will strengthen and widen the opportunities available to people in a way that meets their needs. Therefore, likely to increase and advance equality of opportunity for people with disabilities in Monmouthshire.

### **Negative Impacts**

- There are <5 people\* currently receiving support from MDML who used to attend Greenfingers when it was open. < 5 people\* have indicated they wish the service to re-open so maybe negatively affected by the proposal to cease operating the service, albeit that other similar opportunities are available.

- Ceasing the operation of the service has the potential to negatively impact the staff team as their current roles will no longer be needed. Redeployment opportunities will be fully explored.

\*Where actual numbers are fewer than 5 it is our policy to represent the response as <5 to avoid individuals being identified.

## **5. OPTIONS APPRAISAL**

- 5.1 There is an option to re-establish the Greenfingers service on its existing site (following any running repairs and improvements required). The service could utilise the current Greenfingers workforce, avoiding the need for potential redeployment. However, this would reduce the availability of the MDML workforce to support people undertaking activities of their own choosing and would not be aligned with the direction of travel for MDML. This option would not readily enable a potentially innovative partnership with a community based horticultural project and is discounted on that basis.
- 5.2 The option to release the site without stipulation for its future use has been discussed and discounted. When land/property is declared surplus Landlord Services would normally seek to repurpose or dispose of the asset in a manner that generates best consideration or value. The sites alternative uses are considered to be very limited, given the various constraints impacting access, the listed building status of the adjacent land/property, and it's location within the C2 Flood zone. Given these constraints, the opportunity to develop and facilitate a community horticultural project is recommended as the appropriate use.
- 5.3 Given that the site is in the grounds of the Melville Centre for the Arts, which is currently being developed as the future home-base for MDML in the North, it is felt that the connection with MDML should be preserved whatever the site's future use, and that it should continue to be inclusive and accessible to people who use MDML. The stipulation to seek partners who want to use the site for an inclusive, community-based gardening project supports this idea and has the added benefit of supporting wider policy objectives around local food production, green spaces and biodiversity.
- 5.4 The current proposal, to formally cease the Greenfingers service and to use the site in a different way through seeking a partnership with an inclusive horticulture related project, is the recommended option.

## **6. EVALUATION CRITERIA**

- 6.1 The service will continue to monitor the numbers of people using MDML who are supported to participate in community-based gardening and horticultural projects. The degree to which accessing such projects is conducive to people's personal wellbeing will be reviewed through their individual care and support plans.

- 6.2 Moving forward, the success of the proposal will be evaluated via the extent to which we are successful in achieving the ambition of working in partnership to develop an inclusive horticulture related project(s) on the current Greenfingers site.

## **7. REASONS:**

- 7.1 The Greenfingers site offers considerable potential for partnership working and specifically for the development or expansion of inclusive community-based gardening or horticultural projects.
- 7.2 Providing a MDML gardening service (Greenfingers) is no longer desirable in terms of the direction of travel for the service or needed in terms of demand. Greenfingers has predominantly been a service accessed only by people with a learning disability and has had minimal levels of community inclusion. Re-establishing Greenfingers gardening service as it was, is inconsistent with the overall direction of travel for MDML towards individualised community-based support. Furthermore, Greenfingers is no longer required on the basis that a range of alternative community-based gardening and horticultural projects are now available for people to access.
- 7.3 Approval for the cessation of the Greenfingers as part of the MDML service is necessary to support the wider service development and staffing restructure across MDML and ISS (as per the recommendations of the Practice Solutions review March 2023). The current proposal would support this re-organisation and aligns with the idea of people being supported in a range of different activities, according to their individual interests and preferences, rather than through a more static service offer.

## **8. RESOURCE IMPLICATIONS:**

- 8.1 The current total net non-staff budget element of the Greenfingers budget is £9,674. A decision not to re-establish the service as it was, would result in a saving of £9,674 (full year).
- 8.2 The Greenfingers' workforce (of 3.6 FTE) have differentiated Job Descriptions within the overall MDML staffing structure. Since the pandemic, those MDML colleagues with Job Descriptions specific to Greenfingers, have been supporting people in the community in a range of activities either through MDML or Individual Support Services (ISS).
- 8.3 Recommendations from the Practice Solutions review included consideration of bringing Individual Support Services (ISS) and MDML support services together, something which is now underway.
- 8.4 The additional cost implications associated with the proposal to cease operating the Greenfingers service will be in regard to the potential redundancy and pension strain costs of the staff team. This would be taken forward within the overall workforce re-organisation of both MDML and ISS, with re-deployment opportunities being fully explored.

**9. CONSULTEES:**

- Nicholas Keyse -Acting head of Landlord Services
- Social Care & Health Directorate Management Team
- Ian Saunders, Chief Officer Customer, Culture and Wellbeing

**10. BACKGROUND PAPERS:**

Implementation of the My Day, My Life Review Recommendations Report  
Cabinet 26<sup>th</sup> July 2023

**12. AUTHOR:**

**Jane Rodgers** – Chief Officer, Social Care, Safeguarding and Health

**JaneRodgers@monmouthshire.gov.uk**



monmouthshire  
sir fynwy

## Integrated Impact Assessment document (incorporating Equalities, Future Generations, Welsh Language and Socio Economic Duty)

<p><b>Name of the Officer;</b> Ceri York</p> <p><b>Phone no:</b> 07775 648623</p> <p><b>E-mail:</b> ceriyork@monmouthshire.gov.uk</p>	<p><b>Please give a brief description of the aims of the proposal</b></p> <p>The report seeks the release of the Greenfingers site in the grounds of Melville Centre for the Arts in Abergavenny with the view to it being made available for a community organisation(s) to develop an inclusive horticultural or gardening project.</p>
<p><b>Name of Service area</b></p> <p>My Day My Life</p> <p>Adult Social Care</p>	<p><b>Date:</b> 7<sup>th</sup> March 2024</p>

Page 705

1. **Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	Older people will continue to be able to access gardening opportunities in the community to meet their needs, aspirations and wants. The proposal to offer the site for community development will enhance the availability of opportunities are open, accessible and of interest to people of all ages.	None identified at this point	We will ensure that older people receiving MDML services will be supported to access available gardening and other community opportunities which are suitable to their wishes and needs.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Disability	Developing the site as an inclusive community asset/opportunity will further extend the range of opportunities and activities within the community which people with a disability can access.	There are <5 people currently receiving support from MDML who used to attend Greenfingers when it was open. <5 people have indicated they wish the service to re-open so maybe negatively affected by the proposal to cease operating the service.	Social workers and MDML team members will work with people to find appropriate and suitable gardening and other opportunities for people to be involved in.  Ensure that people within supported living arrangements who used to access Greenfingers are being appropriately supported with day time opportunities of their choice.
Gender reassignment	No impact identified at this stage	No impact identified at this stage	No mitigating actions identified at this stage
Marriage or civil partnership	No impact identified at this stage	No impact identified at this stage	No mitigating actions identified at this stage
Pregnancy or maternity	No impact identified at this stage	No impact identified at this stage	No mitigating actions identified at this stage
Race	No impact identified at this stage	No impact identified at this stage	No mitigating actions identified at this stage
Religion or Belief	No impact identified at this stage	No impact identified at this stage	No mitigating actions identified at this stage



Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Sex	No impact identified at this stage	The Greenfingers staff team has an equal split of male and female. Ceasing the operation of the service will negatively impact all as their current roles will no longer be need.	As part of the proposed restructure of the whole MDML / ISS service, all employees will be subject to the Council's Protection of Employment Policy, which will include seeking alternative employment options.
Sexual Orientation	No impact identified at this stage	No impact identified at this stage	No mitigating actions identified at this stage

## 2. The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions This duty aligns with our commitment as an authority to Social Justice.

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
<p><b>Socio-economic Duty and Social Justice</b></p>	<p>My Day, My Life is a strength-based approach that seeks to enable people with a learning disability to develop and pursue their individual aspirations within every day, community settings supported by their own networks, including support with education, skills development, volunteering, and employment. The current direction of travel for MDML, including this proposal, is to further strengthen and widen the range of opportunities available. It is anticipated that this will help to advance equality of opportunity for people with disabilities in Monmouthshire and overcome the socio-economic disadvantage that people with learning disabilities experience.</p>	<p>No impact identified at this stage</p>	<p>No mitigating actions identified at this stage</p>

<b>How does your proposal impact on the following aspects of the Council's Welsh Language Standards:</b>	<b>Describe the positive impacts of this proposal</b>	<b>Describe the negative impacts of this proposal</b>	<b>What has been/will be done to mitigate any negative impacts or better contribute to positive impacts</b>
<b>Policy Making</b>  Effects on the use of the Welsh language,  Promoting Welsh language  Treating the Welsh language no less favourably	No impact identified at this stage	No impact identified at this stage	No mitigating actions identified at this stage
<b>Operational</b>  Recruitment & Training of workforce	No impact identified at this stage	No impact identified at this stage	No mitigating actions identified at this stage
<b>Service delivery</b>  Use of Welsh language in service delivery  Promoting use of the language	No impact identified at this stage	No impact identified at this stage	No mitigating actions identified at this stage



**3. Policy making and the Welsh language.**




**4. Does your proposal deliver any of the well-being goals below?** Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
<b>A prosperous Wales</b> Efficient use of resources, skilled, educated people, generates wealth, provides jobs	Positive: This proposal will enable us to identify and support best use of community-based resources.  Negative: the closure of the Greenfingers will impact people employed within in it.	Alternative employment options will be sought with SCH and the Council if needed.
<b>A resilient Wales</b> Maintain and enhance biodiversity and ecosystems that support resilience and can adapt to change (e.g. climate change)	Positive: the intention is to release the Greenfingers site with a stipulation that its function remains as gardening or horticulture	No mitigating actions identified at this stage
<b>A healthier Wales</b> People's physical and mental wellbeing is maximized and health impacts are understood	Positive: The proposal is consistent with the agreed direction of travel for MDML which seeks to maximise choice and diversity of meaningful day opportunities for people with learning disabilities. This supports the physical and emotional health of people with learning disabilities and their carers.	The service will ensure that people have a choice of outdoor, gardening and horticultural activities to participate in.
<b>A Wales of cohesive communities</b> Communities are attractive, viable, safe and well connected	Positive: The focus of My Day My Life is on community-based opportunities for people with learning disabilities in Monmouthshire, which supports people to be well connected to local networks.	No mitigating actions identified at this stage
<b>A globally responsible Wales</b> Taking account of impact on global well-being when considering local social, economic and environmental wellbeing	No impact identified at this stage	No mitigating actions identified at this stage

<b>Well Being Goal</b>	<b>Does the proposal contribute to this goal? Describe the positive and negative impacts.</b>	<b>What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
<b>A Wales of vibrant culture and thriving Welsh language</b> Culture, heritage and Welsh language are promoted and protected. People are encouraged to do sport, art and recreation	No impact identified at this stage	No mitigating actions identified at this stage
<b>A more equal Wales</b> People can fulfil their potential no matter what their background or circumstances	Positive: People with a learning disability have more choice and control over how they receive support and live their lives	No mitigating actions identified at this stage

5. How has your proposal embedded and prioritised the sustainable governance principles in its development?

<b>Sustainable Development Principle</b>	<b>Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.</b>	<b>Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?</b>
 <p>Long Term</p> <p>Balancing short term need with long term and planning for the future</p>	The implementation of the proposal will ensure people continue to be supported to access gardening and other opportunities in the community.	No mitigating actions identified at this stage
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	The proposal to release the site and offer it as a community development opportunity provides further potential for working with our community and voluntary sector partners.	No mitigating actions identified at this stage

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p><b>Involvement</b></p> <p>Involving those with an interest and seeking their views</p>	<p>The views of people receiving MDML support, who previously used the Greenfingers service, have been sought and taken in to account in developing this proposal.</p>	<p>Continue to work people on an individual basis to develop person-centered support plans which maximise their involvement in the opportunities and activities best suited to their aspirations and needs.</p>
 <p><b>Prevention</b></p> <p>Putting resources into preventing problems occurring or getting worse</p>	<p>No impact identified at this stage</p>	<p>No mitigating actions identified at this stage</p>
 <p><b>Integration</b></p> <p>Considering impact on all wellbeing goals together and on other bodies</p>	<p>The MDML review and recommendations has provided a thorough understanding of what people with learning disabilities who receive the My Day, My Life service want. This approach maximizes opportunities for independence, choice and control. The future development will continue to have a strong community focus, linking people to other organisations and resources in their local communities.</p>	<p>No mitigating actions identified at this stage</p>



**6. Council has agreed the need to consider the impact its decisions have on the following important responsibilities: Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?**

	<b>Describe any positive impacts your proposal has</b>	<b>Describe any negative impacts your proposal has</b>	<b>What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?</b>
Safeguarding	None identified at this stage	.No impact identified at this stage	No mitigating actions identified at this stage
Corporate Parenting	No impact identified at this stage	No impact identified at this stage	No mitigating actions identified at this stage

**7. What evidence and data has informed the development of your proposal?**

PS90713  
 The current proposal has been informed by independent review to be carried out My Day, My Life service by Practice Solutions and an assessment of the demand for support from the Green fingers service. This has included:

- Knowledge and understanding the needs of the people receiving and potentially receiving the service; including their equality, diversity and inclusion needs
- Internal data on service demand
- Internal data on staffing levels
- Feedback from social work teams, staff and individuals who currently access My Day, My Life and previously attended Greenfingers.
- Internal project teams consideration of opportunity and risk
- Ongoing and existing My Day, My Life principles, values and work plan.
- Views of colleagues working in the service
- Views from community partners and groups

**8. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?**

**Positive Impact**

- The proposal will ensure that people with learning disabilities who are supported by MDML will continue to be supported to access community gardening opportunities and other opportunities suitable to their aspirations and needs.

- The proposal to offer the site for community development will enhance the availability of opportunities are open, accessible and of interest to people of all ages.
- Developing the site as a community asset/opportunity will further extend the range of opportunities and activities within the community which people with a disability can access.
- This proposal, will strengthen and widen the opportunities available to people in a way that meets their needs. Therefore, likely to increase and advance equality of opportunity for people with disabilities in Monmouthshire.

**Negative Impacts**

- Some previous users of the Greenfingers service may be disappointed that the service will not re-open.
- <5 people currently receiving support from MDML who used to attend Greenfingers when it was open. <5 people have indicated they wish the service to re-open so maybe negatively affected by the proposal to cease operating the service.
- Ceasing the operation of the service will negatively impact the staff team all as their current roles will no longer be needed.

**9. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.**

What are you going to do	When are you going to do it?	Who is responsible
Continue to work with people receiving support to ensure they are able to access a range of community opportunities with support from the MDML team.	On going	My Day My Life management team

**10. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.**

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
1.	Internal SCH decision making	13.03.24	DMT asked for assurance that people within supported living arrangements who used to access Greenfingers are being appropriately supported with day time opportunities of their choice.
2.	Informal Cabinet	19.03.24	

This page is intentionally left blank