

SUBJECT: Proposed adoption of the Local Transport Strategy

MEETING: Cabinet

DATE: 15th 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 17th November concluding on the 5th 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 11th December and their feedback has been considered when finalising the strategy.

8. BACKGROUND PAPERS:

[Public Services Scrutiny Committee](#)

9. AUTHOR:

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Appendix 1 – Integrated Impact Assessment



monmouthshire
sir fynwy

Integrated Impact Assessment document (incorporating Equalities, Future Generations, Welsh Language and Socio-Economic Duty)

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

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?
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](#).

	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>Socio-economic Duty and Social Justice</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>
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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>Policy Making</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>Operational</p> <p>Recruitment & 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>Service delivery.</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>A prosperous Wales 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>A resilient Wales 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>A healthier Wales 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>A Wales of cohesive communities 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>A globally responsible Wales 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>A Wales of vibrant culture and thriving Welsh language 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>A more equal Wales 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>

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?
	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?

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>Long Term 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>Collaboration 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, Tŷw, 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>Involvement 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>Prevention</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>Integration</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?

	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	n/a	.	
Corporate Parenting	n/a		

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

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.

What are you going to do	When are you going to do it?	Who is responsible
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

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	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	

