

**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

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# 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.

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<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.

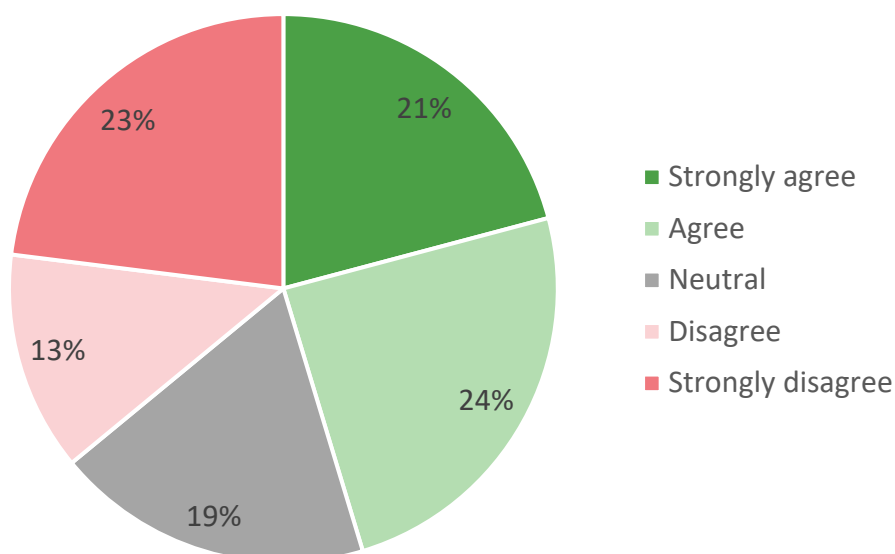
The following subsections of Chapter 3 of this report provide a summary of the responses against each question, where appropriate.

### 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.

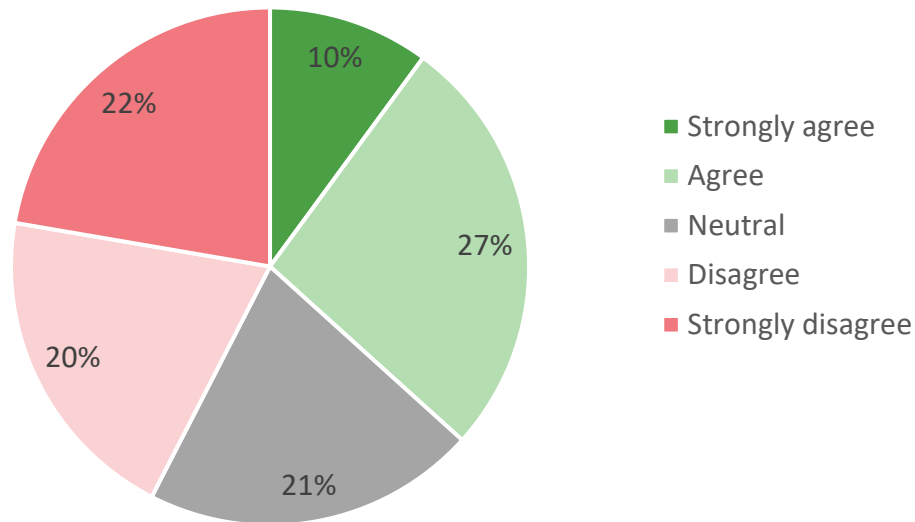
**Figure 1: Responses to 'To what extent do you agree with our overarching aim?'**



### 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.



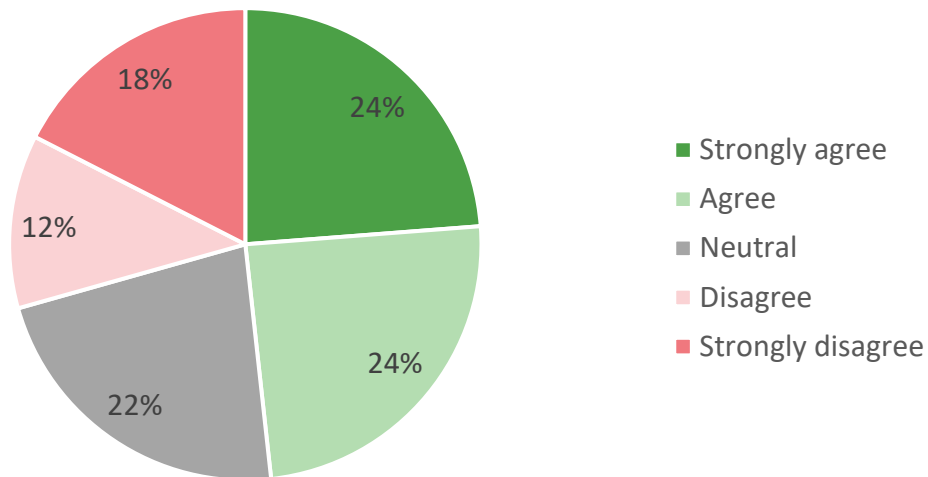
Consultation response	Project/Design response
<p>Participants consider the LTS to be anti-car and that policies focus too much on active travel and moving away from the private car. Initiatives are considered a waste of money, and more focus should be given to roads and congestion issues.</p>	<p>The 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.

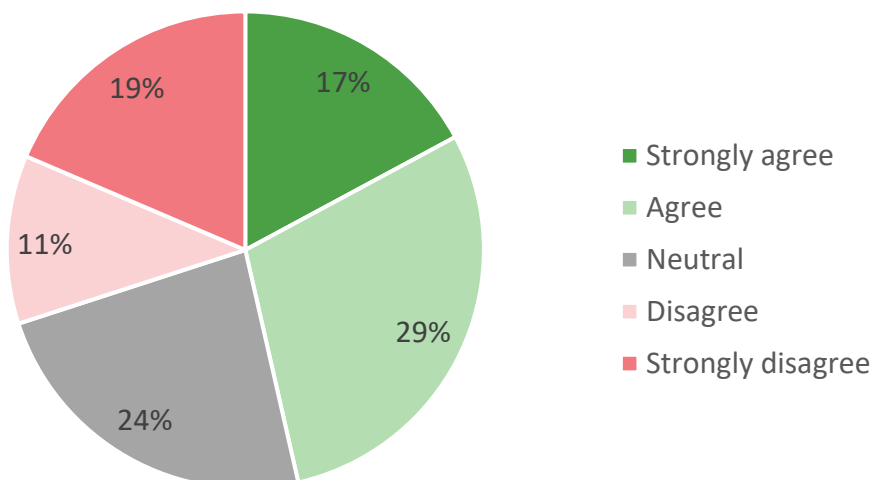
Figure 3: Responses to 'To what extent do you agree with our Active Travel policy ambition?'



#### 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?'

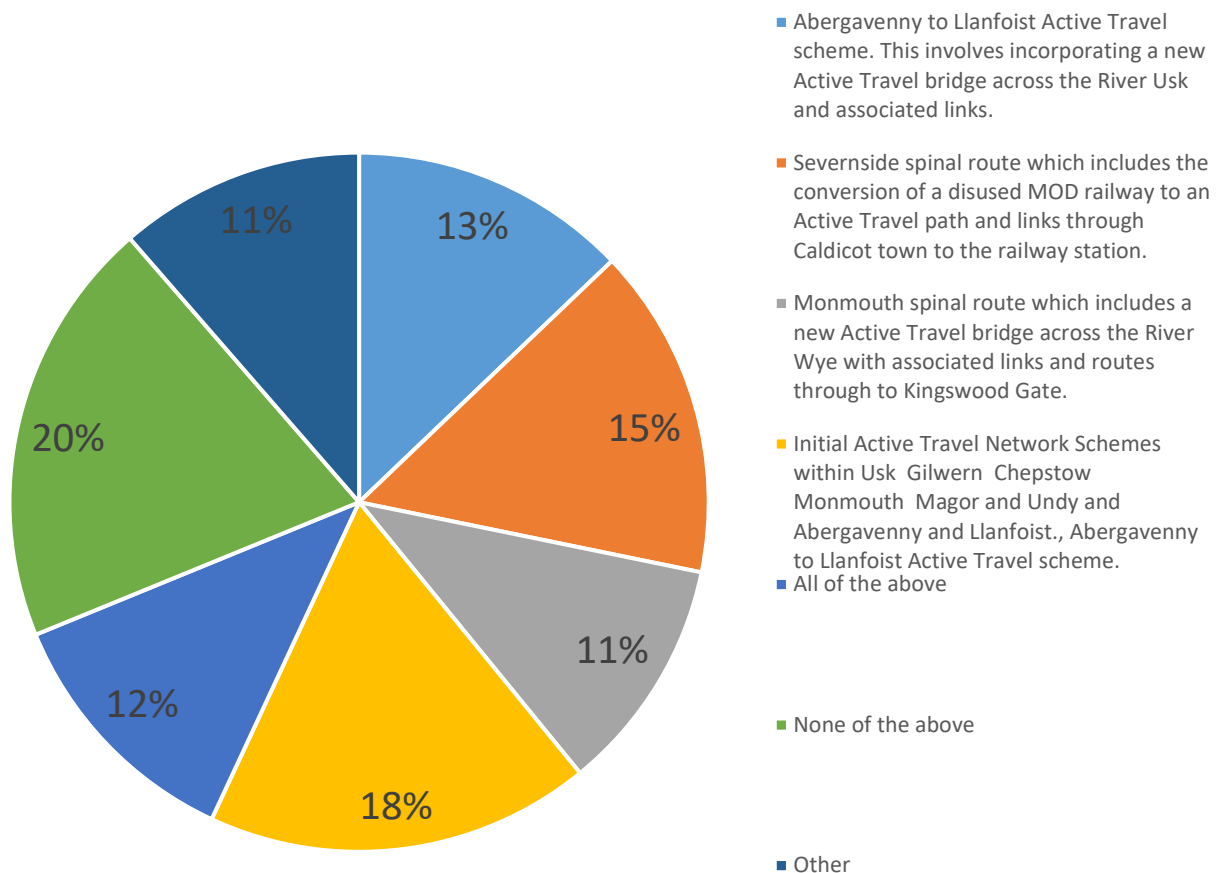


### 3.2.3 Please select the specific active travel initiatives you most support.

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'.**

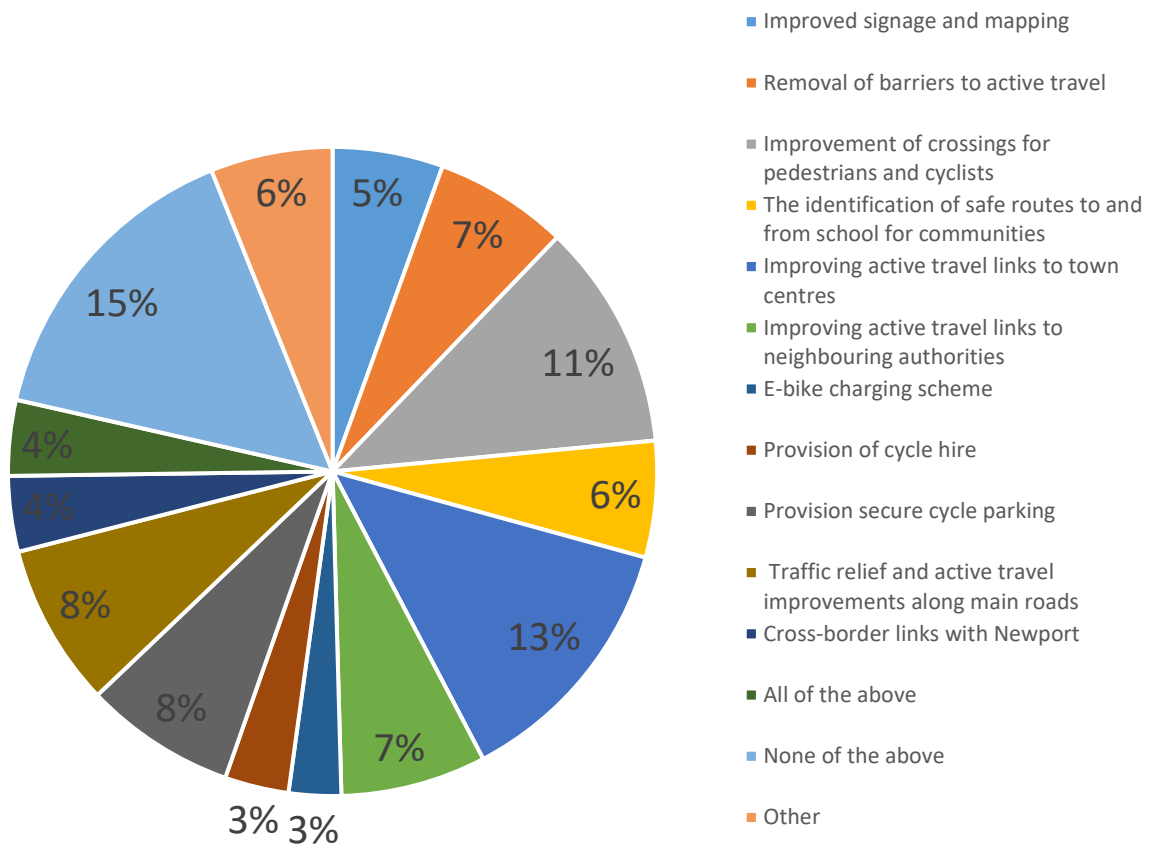


### 3.2.4 Please select which factors would increase your likelihood of walking, cycling, or wheeling for your daily trips.

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).

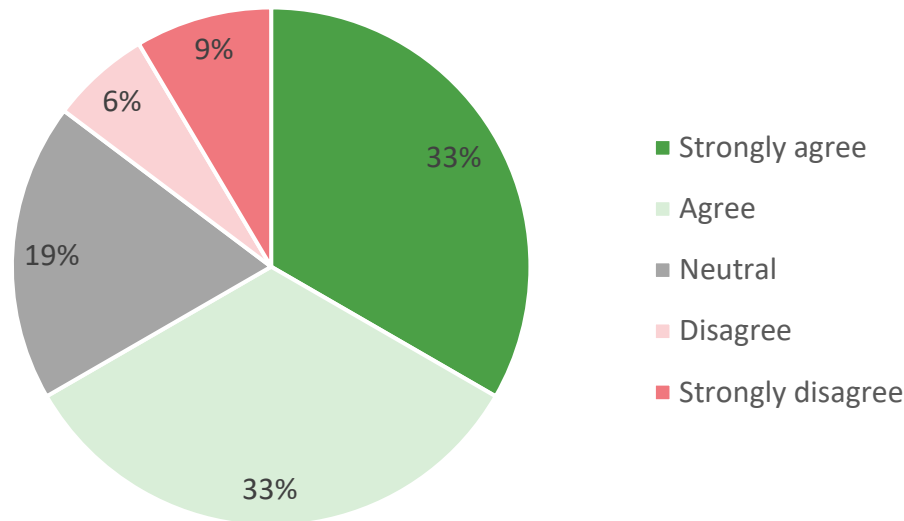
Consultation response	Project/Design response
<p>Participants expressed general opposition to AT interventions, consideration that none would be of use and should be rethought. Residents do not have an interest in cycling and priority should be on maintaining roads and public transport. Considers the 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?'



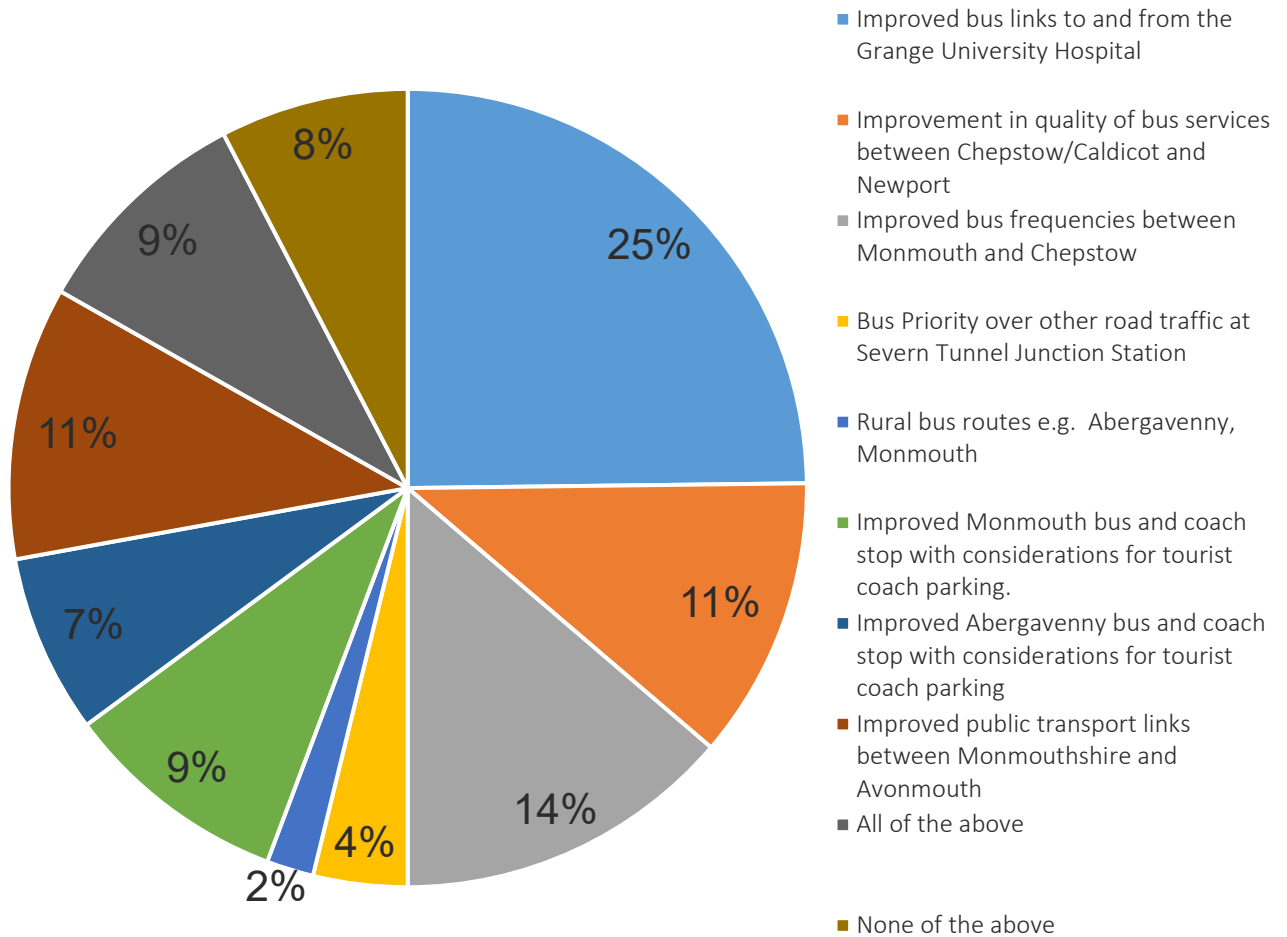
#### 3.3.2 Please select the bus initiatives you most support.

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.**

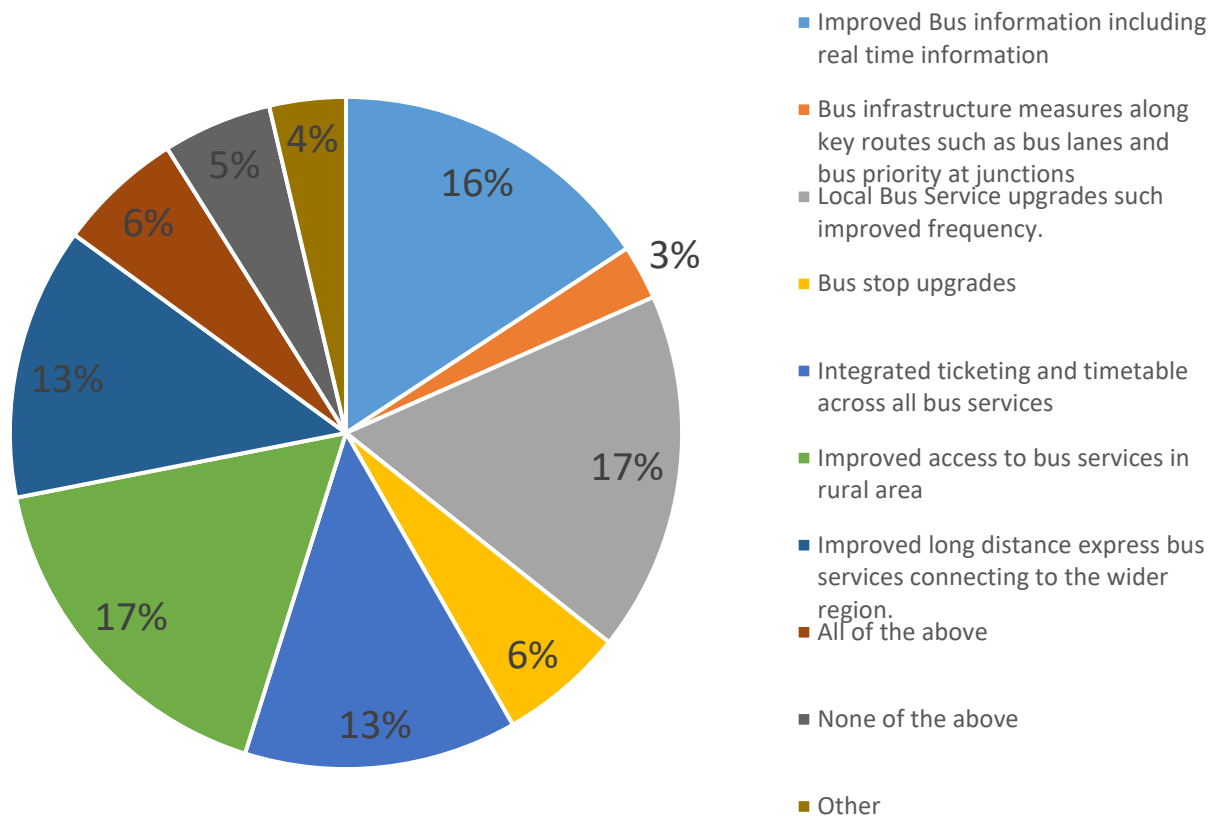
Of the 242 responses to the feedback questionnaire, a total of 132 participants provided their views on this question. This question allowed multiple choices to be made and attracted 381 selections. The bullet points below show how many times a participant selected an option. Figure 9 shows the proportion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

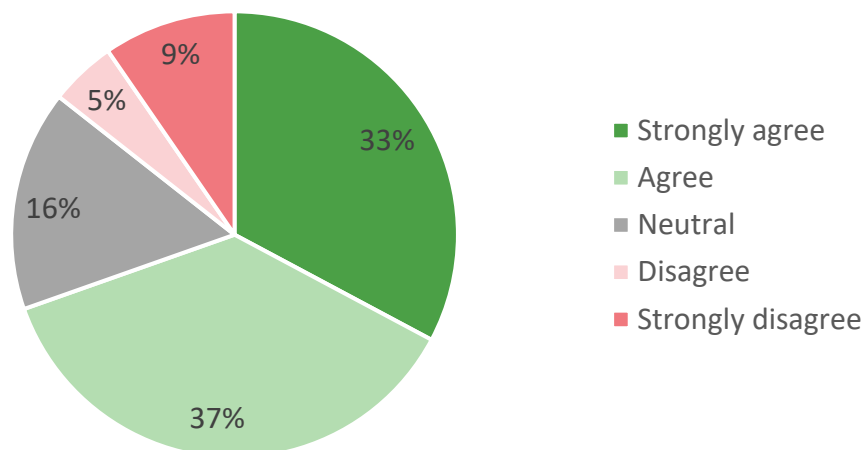
### 3.4 Rail

#### 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?'**

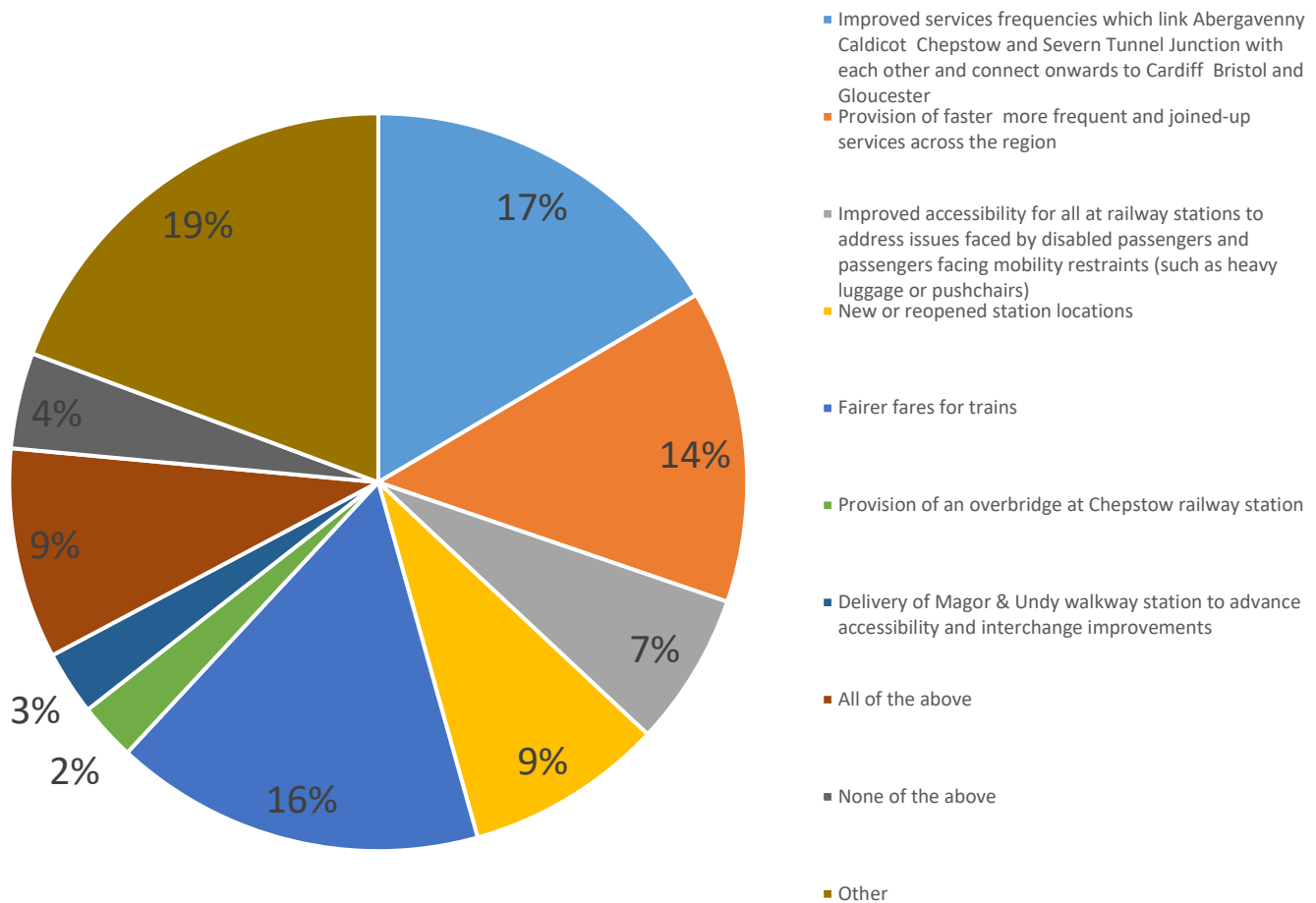


### 3.4.2 Please select which factors are most likely to encourage you to use rail more frequently.

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>

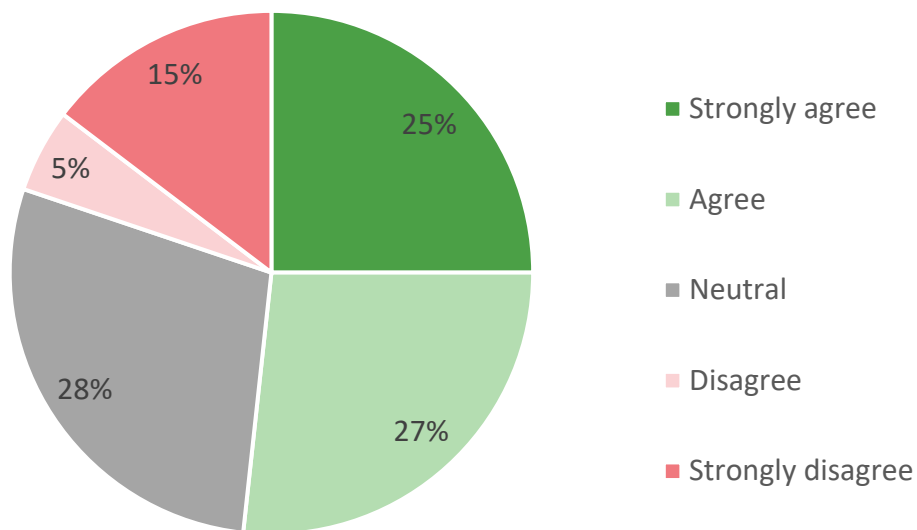
### 3.5 Community and on-demand services

#### 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?'**

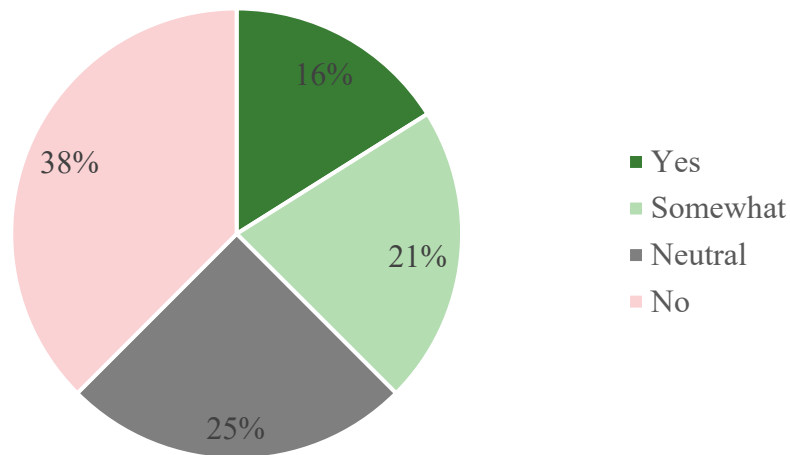


#### 3.5.2 Would you be more likely to travel using on demand services if the interventions were implemented?

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?'



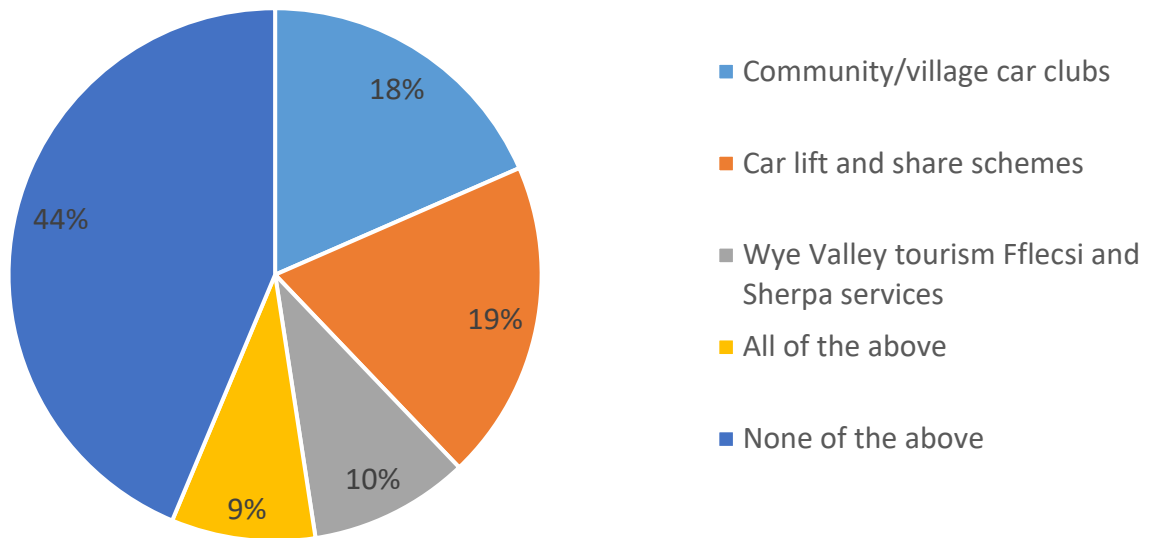
### 3.5.3 If yes, which on demand services are you more likely to use?

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?'**

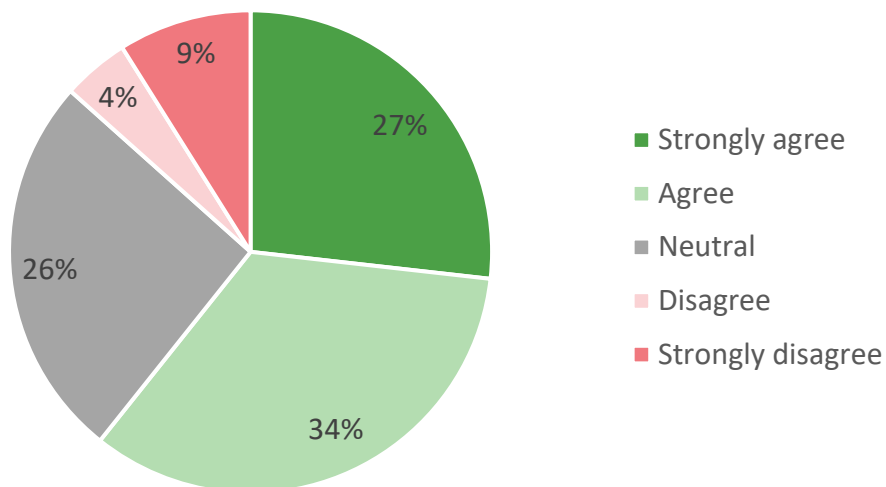


**3.5.4 To what extent do you agree with expanding flexible bus services geographically and temporally?**

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?'**

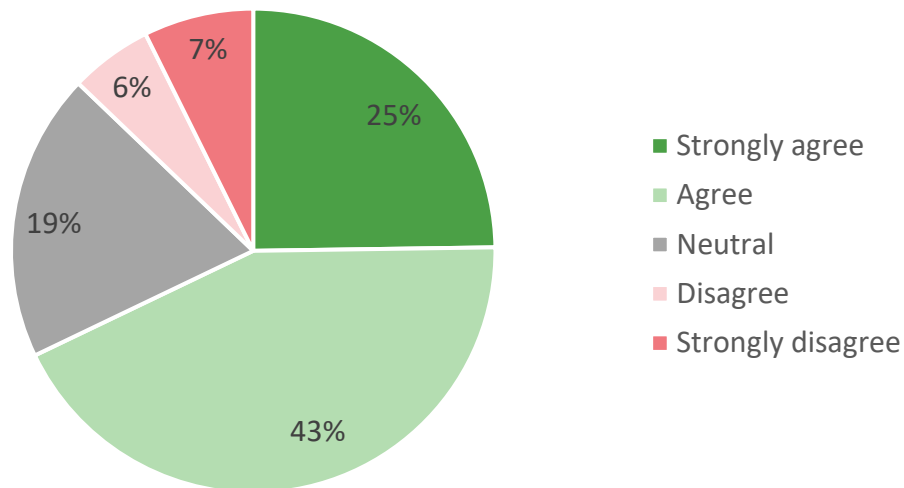


### 3.5.5 To what extent do you agree with the proposal to explore rural transport options to stations?

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>

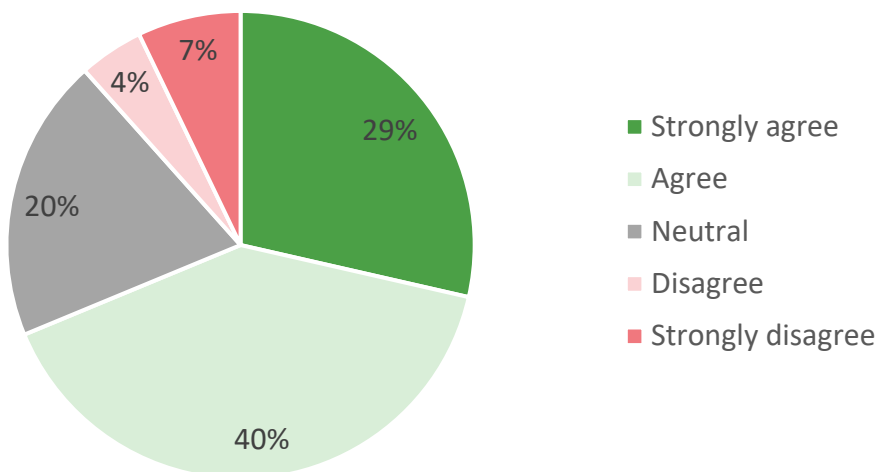
### 3.6 Mobility Hubs and Interchanges

#### 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?'**

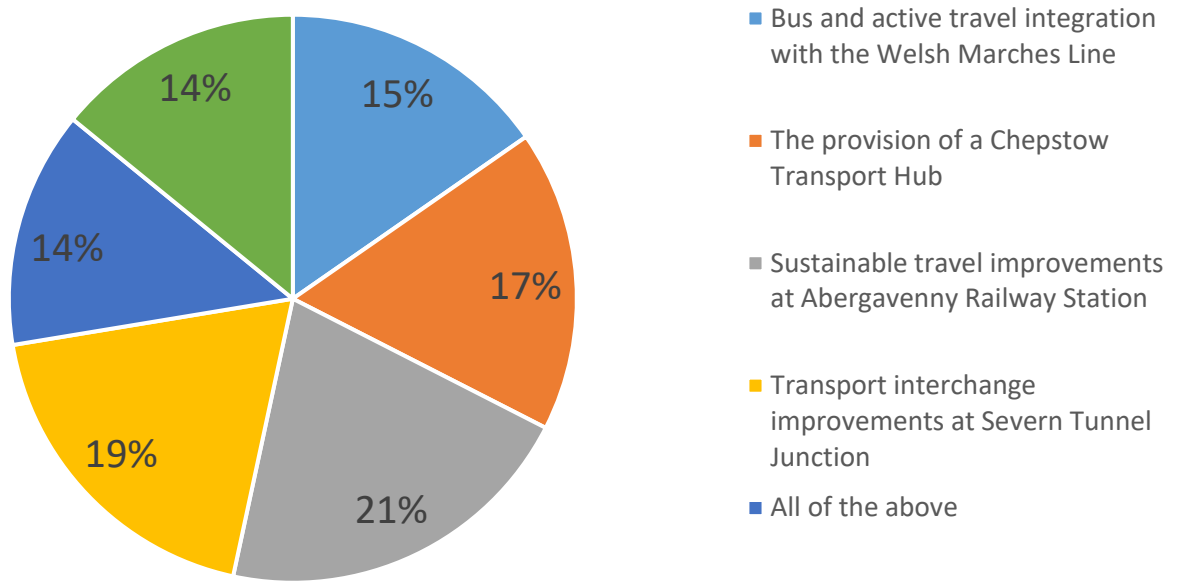


#### 3.6.2 Please select the mobility hubs and interchange initiatives you most support.

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.'

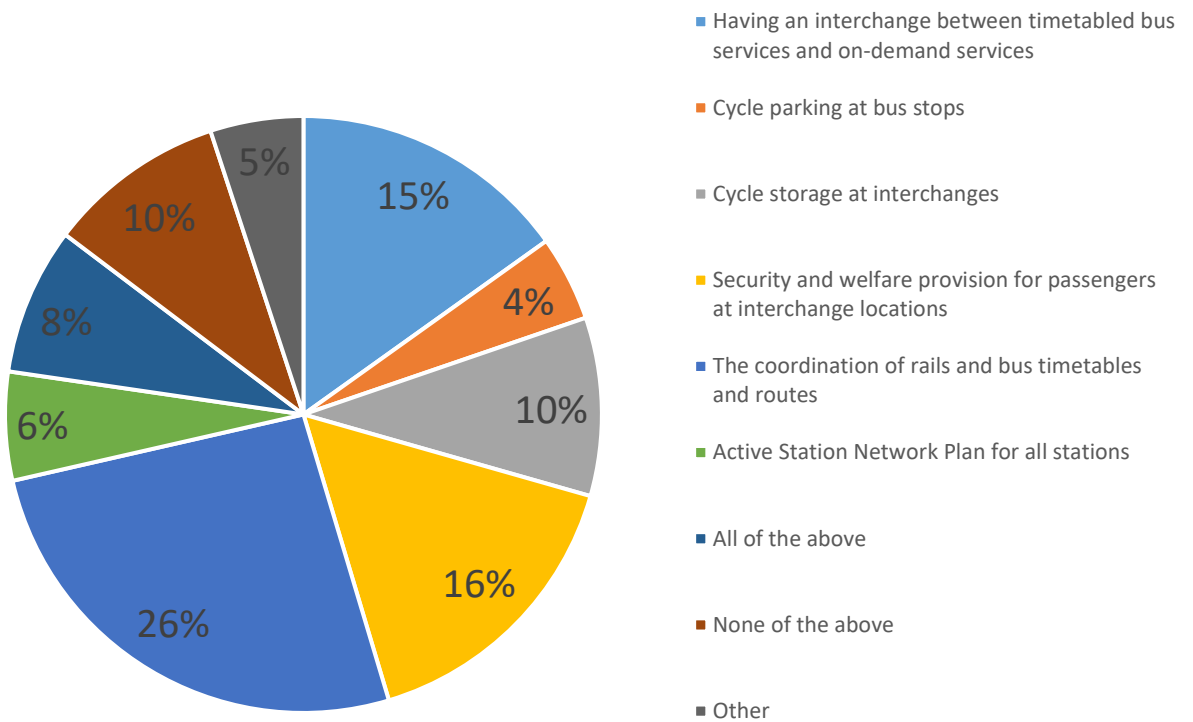


### 3.6.3 Please select which factors are most likely to help you use sustainable modes of transport.

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.

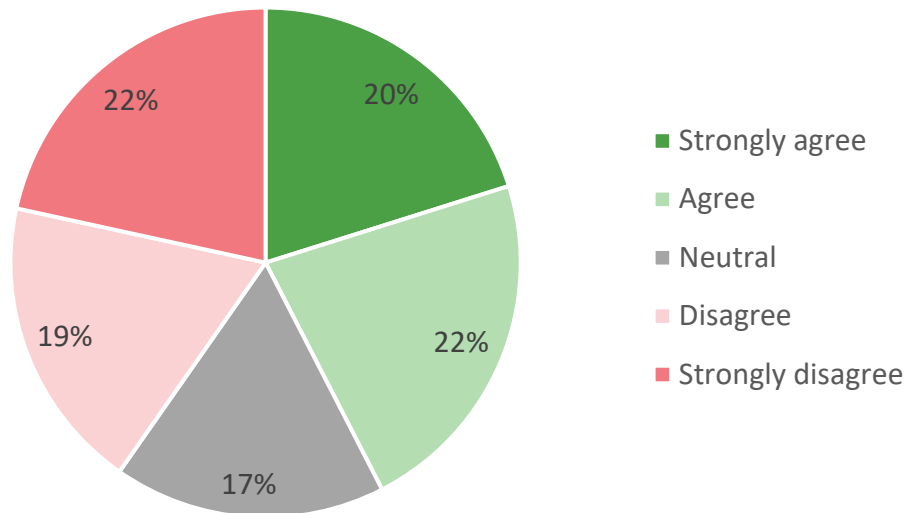
### **3.7 Roads, Streets and Parking**

#### **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.

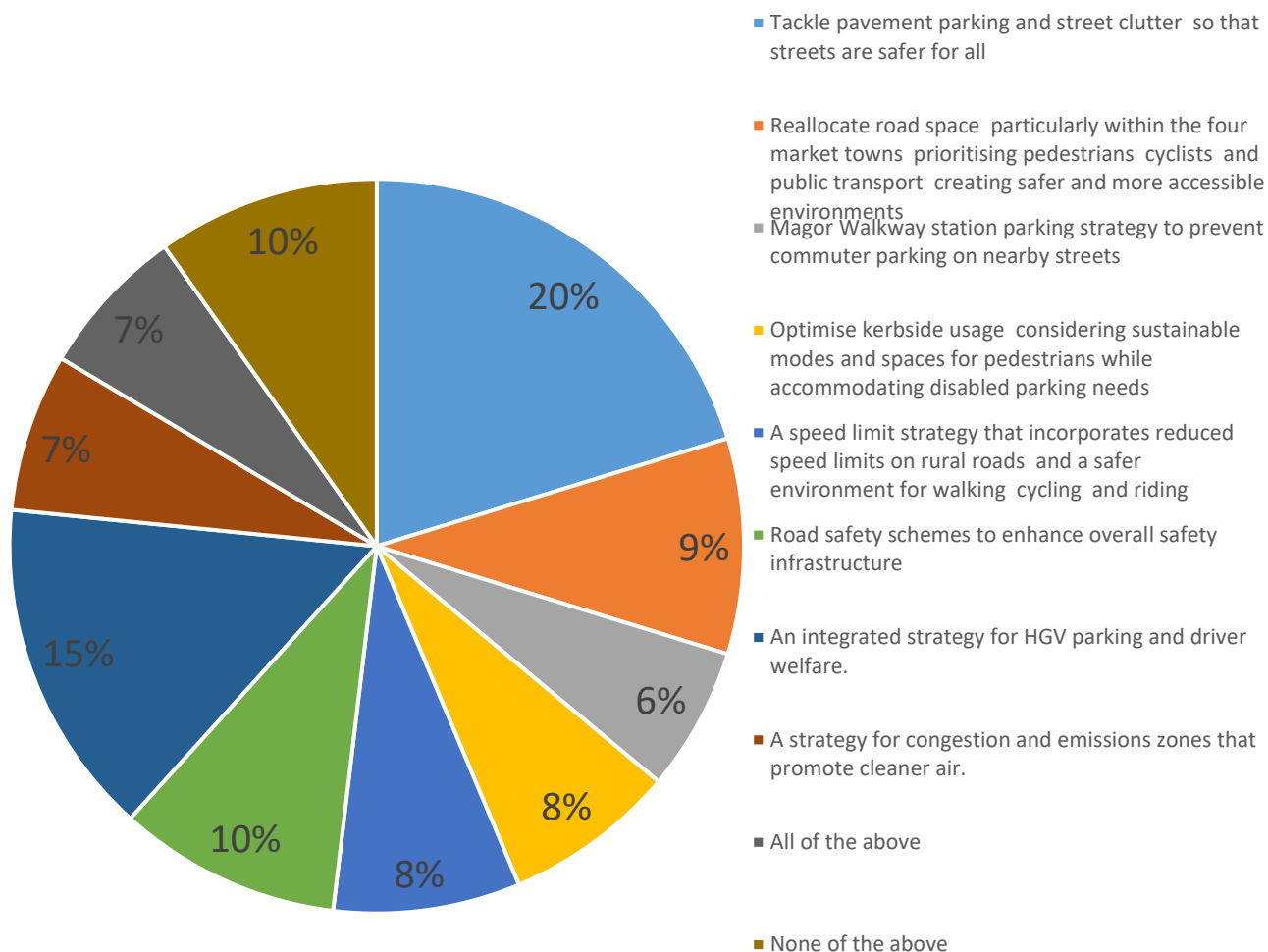
Of the 242 responses to the feedback questionnaire, a total of 141 participants provided their views on this question. This question allowed multiple choices to be made and attracted 316 selections. The bullet points below show how many times a participant selected an option.

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>

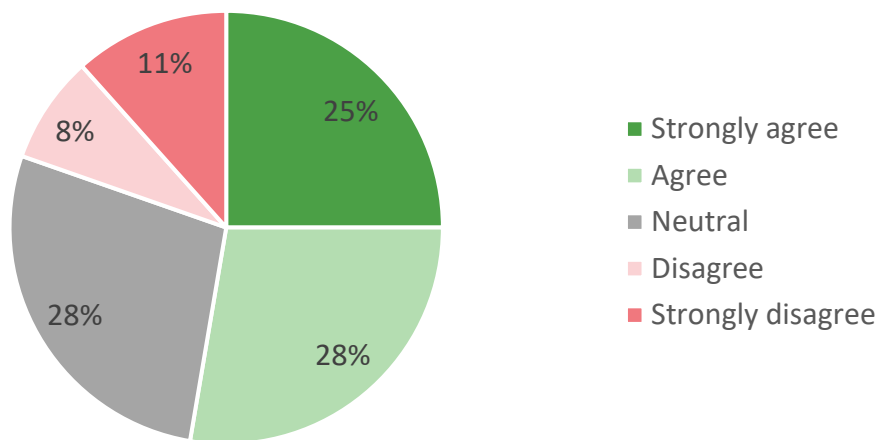
## 3.8 EV Charging Infrastructure

### 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?'**



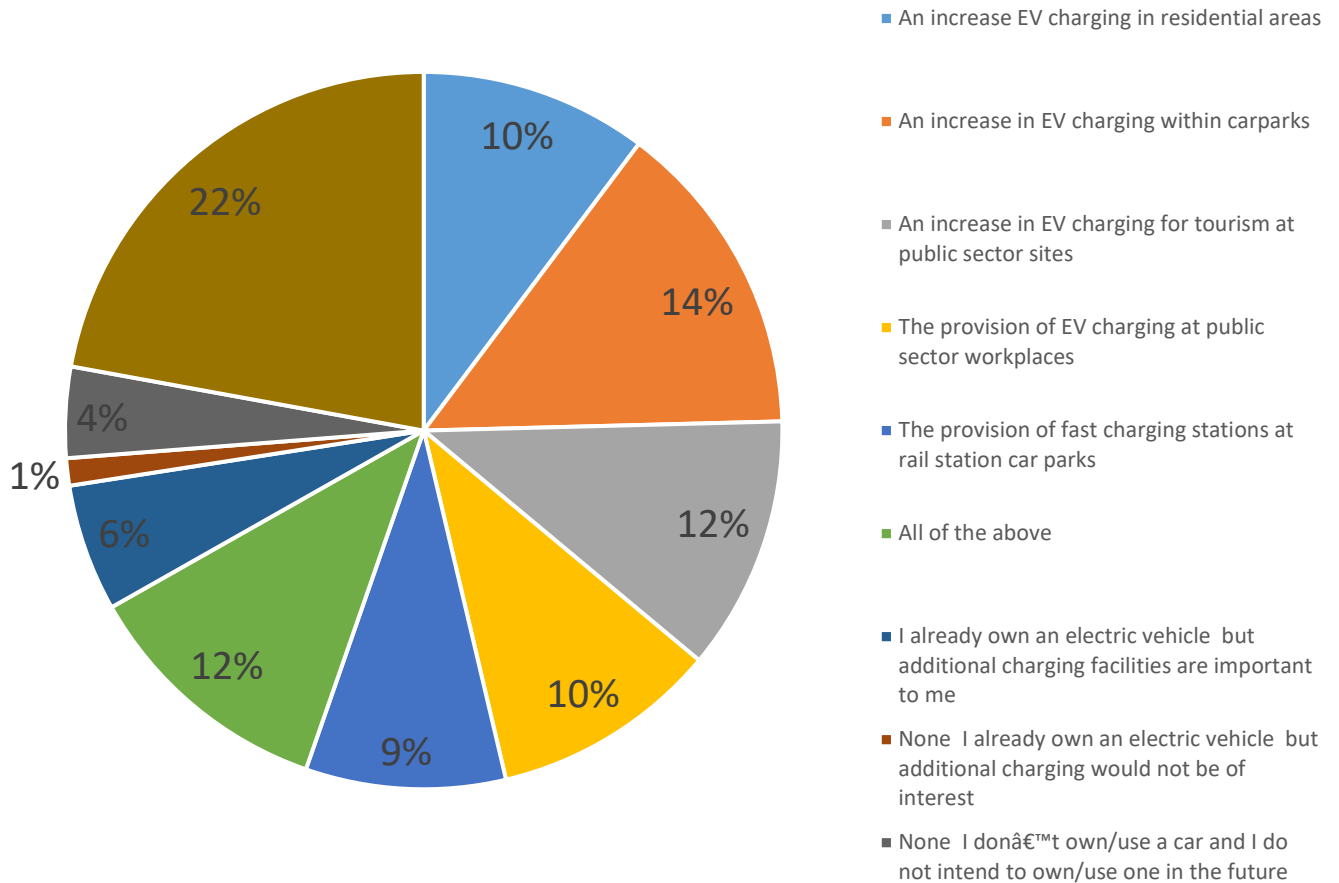
### 3.8.2 Please select the following factors which may impact or alter you view on electric vehicle ownership.

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>

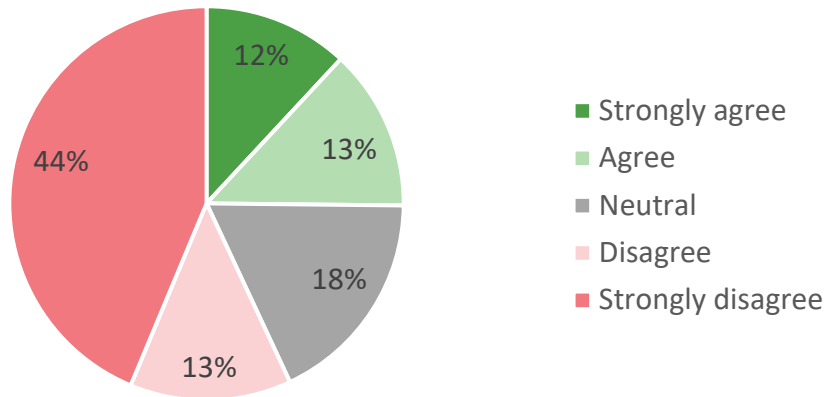
### 3.9 Behaviour Change and Information

#### 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.’**

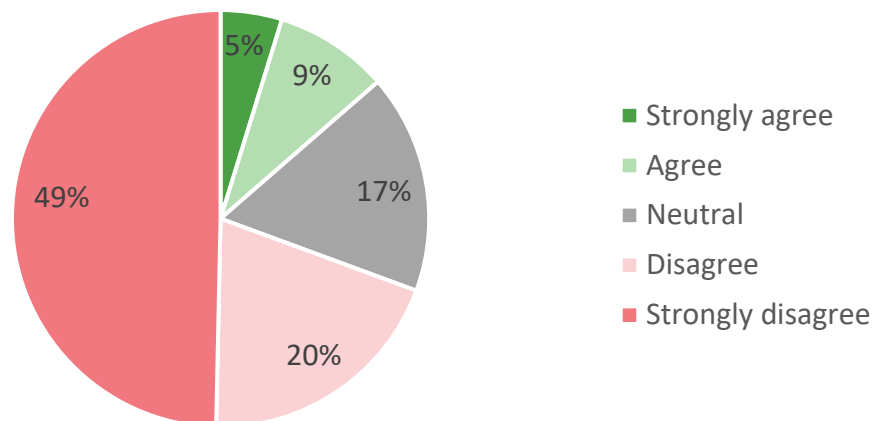


**3.9.2 To what extent do you agree that our behaviour change and information initiatives will encourage a shift to sustainable transport?**

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?’**



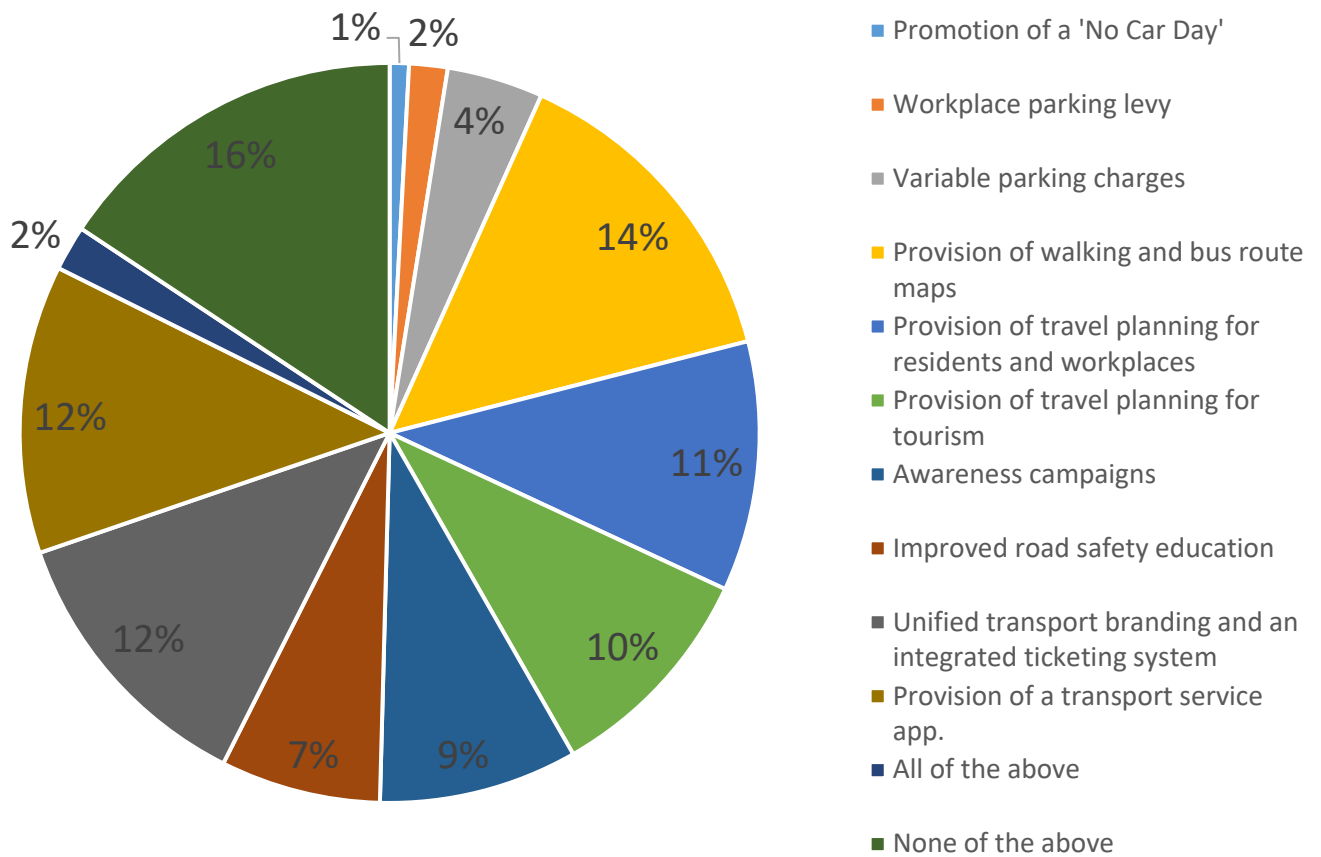
**3.9.3 What factors do you consider most important when encouraging you or others to shift to more sustainable modes of transport?**

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>

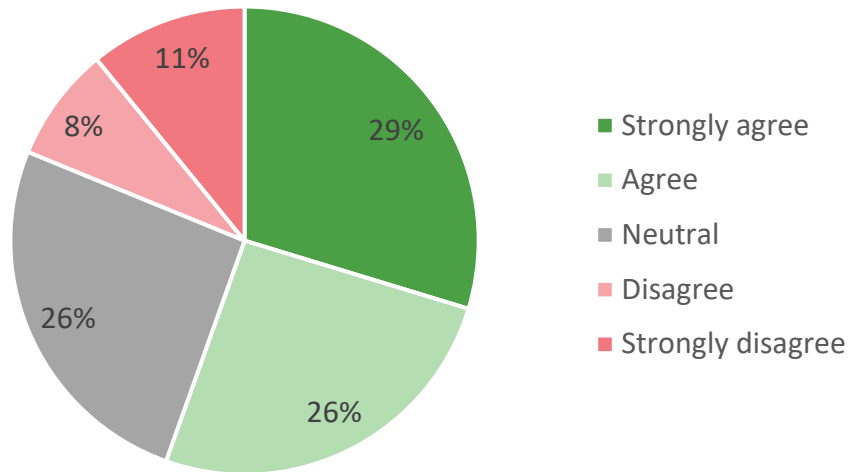
### 3.10 Home to School Transport

#### 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?’**

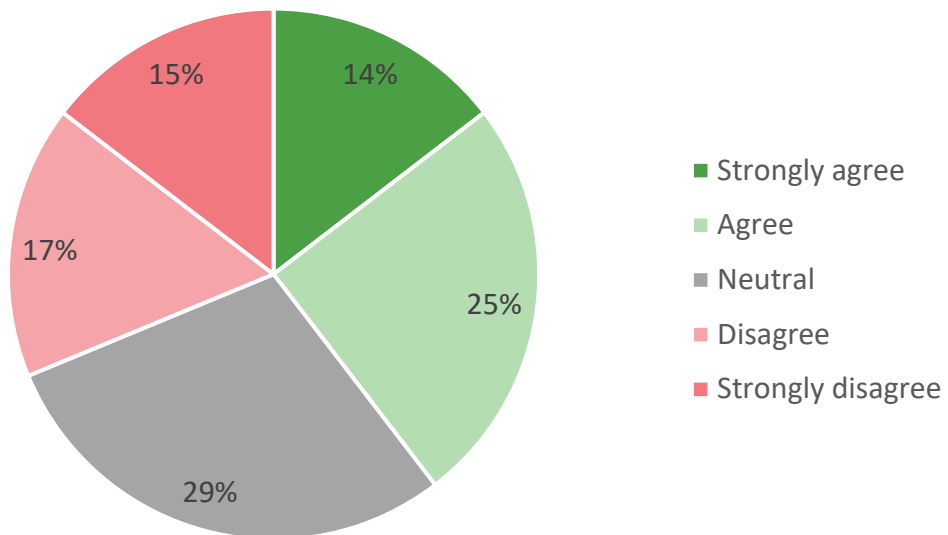


**3.10.2 To what extent do you agree that our Home to School transport initiatives will encourage sustainable travel to school?**

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?’**



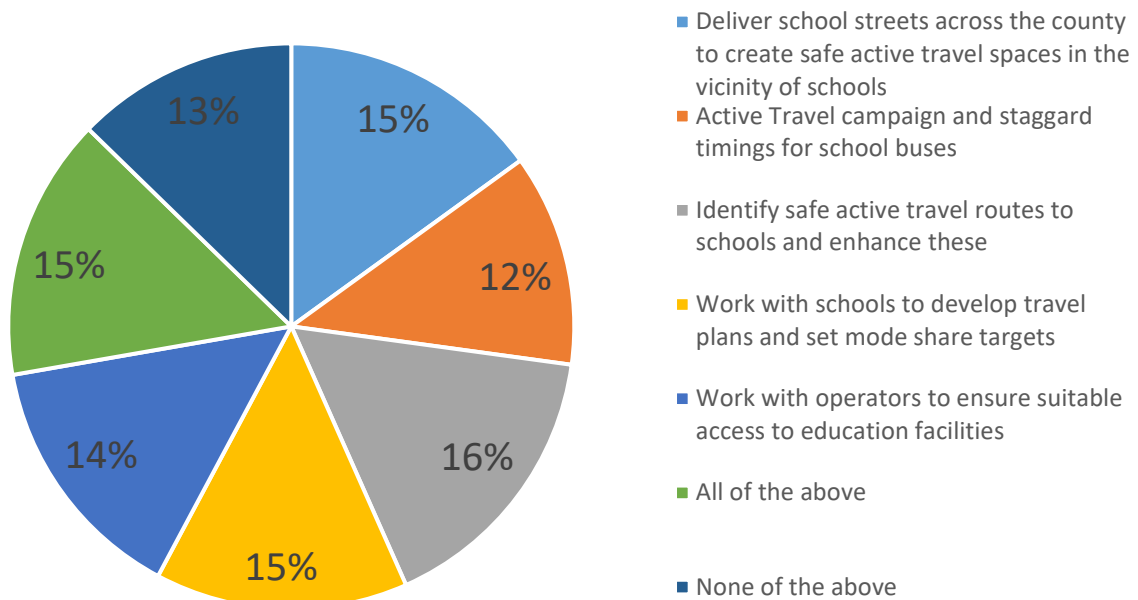
**3.10.3 What factors do you consider the most important to reducing vehicle traffic around schools and creating a safer environment?**

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>	

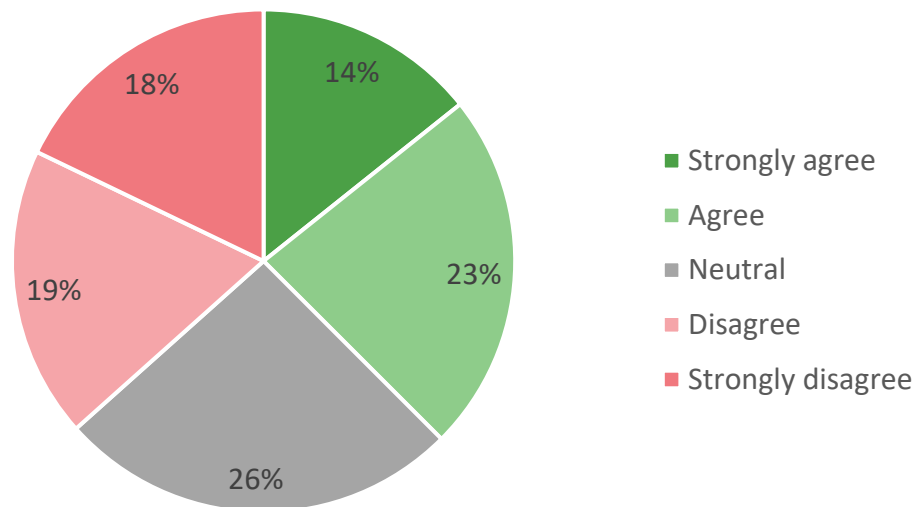
### 3.11 Land Use Planning

#### 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?'**

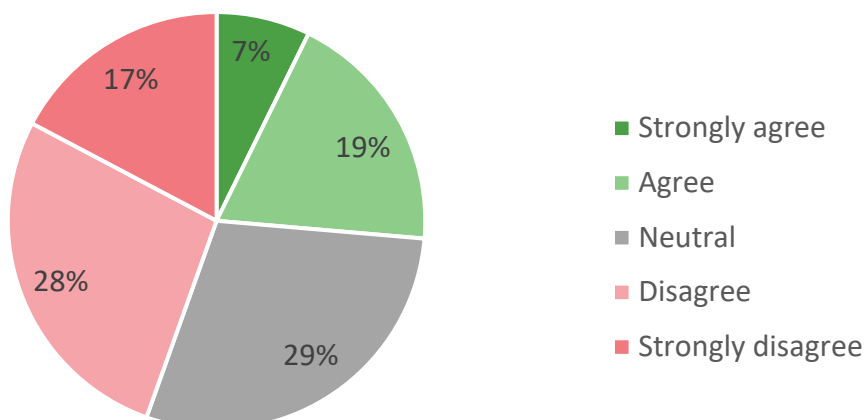


#### 3.11.2 To what extent do you agree that our interventions will improve the interaction between land use planning and transport?

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

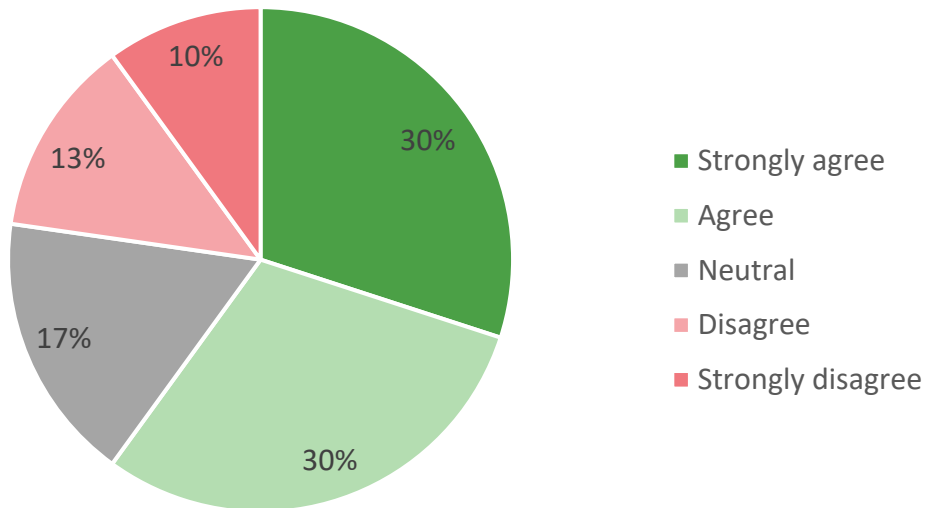
#### 3.12.1 To what extent do you agree with our digital connectivity policy ambition?

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?'

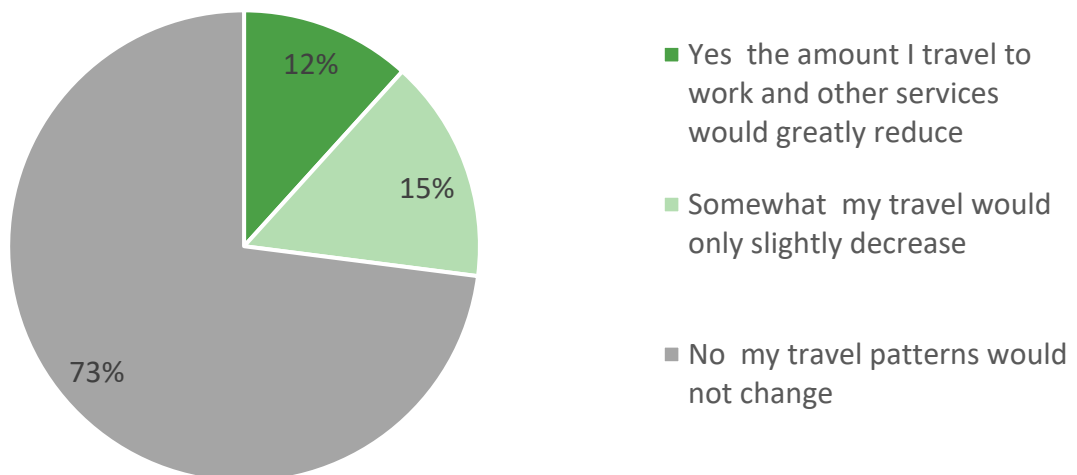


3.12.2 If broadband speeds and connectivity across the county would this impact the amount you travel, e.g. working from home or local working hubs, shopping online, access the healthcare?

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.  MCC will work closely with partners to improve connectivity across the county, as outlined in the Delivery Plan.
Responder supports the working hub proposal as locations where improved efficiency and effectiveness will help boost the economy.	

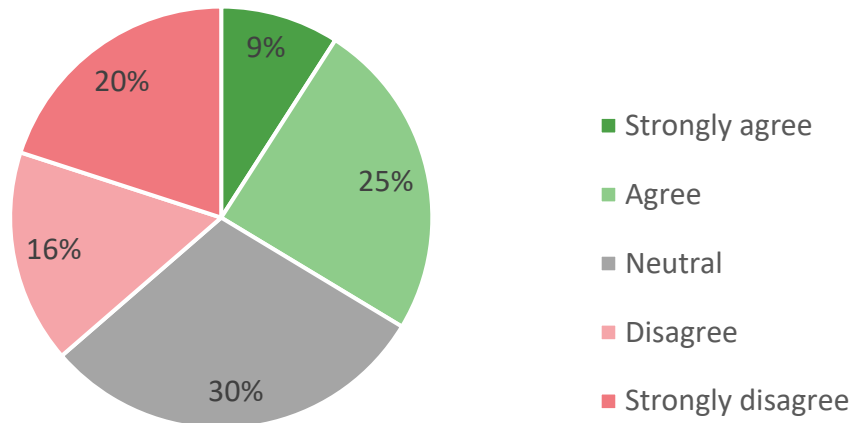
### 3.13 Freight and Logistics

#### 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?'**

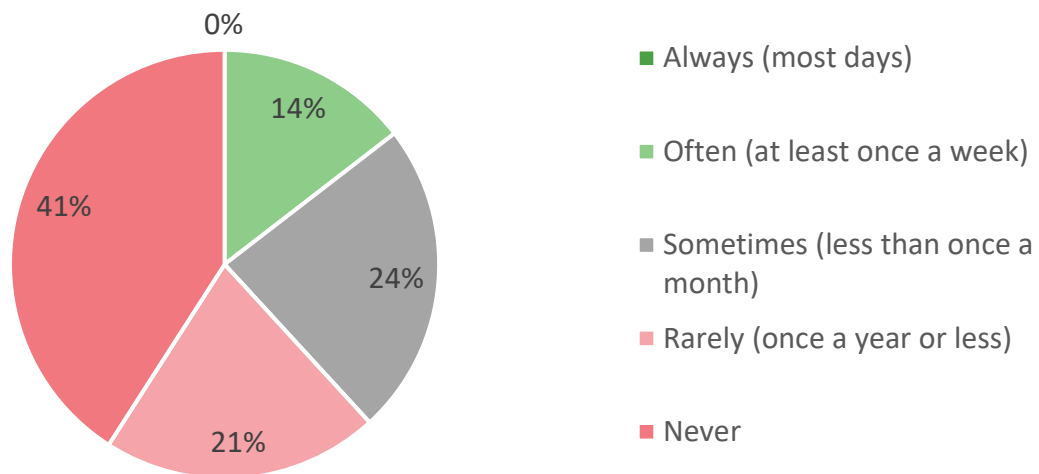


#### 3.13.2 If located at transport interchanges, public transport hubs and at other suitable locations, how likely are you to use parcel lockers, which offer 24/7 access?

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.

### 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.

### 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.

### 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 ystafeli ymgysylltu 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 Fynyw 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 chydlynus 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 cydnherthedd 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 weud 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 'Llwybr 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 rhwydwaith 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 rhwydwaith trafndiaeth, gan roi ystyriaeth i anghenion lleol yr ardal a chefnogi cydraddoldeb strategol, economi lewyrchus a helpu i ostwng effaith y rhwydwaith 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.

### Rhwydwaith 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 rhwydwaith 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 cydestun cyfrefol. Felly, mae angen gwelliannau sylweddol i'n rhwydwaith 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 trafniadaeth diogel, integredig ac effeithiol, sy'n adlewyrchu'r blaenoriaethau o fewn Strategaeth Trafniadaeth Cymru a'n Cynllun Corfforaethol, rydym wedi gweithio'n agos gyda rhanddeiliaid i ddatblygu y weledigaeth ac amcanion a gynigiwn ar gyfer Cynllun Trafniadaeth Lleol.

Gweledigaeth y Cynllun Trafniadaeth Lleol gwirfoddol yw darparu:

*System integredig ar gyfer trafniadaeth 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 Trafniadaeth Lleol hwn ei fframio gan bedair amcan sydd yn gydnaws gydag uchelgais llesiant Strategaeth Trafniadaeth Cymru:

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

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






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

**Amcan 4:** System trafniadaeth 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 Chyfnwydfeidd
- Seilwaith Gwefru Cerbydau Trydan
- Teithio Llesol
- Ffyrdd, Strydoedd a Pharclo
- 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 Trafniadaeth Lleol	Disgrifiad
 Darparu	Ymyriadau penodol sy'n gydnaws gydag amcanion Strategaeth Trafniadaeth Cymru a'r Cynllun Trafniadaeth Lleol. Dyma ffocws allweddol cyfnod y Cynllun Trafniadaeth 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 Trafniadaeth Lleol.
 Cynllunio	Ymyriadau tymor hirach sy'n gydnaws gydag amcanion y Cynllun Trafniadaeth 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, Trafniadaeth 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 trafniadaeth 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 delthiau 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 chyrrff 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 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 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 delthio 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 delthio 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 trafniadaeth 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 drafniadaeth 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 drafniadaeth 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 trafniadaeth 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 ymgychu 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.

- Ymgychu 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 lleol 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 lleol 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, cynigrir 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

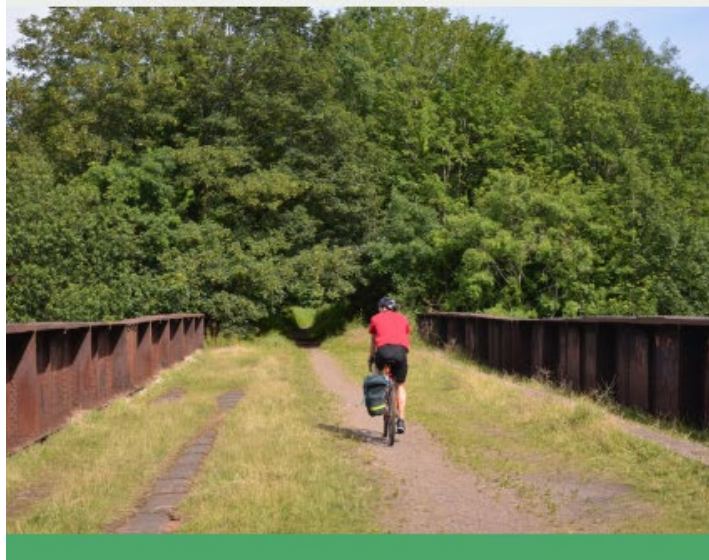
I ategu buddsoddiad sellwaith, rydym wedi datblygu nifer o fesurau newid ymddygiad meddal yn selliedig ar y cynllun sy'n cynnwys:

- Addysg, hyfforddiant a chyhoeddusrwydd ar ddiogelwch 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, cynigir 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 ddilynol:

- 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 gorsafoedd rheilffordd, gorsafoedd 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 Fynyw 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 Fynyw, 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

- Cypryddau 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 chaff 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 chaff 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.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

## 2.0 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

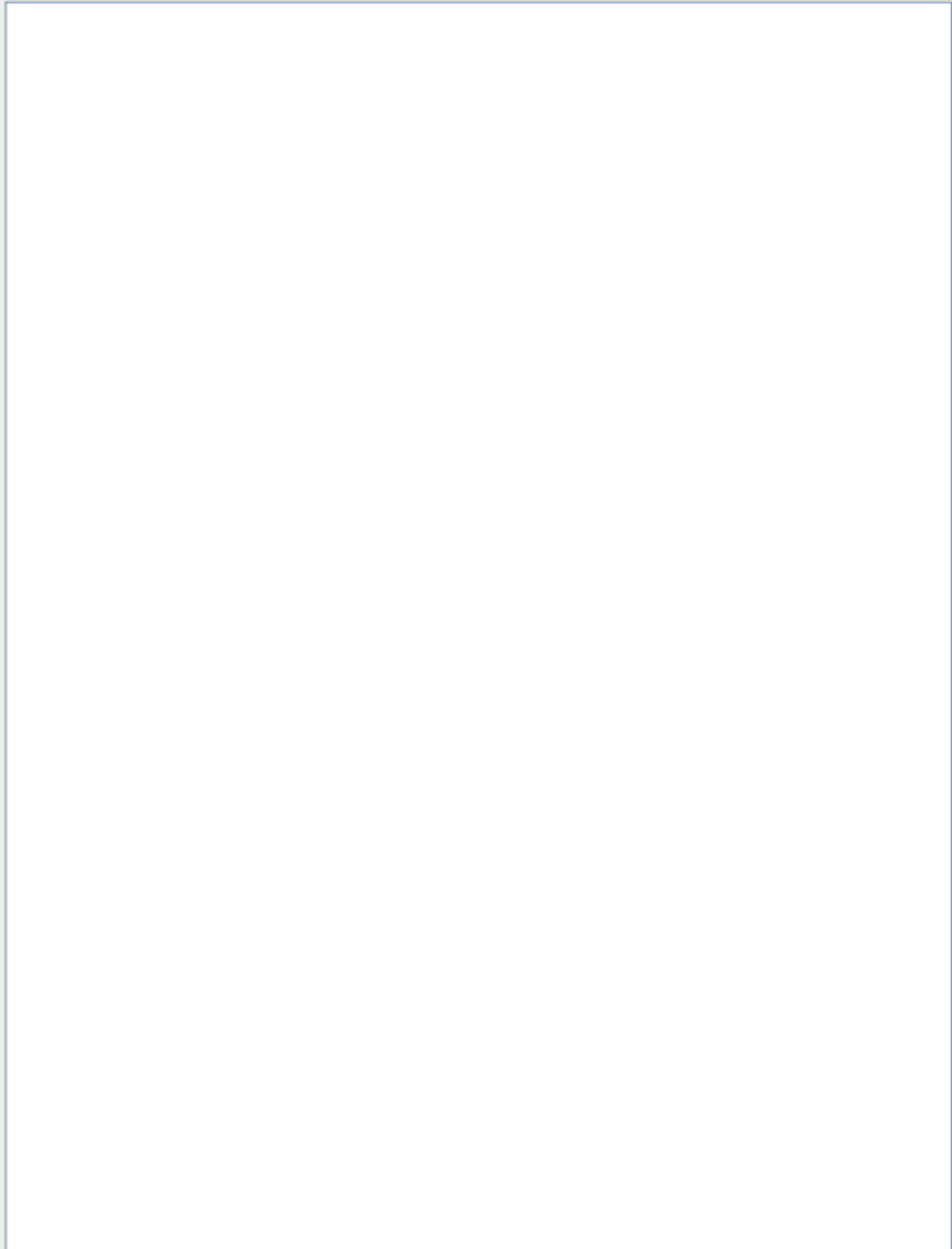
To what extent do you agree with the proposal to explore flexible rural transport options to stations?

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 black 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

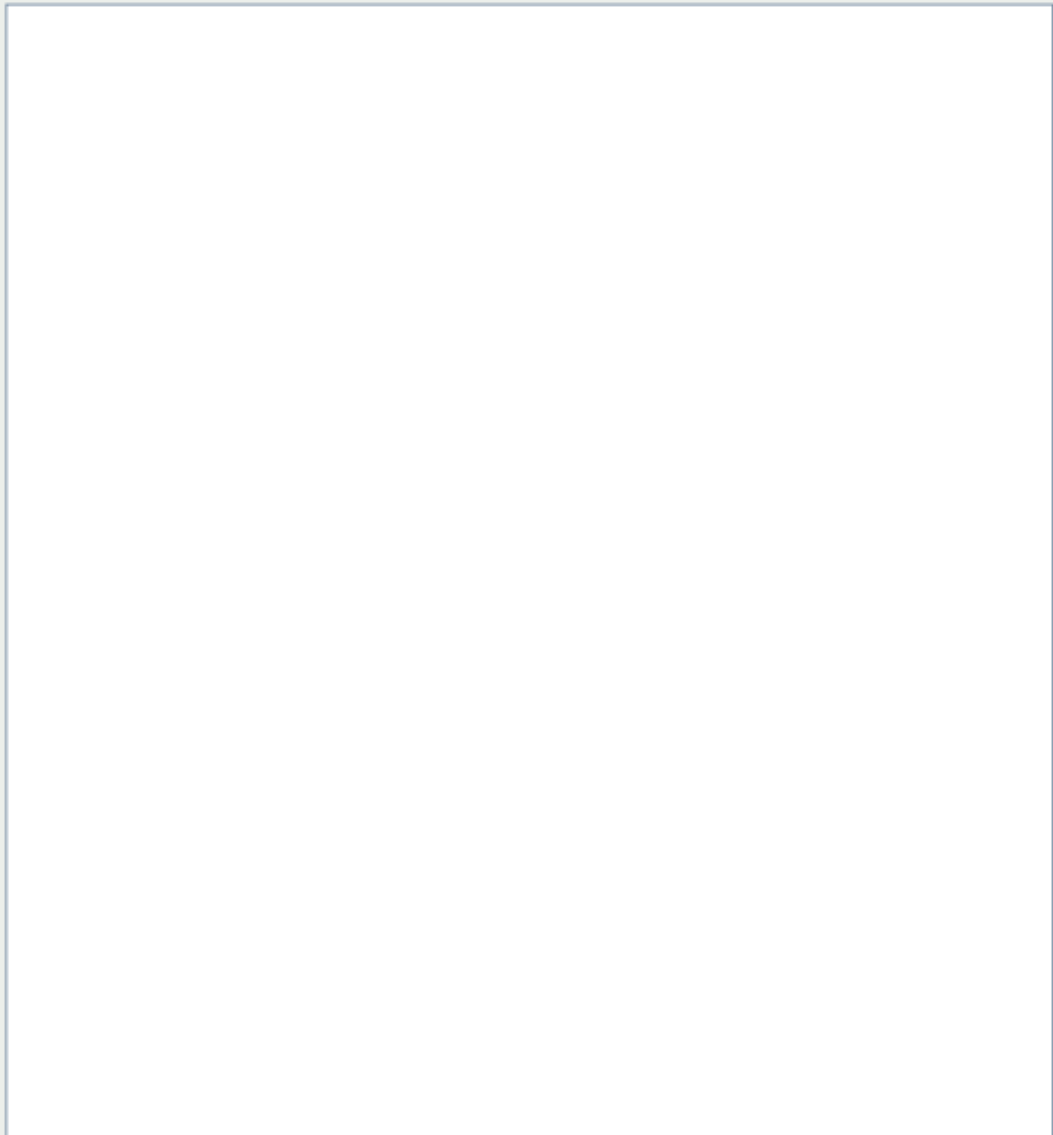
What factors do you consider the most important to reducing vehicle traffic around schools and creating a safer environment?

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?

A large, empty rectangular box with a thin black border, intended for respondents to provide their comments or explanations regarding the 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

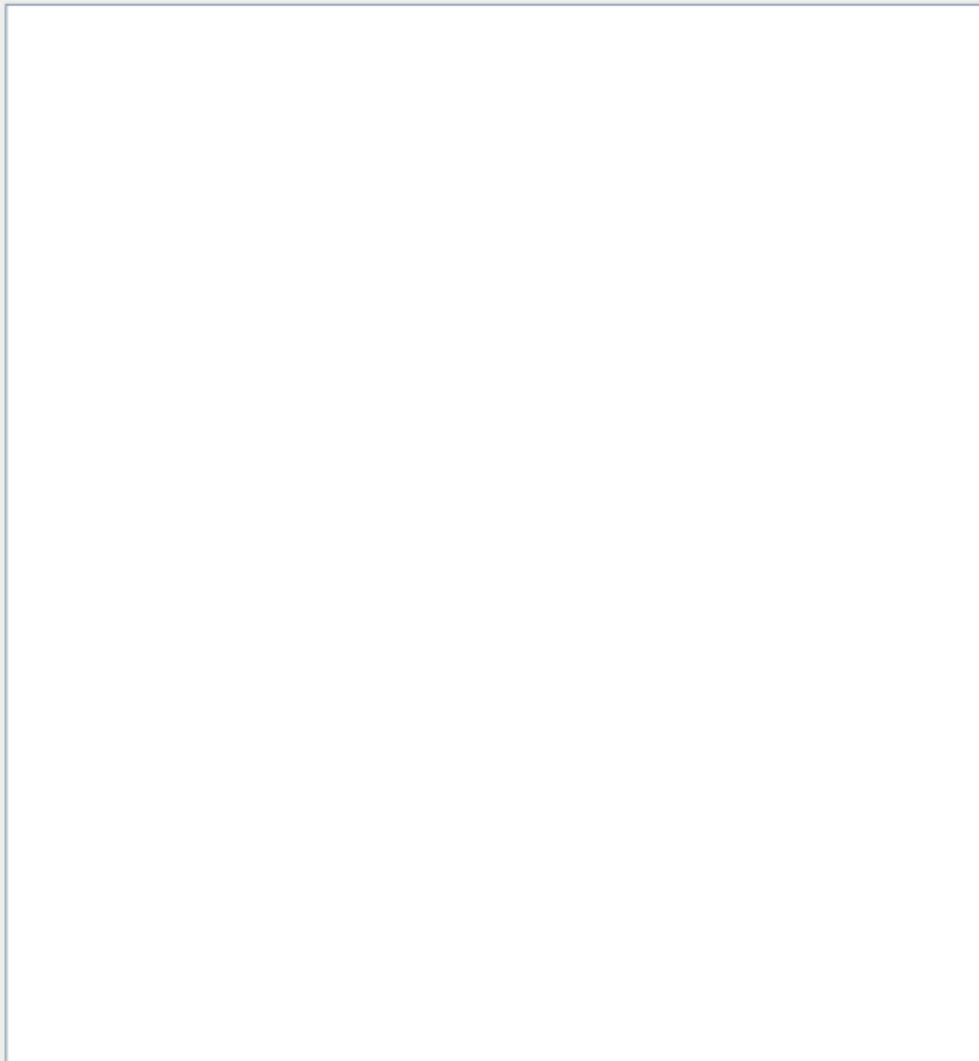
If broadband speeds and connectivity across the county is improved, would this impact the amount you travel, e.g working from home or local working hubs, shopping online, access to healthcare?

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

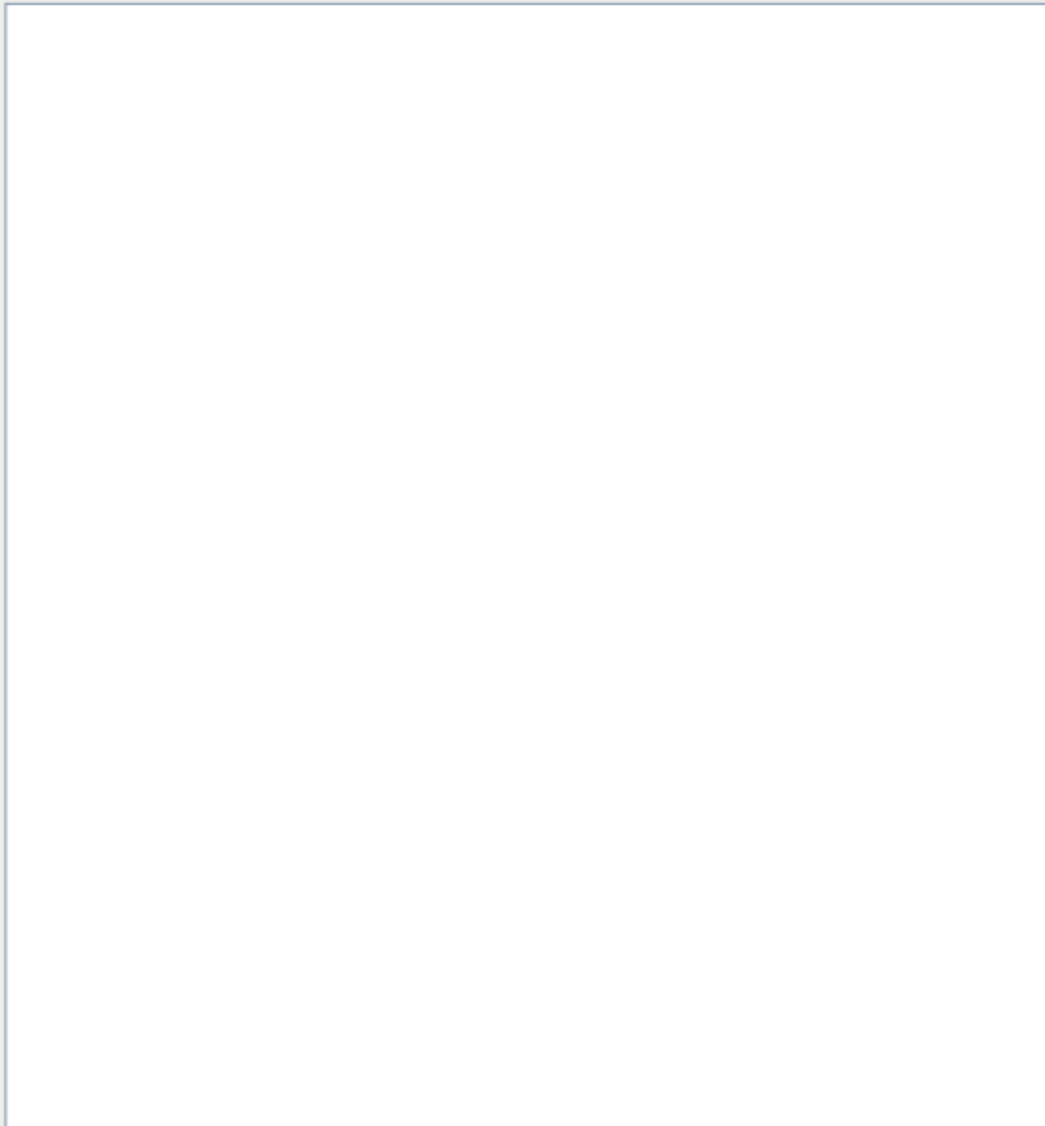
If located at transport interchanges, public transport hubs and at other suitable locations, how likely are you to use parcel lockers which offer 24/7 access?

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 detailed explanations 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.*

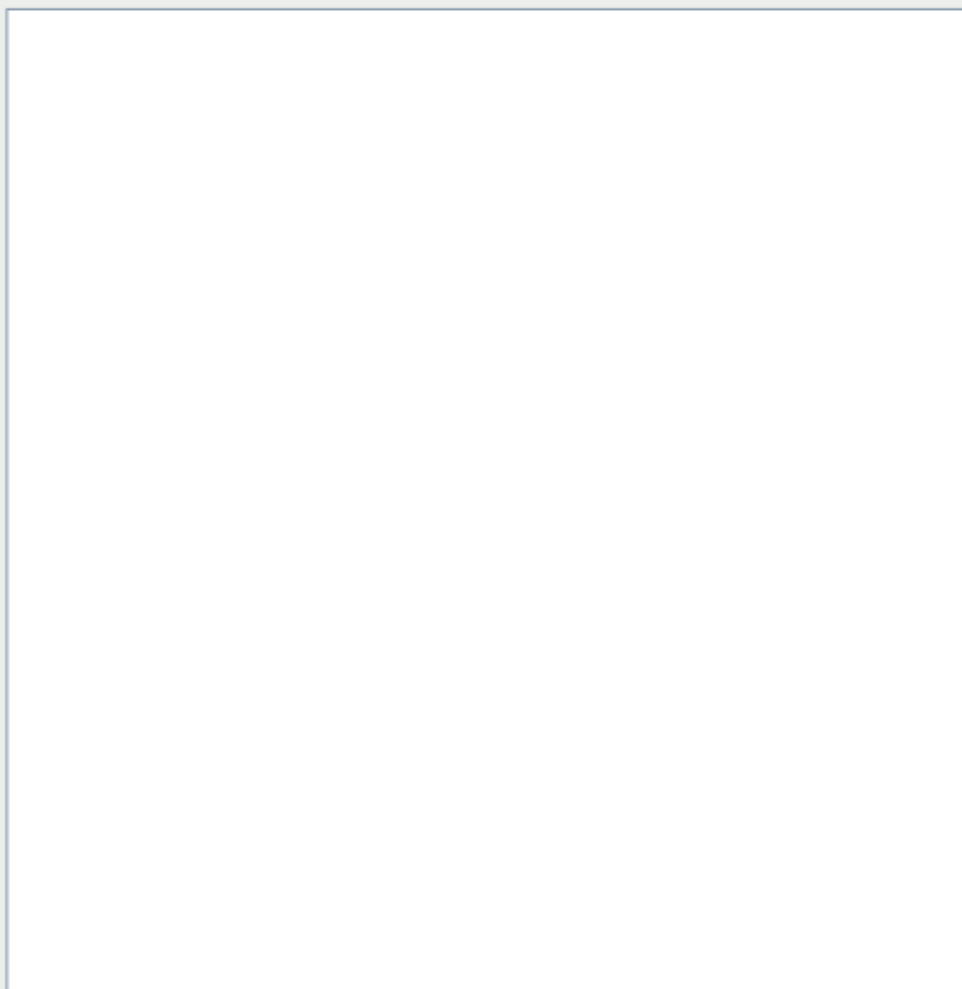
- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

### 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



## 2.0 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

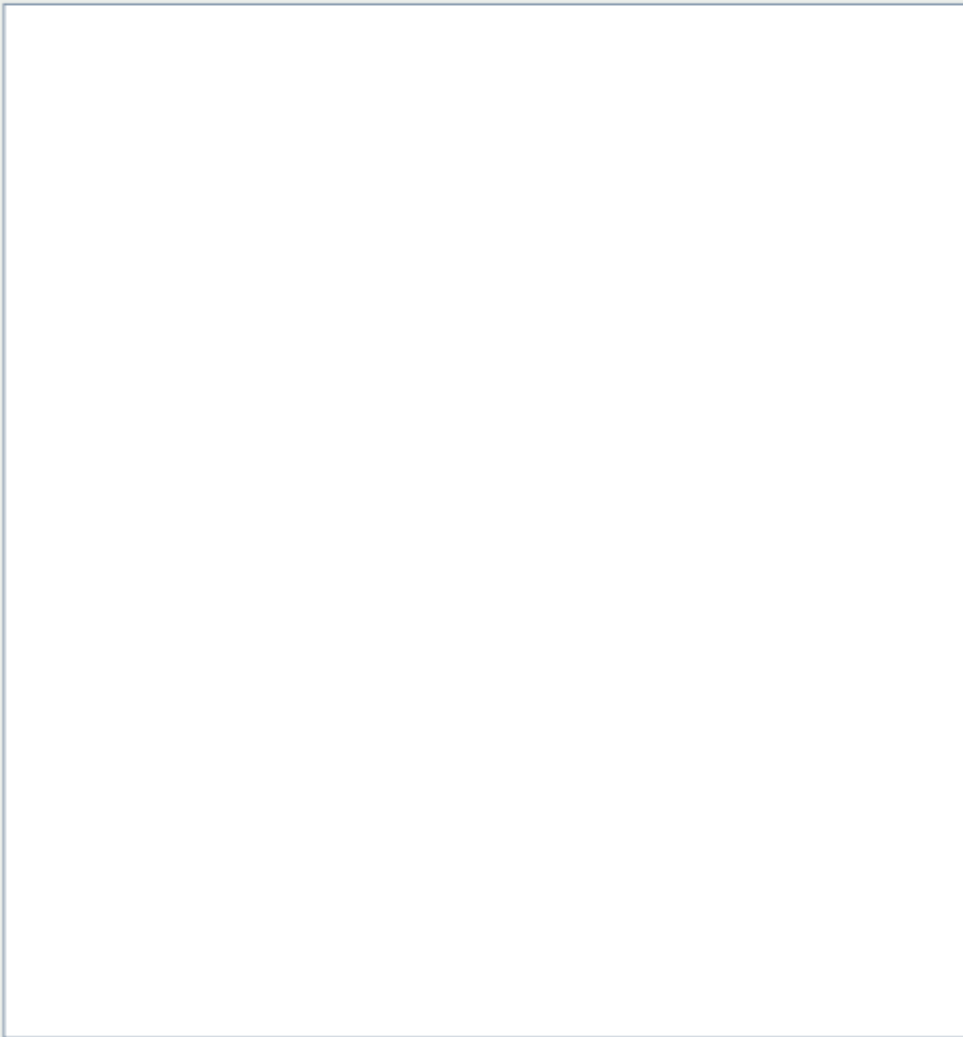
## 2.4

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

## 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:

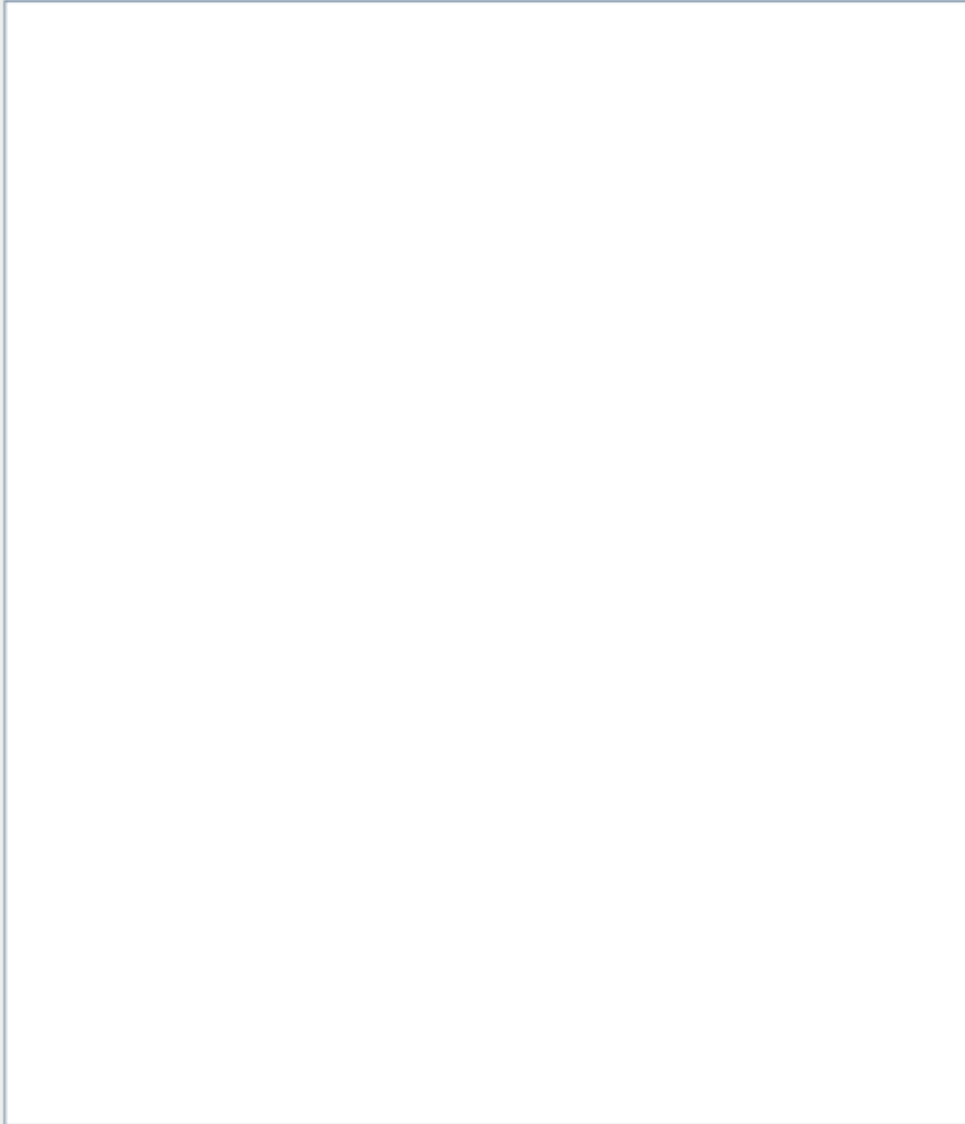
3.3

- 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

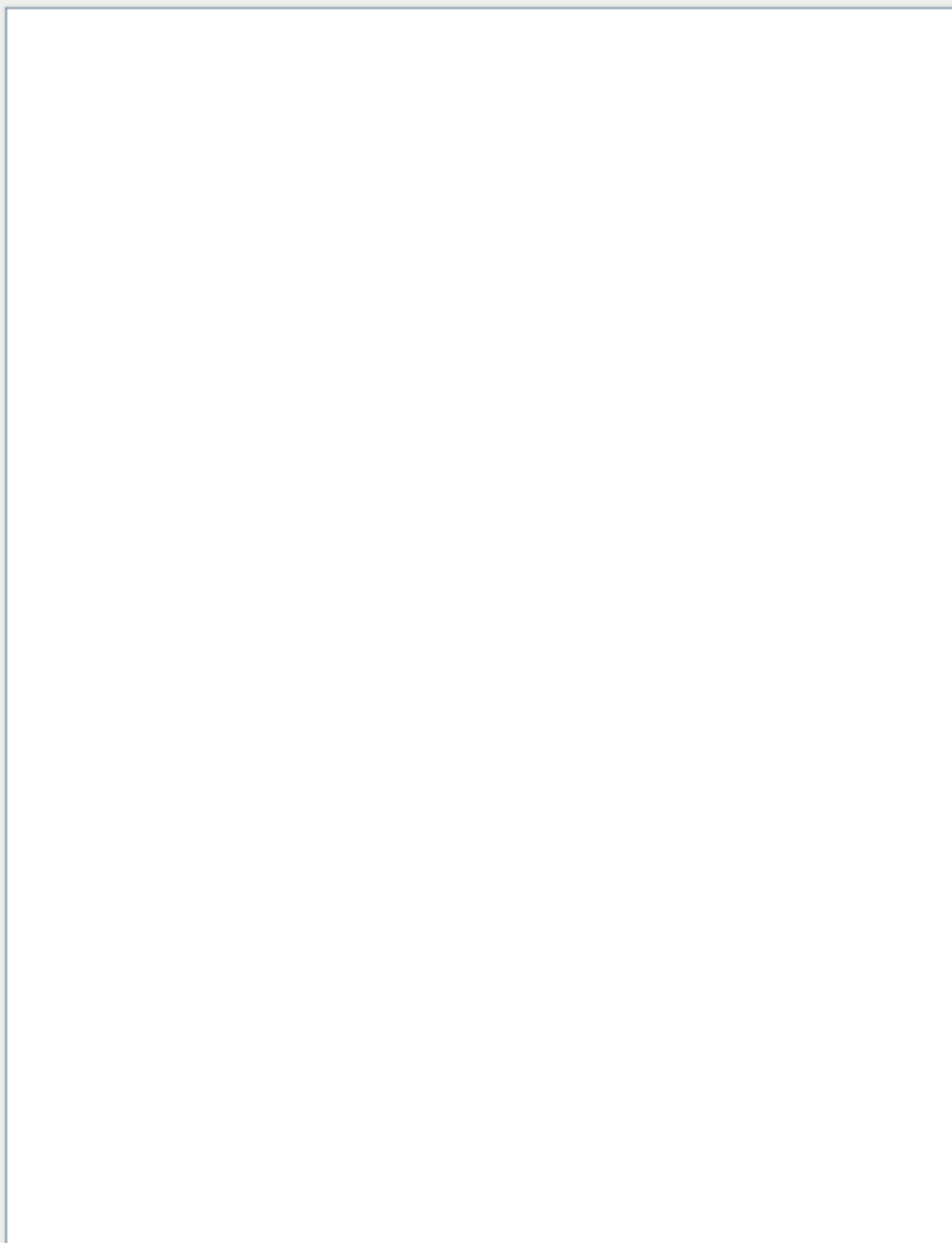
Dewiswch pa ffactorau sydd fwyaf tebyg o'ch annog i ddefnyddio rheilffyrdd yn fwy aml:

- 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?

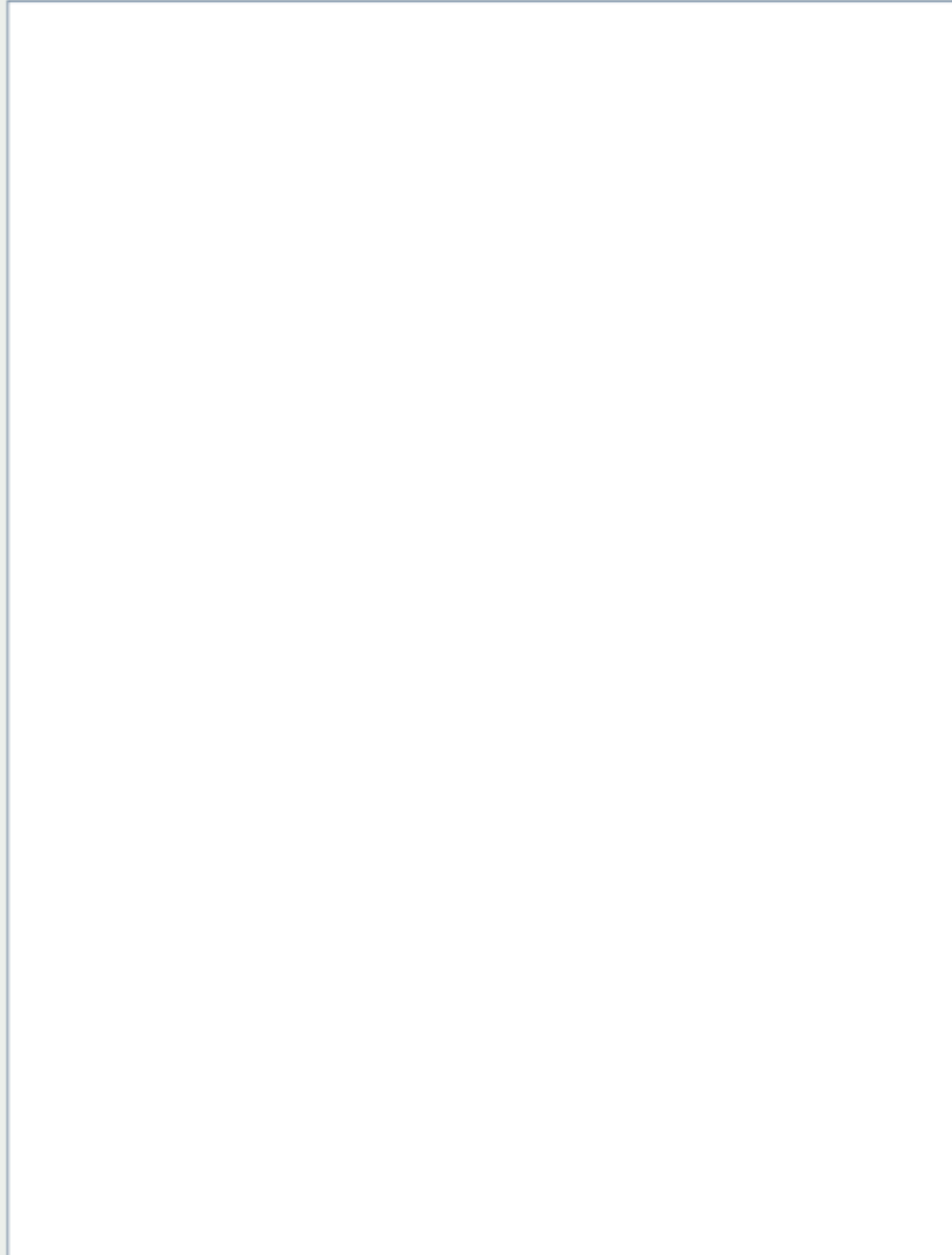
5.5

- 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

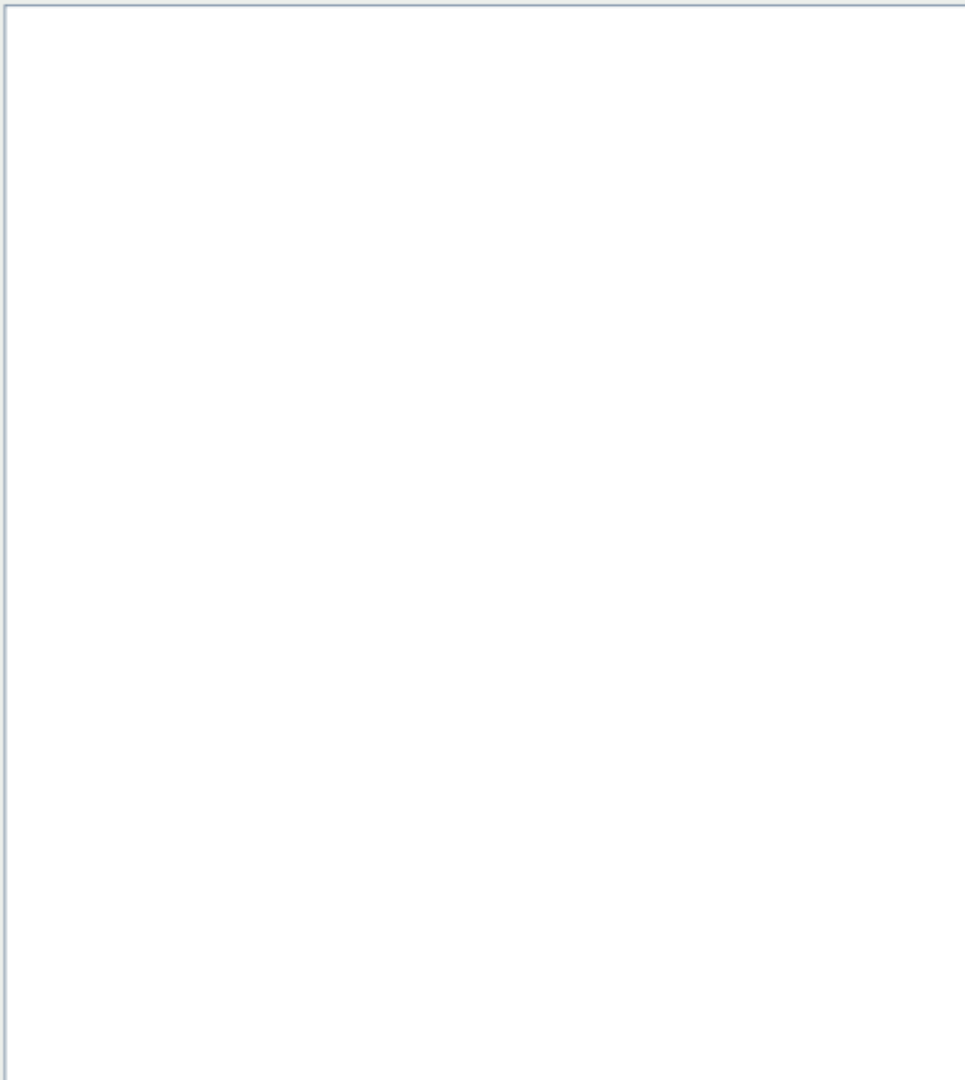
Dewiswch pa ffactorau sydd fwyaf tebygol o'ch helpu i ddefnyddio dulliau cynaliadwy o deithio?

- 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.*

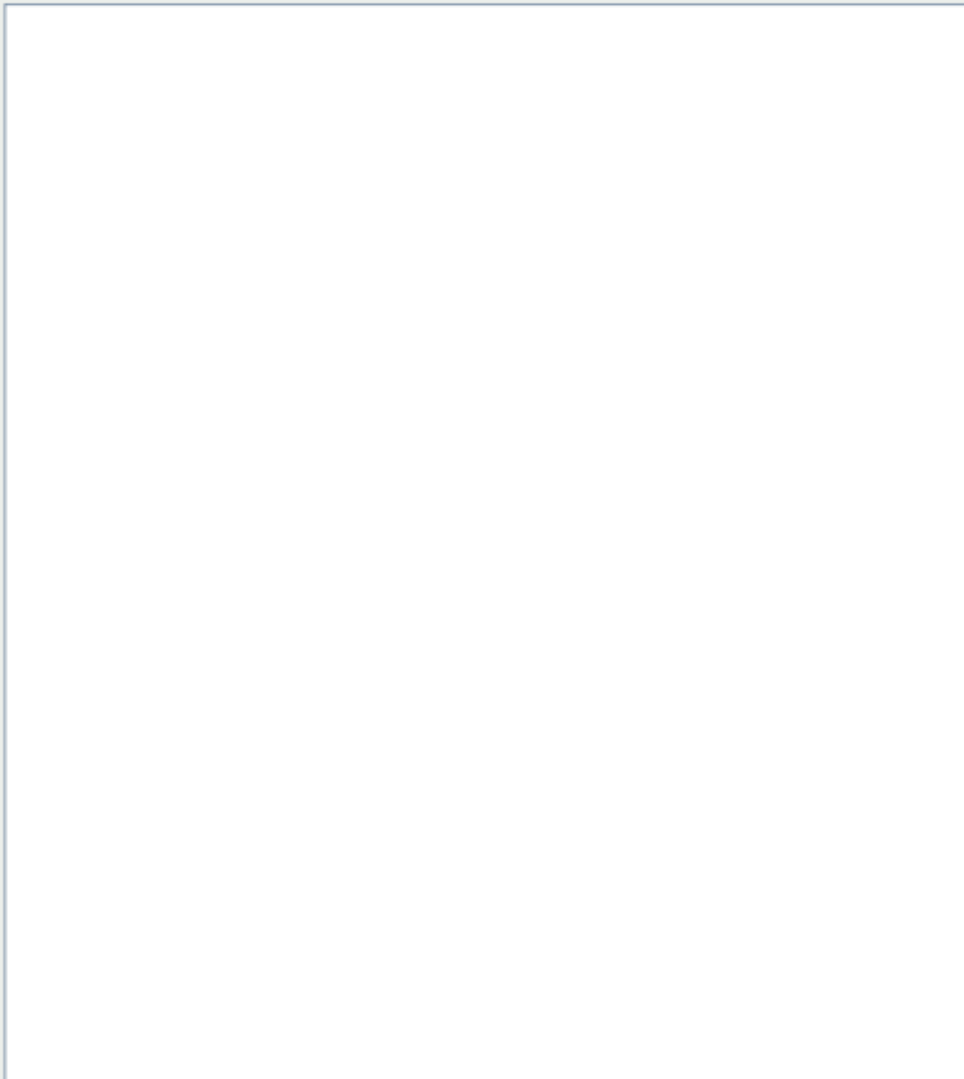
- Cytuno yn gryf
- Cytuno
- Niwtral
- Anghytuno
- Anghytuno yn gryf

### 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 hygrych
- 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

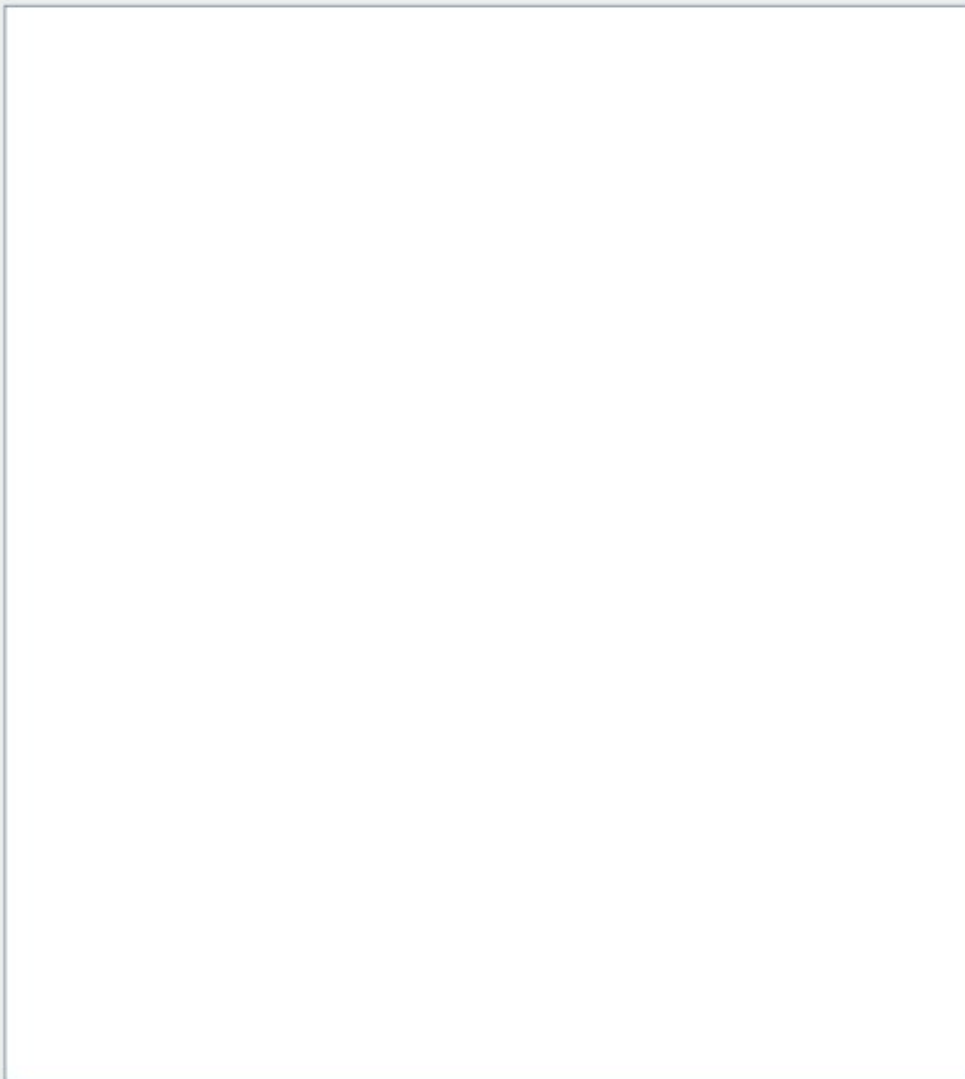
Dewiswch y ffactorau dilynol a allai effeithio neu newid eich barn ar fod yn berchen cerbyd trydan?

- 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

## 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

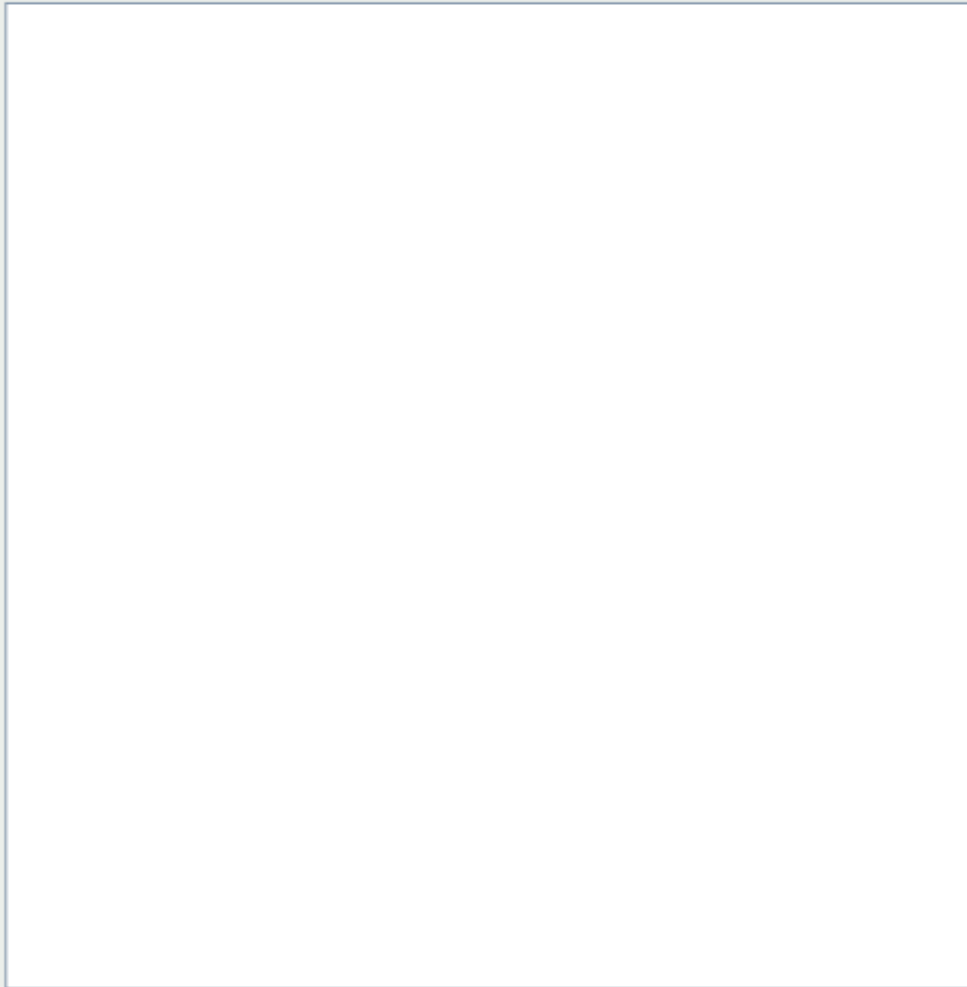
Pa ffactorau ydych chi'n ystyried yw'r rhai pwysicaf wrth ostwng traffig cerbydau modur o amgylch ysgolion a chreu amgylchedd mwy diogel?

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

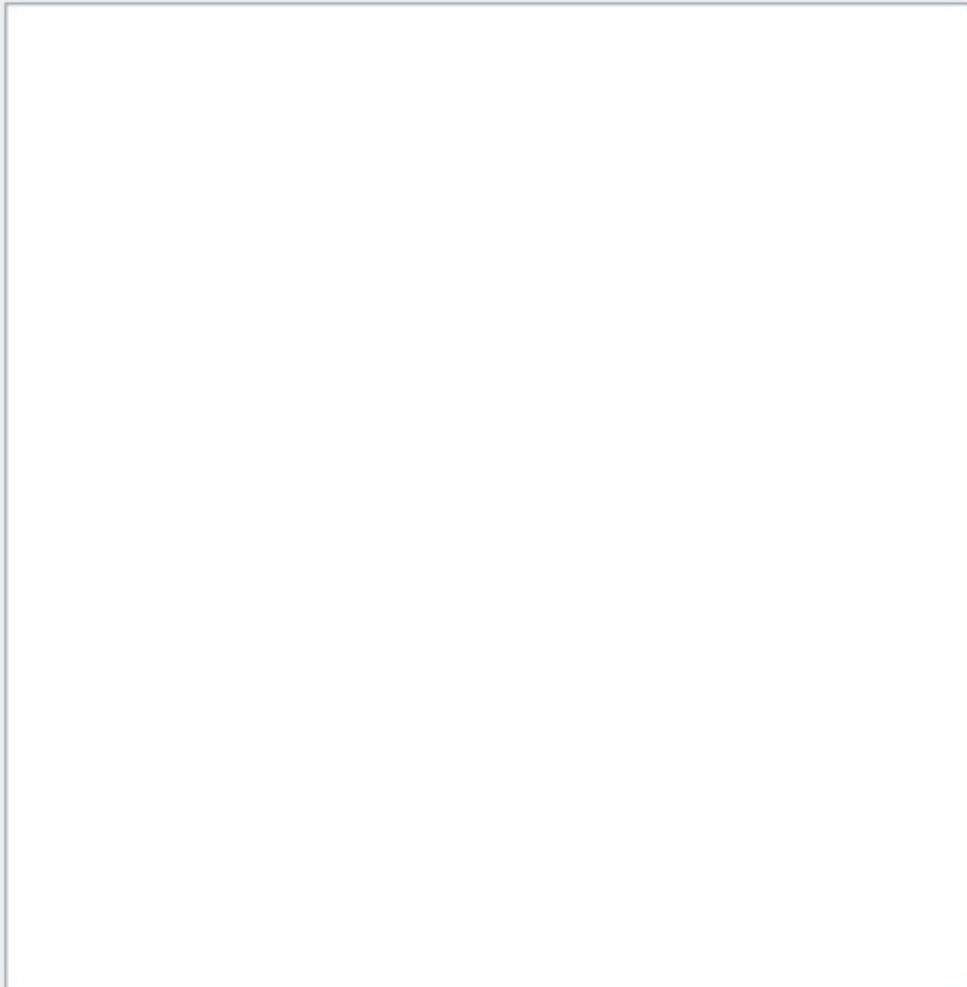
I ba raddau ydych chi'n cytuno y bydd ein ymyriadau yn gwella'r rhyngweithio rhwng cynllunio defnydd tir a thrafnidiaeth?

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

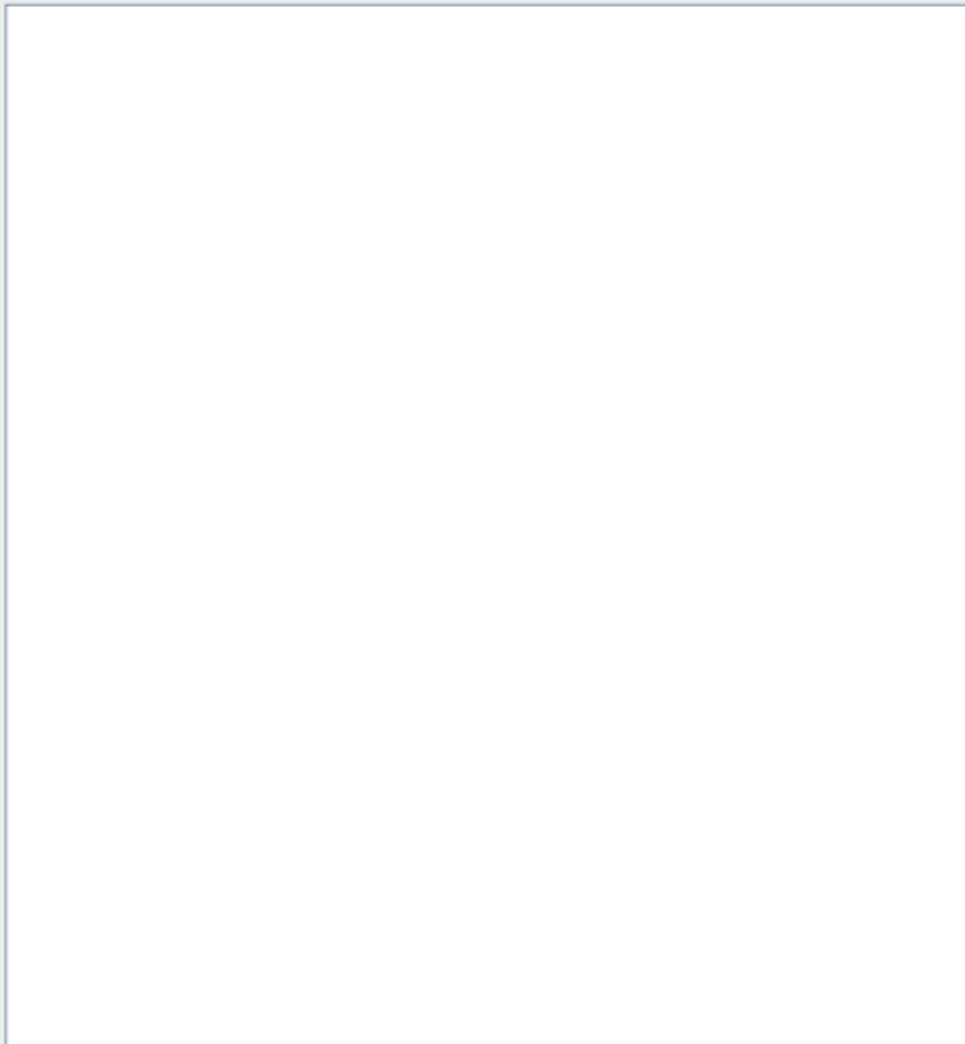
Pe byddai cyflymder band eang a chysylltedd digidol ar draws y sir yn gwella, a fyddai hyn yn effeithio ar faint ydych yn deithio, e.e. gweithio gartref neu mewn hybiau gweithio lleol, siopa ar-lein, mynediad i ofal iechyd?

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

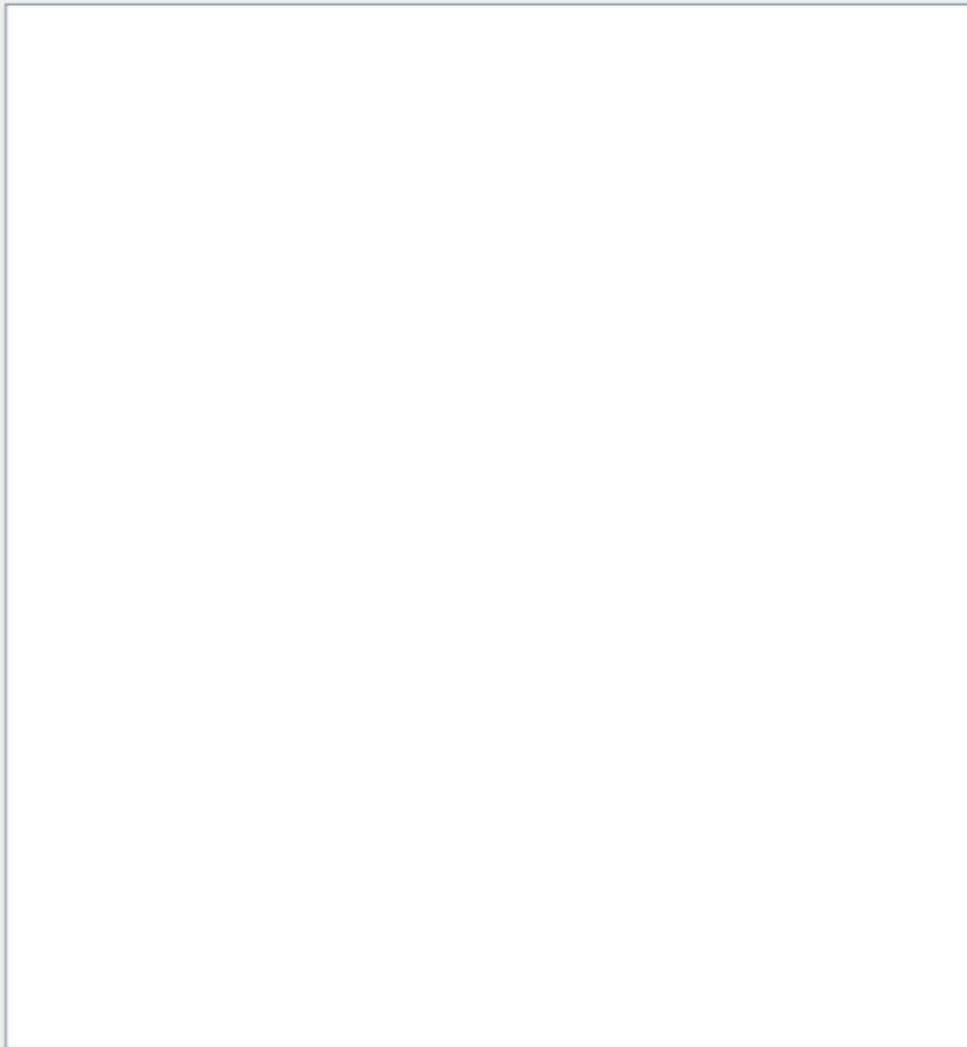
Pe byddent ar gael mewn cyfnewidfeydd trafnidiaeth, hybiau trafnidiaeth gyhoeddus neu fannau addas eraill, pa mor debygol fydddech chi o ddefnyddio cypyrddau parseli sy'n cynnig mynediad 24/7?

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.

Facebook / X(Twitter) 8 Dec, 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](http://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.

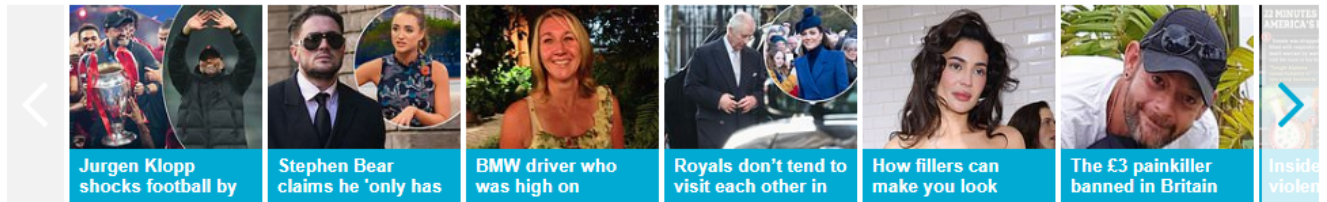
To view the proposals and provide your feedback, visit the online exhibition here: [mcclocaltransportplan.virtual-engage.com](https://mcclocaltransportplan.virtual-engage.com)

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

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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.

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# 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

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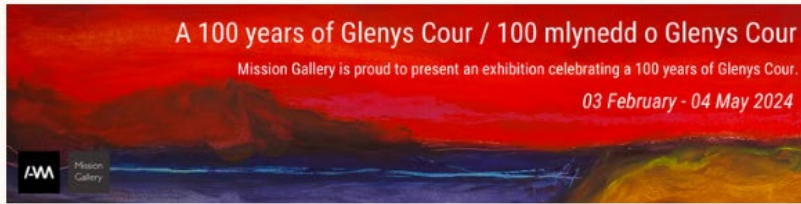
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The M4 Severn bridge, or Prince of Wales bridge (Image: WalesOnline/Rob Browne)

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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.

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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















