Annex B

Qualitative responses to MCC Local Transport Strategy Public Consultation

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A.1 Introduction

This Annex presents the qualitative responses received as part of the public consultation informing the Monmouthshire County Council (MCC) Local Transport Strategy (LTS).

Each qualitative consultation response has been analysed and reviewed by the project team, summarised and assigned a common theme where appropriate, with a response provided by the project team and MCC officials.

A.2   Aims and Objectives

Table 1: Responses to general comments on proposed Aims and Objectives

Theme	Consultation Response	Project/ Design Response
Accessible communities	Participants suggest that MCC funds should be focusing on creating accessible communities which do not persecute those that drive as AT is not accessible to all. As part of this, suggest that access to hospitals other than the Grange should be considered.	Section 6.6 addresses this "Develop schemes in partnership with local people and prioritise safe and accessible pathways that cater to individuals of all abilities and backgrounds." as well as AT13. Access to all healthcare facilities including by sustainable modes of travel is important. The revised Strategy will clarify that position.
Active Travel	Participants suggest that the LTS should consider e-scooters	We are committed to considering accessibility by all modes of travel. E-scooters will be considered as a future travel mode, however are not currently legal on roads.
Ambitions and visions of the Strategy	Some Participants were in support of the LTS and considers it to be ambitious and welcomes the interventions. Also agree with the visions and objectives of the Strategy and that the LTS outlines key issues in Monmouthshire, however, suggests more focus and consideration for the aging population.	The Strategy seeks to improve accessibility for all groups of people.
Behaviour change	Participants consider behaviour change proposals to be patronising to adults.	Behaviour change is a key component of the Strategy aligned to Welsh Government policy and ambitions to help decarbonise the transport system.
Carbon Assessment	Participants consider carbon neutrality should be the lowest priority. Does not agree with the carbon assessment. Do not support man made climate change and states Co2 emissions fell 20% between 2002 and 2020 but the temperature didn't. According to figures which actually have no impact on global warming, Wales contributes 0.04% towards co2 emissions. Considers Wales makes no contribution to global warming. Considers the LTS should have a longer term strategy and states that there is a lack of detail in the policies. States consideration should be had for beyond Monmouthshire. The LTS should focus should be on the movement of people rather than decarbonisation	The Strategy aligns with wider Welsh Government policy on climate change and reflects the nation's ambitions of reducing greenhouse gas emissions. This Local Transport Strategy will help inform the emerging Regional Transport Strategy (RTP) and has hence been prepared at a suitably and proportionately high level, considering the further work that MCC will need to undertake as part of the CJC when preparing its RTP.
Collaboration	Participants suggest working more closely with the UK Government to deliver improved rail infrastructure.	This is a key element of the second Welsh Government Carbon Budget, which MCC fully supports. MCC are working with the Burns Delivery Unit to improve rail frequency and stopping on the South Wales Mainline and Marches line. We are also lobbying for the proposed Magor walkway station.

Theme	Consultation Response	Project/ Design Response
Consultation Approach	Participants express general opposition to the approach taken to consultation including the use of the VE platform, publicising of the proposals and timescales.	The public consultation was hosted online with a virtual exhibition environment, supported by telephone, email, and postal options to help people have their say. The deadline for responses was extended to account for the Christmas period.
Cross – border services	Participants request improved public transport connections within Wales and cross border. Services should be reliable and serve an aging population. Focus of the Strategy should be on making an integrated public transport system, not active travel. Suggests the Strategy should focus more on public transport and road issues to key areas of employment before active travel interventions, through provision of a motorway bypass around Newport, and an M4 upgrade, for example. Participants also do not support flexible lane management on the A466 Severn Bridge Approach, will still be bottlenecks.	Improved public transport connections are covered in detail in the LTS; see vision, section 6.7 (bus) and 6.8 (rail) as key items but also sections such as Mobility Hubs and interchanges. Cross border travel is specifically covered in interventions BUS17 and BUS 18 as well as R7. The order of modes is based on the Welsh Transport Strategy road user hierarchy and MCC is committed to improving accessibility for all groups of people but recognises that active travel is not always an option. RSP 9 - road maintenance programme is a continuing commitment of MCC. Works to the M4 is a matter for the Welsh Government, whilst the Strategy sets out a series of road-based measures to help improve accessibility for all groups of people. A466 lane management is under review with no planned or committed measures at this stage
Deliverability	Participants express concern surrounding the ability to deliver the plan, including funding, cost, and implementation of proposals. Consider for how much the proposals will cost little will be done to tackle climate change. Some Participants consider the LTS to be idealistic and the policies need to be revisited as there is general lack of understanding of where the local community commute to.	The Strategy aims to be ambitious but deliverable. The Strategy aims to be ambitious but deliverable. MCC acknowledge that the plans proposals are ambitious and will continue to work with partners to access funding to enable interventions to be implemented. The Strategy is underpinned by a comprehensive evidence based including original-destination trip data, and further work will be undertaken as part of the SEWCJC to understand local and regional movements as part of the emerging RTP.
Demand Responsive Transport	Participants would like clarification on what demand responsive transport is, does this affect insurance? Under the impression it is lift sharing between neighbours. Concern this will affect those living in Usk as there is an ageing population.	Demand responsive transport refers to bus-like services that do not run on a specified timetable but instead can be requested by users as required. As this is a form of public transport there is no impact on private insurances.
Digital connectivity	Participants consider digital connectivity often means excluding connectivity for older people and there is too much emphasis on major changes. Instead suggests tweaking existing usage to make improvements.	MCC is supportive of the Welsh Government's ambitions for ensuring all groups of people have access to the internet, and will work to help ensure residents and businesses in the county can get online to meet their needs.

Theme	Consultation Response	Project/ Design Response
Emissions Zones	Participants do not support emission zones as consider it will disadvantage oldest and poorest communities. Participants also consider that more clarification is needed surrounding how to promote EV vehicles in Monmouthshire.	The draft Strategy consultation has sought feedback on a wide range of options including how to reduce emissions from transport, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. As detailed in section 6.11 of the plan, MCC will deliver EV charging points based on their EV Charging Infrastructure strategy and will work with the SEWCJC and WG on the wider EV Charging Strategy for the region.
Objective Priority	Participants believe the Welsh language should not be considered within the LTS, focus should be put on cost effective travel. Considers the Welsh Language (Objective 3) should be a lower priority than economic prosperity. Suggests more emphasis on access to key public services, education and employment in the objectives. Considers it disproportionate to give priority to arts, culture and Welsh language. .	Objectives are aligned with the WTS and are all equally as important - they are not ranked or weighted. MCC is committed to protecting and enhancing the Welsh language as part of the plan, taking into account its other objectives.
Objectives	Participants consider objective 4 should be object 1 and policy should not disadvantage any groups of people	Objectives are aligned with the WTS and are all equally as important - they are not ranked or weighted. MCC is committed to protecting and enhancing the Welsh language as part of the plan, taking into account its other objectives.
Rural Areas	Participants do not consider the LTS to be practical, feasible and there will be resources to provide public transport infrastructure and the proposals for those that live in rural areas including elderly people living there. Considers the Strategy to be very town centric. MCC needs to ensure rural areas have equal accessibility as those in the major towns, such as an emphasis on increasing sustainable travel options to tourist areas outside of main towns such as Tintern.	The LTS aims to provide better services to rural areas - see BUS6 (Rural bus routes) and section 6.9 . The Strategy aims to be ambitious but deliverable. The delivery Strategy sets out how the measures could be progressed. The draft Strategy consultation has sought feedback on a wide range of options including those that aim to improve accessibility for those living in towns and rural areas, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. MCC is committed to this and please see measure ODS 1 - Wye Valley tourism Fflecsi and Sherpa services as well as BCI 1 - Wye valley tourism walking and bus route maps.

Theme	Consultation Response	Project/ Design Response
Severn Bridge Tolls	Participants consider the initiative of the Severen Bridge Tolls should not be included in the LTS, as this is in the remit of WG.	The remit to reintroduce tolls on the Severn Bridges sits with the UK Government, not Monmouthshire County Council. MCC is not lobbying the UK Government for reintroduction and has no plans to do so. The LTS documents a long list of options that could hold significance for Monmouthshire's transport network and people. This long list was developed comprehensively to consider all potential changes to the transport network and included contributions from local stakeholders and transport industry professionals during workshops. Several options included in the long list of schemes - including the option to reinstate tolls on the Severn bridges - do not meet one or more of the appraisal criteria for inclusion in the shortlisted interventions for delivery. These will not be taken forward as part of the Strategy but are documented for completeness.
Speed limit	Participants express general opposition to the 20mph blanket speed limit.	The Strategy aligns with Welsh Government legislation and policies, whilst seeking to progress measures that are ambitious and deliverable.
	Participants express general support for the 20mph blanket speed limit	
Status of the car	Participants consider the LTS to be anti-car and that policies focus too much on AT and moving away from the private car. Initiatives are considered a waste of money, and more focus should be given to roads and congestion issues.	The Strategy seeks to improve accessibility for all groups of people, including those who rely on the private car. MCC is committed to decarbonising transport and encouraging modal shift where and as appropriate.
Town Planning	Participants suggest revisiting development on greenfield sites around key towns as this will create transport problems.	This is a matter for the emerging revised Local Development Strategy and the LTS seeks to ensure sustainable travel links to the RLDP sites (AT15) as appropriate.
Workplace Parking Levy	Participants do not support the Workplace Parking Levy. Participants consider the Strategy to be a waste of money, should focus on business and economic growth and improved parking for economic activities. Considers the proposals to be financially unviable and concerned the proposal for a Workplace Levy will have a negative economic impact	The delivery Strategy sets out how the measures could be progressed. The draft Strategy consultation has sought feedback on a wide range of options including a workplace parking levy, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. WG has not yet introduced the legislation that would enable this scheme to be operated and this needs to be introduced at a regional level. MCC would need to undertake further due diligence to understand the potential impact of such a proposal in a rural /market town setting. The Council wishes to encourage the use of public transport in line with the WG strategy and therefore does not propose to introduce additional car parks which may encourage additional car journeys where sustainable travel options exist.

A.3 Active Travel

Table 2: Design response to general comments on proposed Active Travel Initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
A40, A4042, A48	Participants suggest moving the A40 out of Abergavenny centre as well as an active travel route running parallel with A4042 to connect Abergavenny to Little Milland the P & R at New Inn railway station, to encourage active travel. Participants also highlight that it is unsafe to walk and cycle on A48 Pwllmeyric.	MCC is committed to delivering on its responsibilities for active travel and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. This trunk road is however, owned by WG. A4042 and A48 active travel routes are acknowledged in Strategy measure ref AT27.
Abergavenny and Llanfoist	Responder expresses general opposition to Abergavenny-Llanfoist scheme. Disagrees that dog walkers on Castle Meadows will be expected to keep dogs on leads. As a cyclist, cyclists should always give way to pedestrians even if that means stopping. The new bridge is a positive step, but the proposals for pathways fail to recognise the dynamics between walking and cyclists sharing the same paths. asked to see the cost-benefit assessment of the proposals, without success, and the forecast uptake and assumptions regarding cycle traffic. The scheme is excessively expensive.	Dogs will not be required to be kept on leads due to this scheme. It is to be noted dogs must always be under the owner's control in public, and MCC would always advise that dogs should be under close control around children, cyclists, cattle and when entering and leaving the meadows. Consultation through the scheme has shown a positive view from the public and path widths have been proposed as a balance between guidance and minimising impact on the Meadows. Sympathetic signage will be incorporated to remind people to share with care.
Accessibility	Participants expressed general support for increasing accessibility to active travel and suggested that the ability to take bikes on trains would increase modal shift, as well as the inclusion of bike/pram ramps.	MCC is committed to working with TfW and rail providers to ensure access for all.
Active travel interventions	Participants expressed general opposition to Active Travel (AT) interventions, consideration that none would be of use and should be rethought. Residents do not have an interest in cycling and priority should be on maintaining roads and public transport. Considers the AT proposals apply to those who only work and live in Monmouthshire. Concern that the AT proposals are expensive, threatening to those that use the car and that there are no revenue provisions for the schemes.	The plan's objectives and measures align with Welsh Government and local policies to improve active travel usage. The Strategy seeks to improve accessibility for all groups of people. The objectives of the AT interventions is "Focus on journeys shorter than 3 miles to education, employment, shopping, health destinations, bus and rail stations that can reduce everyday car journeys, and make walking, cycling and wheeling the easiest option.". The LTS equally includes road improvement (RSP 9) and improvements to the public transport network (section 6.7 & 6.8).
Active travel routes	Active travel routes need to be safe for all users. 1) Walkers should NOT be required to share paths with cyclists or e-bikes. 2) Narrowing roads and painting down cycle tracks is NOT safe provision. Need for provision of physical separation from other traffic, especially outside of towns.	MCC will always review a variety of options when considering potential active travel routes, however it will not always be possible to provide separation of cyclists from road users due to the topography, land availability etc. Such suggestions will be considered as part of any future design of the measures as they progress.

Theme	Consultation Responses	Project/ Design Responses
Active travel uptake	Participants expressed general support for AT proposals, especially cycle parking and safe cycle routes. Suggest dedicated cycle/ walking lanes alongside major roads. Also suggest improved car parking at Active Travel pinch points, where AT is located and where there are interchanges between modes.	MCC is committed to delivering on its responsibilities for active travel and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. The Strategy seeks to improve accessibility for all groups of people. Measures MHI7 and MHI11 target improved cycle parking at bus stops and interchanges to help integrate sustainable modes of travel.
Aging population	Participants expressed general opposition to active travel proposals as they discriminate against and are not accessible for the aging population, disabled or those with health issues. Suggest plans should consider OAPs and other demographics who have limited financial resources and cannot afford to but and run EVs.	The Strategy seeks to improve accessibility for all groups of people. The Strategy includes various improvements to the bus and rail network to enable all groups of people to travel sustainably if active travel is not an option; MCC supports e-bike rental and cycle hire schemes to lower barriers to accessing these (see AT17 and OD7).
Behaviour change	Participants suggest the priority of the LTS should be to provide public transport/ active travel alternatives before trying to change habits.	The Strategy seeks to help encourage sustainable modes of travel through a range of measures including behaviour change initiatives alongside those aimed at improving active travel and public transport (see sections 6.6, 6.7 and 6.8)
Bus	Participants suggest having a regular connecting bus from Monmouth to Abergavenny to help residents who could then use the rail services to go to neighbouring towns.	Measures Bus6 and generally MHI9 seeks to support this suggestion.
Caldicot	Regarding Caldicot, Participants highlight that: • There is no current safe walking route into Caldicot. • Reinstatement of the path linking Caldicot Station and STJ is needed as is overgrown due to neglect Suggestion of AT route linking Caldicot rail station to STJ using Garthalan Drive route.	MCC is committed to delivering on its responsibilities for active travel and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. In particular measure AT4 is aimed at improving connectivity as suggested. MCC is committed to maintaining its active travel network, this route is on MCC ATNM map (AT4 / AT10) and MCC will review its condition in response to this comment. Suggested route is on MCC ATNM map (AT4 / AT10)
Chepstow	Participants consider AT proposals are impractical for Chepstow due to topography and congested through roads make all aspirations unachievable. Further concern that there are no new AT routes for Chepstow. Participants consider ideas would work well and are necessary in larger towns, including Chepstow and Abergavenny.	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.

Theme	Consultation Responses	Project/ Design Responses
Community connection	Participants suggest modest improvements in smaller towns and projects linking communities through AT/ longer distance leisure routes will improve community cohesion and secure wider funding streams. Also suggest improvements to main road infrastructure to improve safety for cyclists and provide secure cycle routes. When cycling events are occurring, roads should be temporarily closed rather than shared with active traffic.	MCC is committed to delivering on its responsibilities for AT and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. Measures AT1-7 and AT10 are aimed at improving connectivity as suggested. The Strategy seeks to improve accessibility for all through a range of measures across all modes. In particular MCC's ATNM proposals seek to improve active travel for shorter and longer distances for all trips including leisure. MCC is committed to its road maintenance programme, please see measure RSP9.
Consideration of motorcycles	Participants suggest that the LTS should consider motorcycles, which are less harmful.	Motorcycles have similar requirements to motorised vehicles and hence have not been explicitly mentioned in LTS but nonetheless are considered as part of the Strategy in seeking to improve accessibility for all groups of people.
Consultation	Participants suggest that an in-person consultation event would generate more engagement.	This suggestion will be considered as part of MCC's evaluation its consultation process.
Crickhowll connections	Participants suggest a safe walking route from Crick to Caldicot through extension of the MOD railway, including ped crossing at crick, as well as a Crick-Abergavenny link.	Crick-Caldicot route is on MCC Active travel network map (AT4/AT10). Crick-Abergavenny route is on MCC Active travel network map (AT7/AT10).
Cross border links	Participants suggested cross border links with: • Forest of Dean • Powys • Torfaen	MCC holds regular discussions with its Forest of Dean ad South Gloucestershire counterparts to identify opportunities to improve transport options. The Chepstow LUF project proposes new/improved routes. Powys and Torfaen routes are on MCC Active travel network map (AT7/AT10)
Cycling	Participants express general opposition to cycle and walking of any great distance due to difficulty for elderly people.	The Strategy seeks to improve accessibility for all groups of people. The objectives of the AT interventions is "Focus on journeys shorter than 3 miles to education, employment, shopping, health destinations, bus and rail stations that can reduce everyday car journeys, and make walking, cycling and wheeling the easiest option.". The LTS equally includes road improvement (RSP 9) and improvements to the public transport network (section 6.7 & 6.8).
	Participants express general support for cycle hire and effective cycle storage.	
Deliverability	Participants do not consider the council able to deliver the proposals so that the proposals are beneficial due to worsening congestion and no funding for maintenance of AT routes. Questions over how proposals will be funded and how much it will cost the people of Monmouthshire.	MCC is committed to delivering on its responsibilities for active travel and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. The Strategy seeks to be ambitious and deliverable, and a Delivery Strategy has been provided to assist next steps accordingly. Annual budgets are set accordingly.

Theme	Consultation Responses	Project/ Design Responses
Economic Impact	Participants raise concerns about economic impacts of initiatives and consider that the council should account for the needs of the public. Suggest all routes should be assessed to determine any low-cost improvements for safer cycling and that costs of rail and bus transport are inhibiting factors and the priority for transport must be for business and commerce.	The draft Strategy consultation has sought feedback on a wide range of options that have been subject to well-being appraisal including against economic criteria. All comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. MCC is committed to delivering on its responsibilities for active travel and its ongoing Active Travel Network Mapping exercise. MCC is in support of the "One Network, One Timetable, One Ticket" (BUS15) review of the WG and supports fairer fares for public transport (R5)
Impact of weather	Participants state that when there is bad weather, people will not use AT modes and raise concerns that the Strategy assumes all residents will be willing and able to use AT schemes. Due to weather, this makes the car the most reliable option.	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all through a range of measures across all modes.
Integration with other modes	Participants support opportunities to integrated travel modes as it delivers all the benefits of AT and public transport. Suggest that for AT to address short distance issues, integration into other transport links is needed, with facilities like cycle storage provided.	The Strategy seeks to better integrate modes of travel to support sustainable transport choices for all groups of people. See the measures for mobility hubs and interchanges at section 6.5 which explicitly mentions integration proposals and safe cycle parking
New houses	Participants suggest that new housing developments need the infrastructure planned and in place during the development phase.	The Strategy aims to provide sustainable links to RLDP sites (AT15)
Newport Road to Caldicot	Participants raised concerns that there are no current AT routes provided to Caldicot from small towns and Newport Road to Caldicot has no street lighting for a large part of the road, so how is AT supposed to improve.	MCC identify this as a highways/road safety issue. Previous At proposals for this area were strongly opposed but these comments have been noted and will be considered as part of MCC's evaluation its consultation process. The Chepstow ATNM network is covered in measure AT3.
Park and Stride	Participants suggest Park and Stride car parks on the outskirts of towns for use by rural residents. This will reduce the number of parked cars within towns, which was highlighted as a hazard to AT uptake.	MCC will consider this comment as part of its ongoing parking strategy work. Intervention RSP1 considers tackling pavement parking.
Planning	Participants suggests the planning of the town and surrounding area into Lydney, results in increased traffic on the A48 at peak times. This, in combination with poor public transport, means that even when there are improved developments, people still revert to the car.	The LTS is proposing upgrades to the public transport network to encourage modal shift and reduce congestion, alongside measures to inform and support the RLDP.

Theme	Consultation Responses	Project/ Design Responses
Practicality	Participants consider the active travel interventions to be good for leisure use but not for work, school etc. Considers the Strategy fails to consider that Wales/ Monmouthshire is wet and hilly so people will not cycle more. The car is most practical when shopping, considers the population is too elderly to walk and cycle.	The aim for active travel interventions is to "Focus on journeys shorter than 3 miles to education, employment, shopping, health destinations, bus and rail stations that can reduce everyday car journeys, and make walking, cycling and wheeling the easiest option." It also looks at improving public transport (Section 6.7 and 6.8) for those that are unable to use active travel, whilst school transport is also considered as part of the plan.
Priority for cyclists	Participants consider suggestions such as wider paths and cattle grids are not needed such as places like Castle Meadows. Considers the proposals seem to be exclusively for the benefit of cyclists	The Strategy seeks to improve accessibility for all through a range of measures across all modes.
Proposals for Monmouth	Regarding Monmouth, Participants disagree with the proposals to introduce a one-way system in Wyesham. Regarding Monmouth, Participants agree with the proposals to improve the links to Kingswood Gate and the new bridge over the river Wye for pedestrians and cyclists. Participants suggest a new train station in Monmouth.	MCC will consider all comments including concerns about a one way system in Wyesham as part of its next steps. For the station, please refer to measure R10.
Public Transport	Participants suggest improving public transport links should be the priority as active travel is largely impractical due to scenarios outside of the Council's control such as provision of shower facilities at work	The Strategy seeks to improve accessibility for all through a range of measures across all modes. In particular relevant public transport measures are set out in sections 6.7 and 6.8 .
Rail services	Participants suggest focus should be on getting the right infrastructure and provide train service between Chepstow and Bristol.	A rail link between Chepstow and Bristol has been explored by previous studies and is difficult due to requiring movements at Severn Tunnel Junction. An improved T7 bus service (BUS13) targets this trip.
Rural areas	Overall, a lot of comments that AT proposals will not work in rural areas, where buses are too infrequent to go both ways. Suggests implementing 20mph on rural roads currently too dangerous to allow safe use by cyclists/ peds etc.	The Strategy acknowledges the rural communities and proposes improvements to rural bus services and on demand DRT services to link to the timetabled network. A speed limit strategy including for rural roads is proposed in RSP6.
Severn bridge tolls	Participants express serious opposition to reintroducing tolls on the Severn Bridge.	The remit to reintroduce tolls on the Severn Bridges sits with the UK Government, not Monmouthshire County Council. MCC is not lobbying the UK Government for reintroduction and has no plans to do so.
Severn Tunnel Junction (STJ)	Participants are let down by the Chepstow-STJ service. No realistic bus options for this journey. No cycle paths, and no changing areas at STJ Improvements in cycle paths and facilities at STJ would vastly improve the likelihood of using AT as part of journey. Similar situation for travel into Newport or Cardiff.	MCC acknowledges the need for improved connectivity and ATNM map (AT3/AT4/AT10) includes proposals for Chepstow - Caldicot routes. Measure MHI6 addresses welfare provision. Measure MHI is for rail-bus connecting services.

Theme	Consultation Responses	Project/ Design Responses
Shirenewton	Participants question is any of new bus/ cycle options even cover Shirenewton/ Itton	ATNM map (measures AT3/AT10) covers Shirenewton proposals
Signage	Participants suggests more signage will increase AT uptake	This suggestion is covered in measure AT14
Speed Limit	Participants disagree with the blanket 20 mph speed limit.	Noted
Status of the car	Participants consider everything being within 3 miles a myth, and driving is the only option for work. See proposals as anti-motorist, and using a car is the only way for most people to get to and from work, and for leisure purposes. Disagrees with the AT proposals as considers them to be an attack on car use.	MCC proposals do not mandate the use of sustainable transport options, but the proposed improvements should provide more options for those who wish to use them. MCC recognise that for some people the car may be the only viable option.
Terrain	Participants raise concern as to the terrain of the local area and that good geography is needed is needed for increase in AT use. More consideration needed for wheelchair users/ carers, as without an electric wheelchair, it is hard to push any distance. Wheelchair taxis are rare and expensive and getting a wheelchair on a bus is physically difficult.	AT improvements focus on journeys shorter than 3 miles ("Focus on journeys shorter than 3 miles to education, employment, shopping, health destinations, bus and rail stations that can reduce everyday car journeys, and make walking, cycling and wheeling the easiest option".). Demand responsive transit e.g. ODS3 aims at providing public transport to rural areas. Vehicles will be accessible.
The 65 Bus	Participants suggest improved connection and integration with bus services. The 65 Bus connects The North to Trellech where the "bus out walk back" option is regularly used to access services in Trellech.	Measure BCI1 (Wye Valley tourism walking and bus route maps) seeks to help address this suggestion.
Timetabling	Participants consider the timetabling of rail and bus transport are inhibiting factors to uptake.	Improved integration of bus and rail is part of the plan; MHI8 - timetable coordination at key points of interchange
Tintern Abbey	Participants suggests a continuous, safe pedestrian route from Tintern Abbey to The Old Station and AT links as it is a popular tourist destination	Tintern is not an active travel locality as set out in the Active Travel (Wales) 2013 Act and as such falls outside the remit of grant funding. It is noted that this route is desired and will be raised with MonLife colleagues.
To increase active travel	Participants express general support with AT interventions and infrastructure investments; consider they reflect alternative transport options which the public will use, especially if these take the same amount of time as using the car.	Focus of AT improvement is journeys of less than 3 miles = 20 minute cycle Map on page 22 shows both existing and proposed ATNM routes.
To increase active travel	Participants consider the proposals do not show how the active travel initiatives will link with existing routes/impact on residents/impact on the environment, as the map does not show any of the existing roads/routes.	
Undy to Rogiet path	Participants suggest urgent improvement to the Undy to Rogiet cycle path.	This route is on the ATNM (AT6/AT10) with design work is on-going with the Burns Delivery Unit.

Theme	Consultation Responses	Project/ Design Responses
Usk	Participants raise concerns that aims are impractical for Usk, where there are more older people and less flexibility with the road systems and structure. Little mention in report about the farming community and the number of associated heavy lorries and tractors, which make cycling and walking through Usk's narrow streets a trial. For Usk, Participants suggest Usk/Little Mill connections cross-border (Torfaen) into the Mon-Brecon canal route, also suggests to connect to Pontypool & New Inn station (the nearest station). Participants also consider bridge must happen with the development of a complete network of good walking and cycling routes on both sides of the river, otherwise will not be of full value.	The Strategy seeks to improve accessibility for all through a range of measures across all modes for all groups of people. Safety is a key criteria for the design of any active travel routes, which will be considered as any measure progresses. Usk/Little Mill route is on the ATNM (A1/AT10). AT bridges are linked to the wider network as per ATNM maps
Usk Green Bus	Participants suggest reliable 'hourly' green buses, daytimes and evening to keep Usk connected.	Please see section 6.7 where bus services and frequencies are considered as part of the plan. Current funding models and patronage levels do not enable MCC to provide hourly services to all communities in Monmouthshire, but this suggestion will be considered as part of MCC's evaluation its consultation process.
Usk to Gwehelog	Participants raised concerns that there are no pavements from Usk to Gwehelog, which makes walking and cycling dangerous, This is also felt in Usk more widely.	Gwehelog is not within the Usk Settlement boundary. A long term desire exists to connect secondary rural settlements in to their main towns, but WG funding is currently focussed within towns to promote the biggest gains in modal shift.
Western Monmouthshire and Torfaen	Participants highlight the importance of connectivity between western Monmouthshire and Torfaen (Cwmbran, Pontypool, New Inn) which does not seem to be recognised in the plan	The Strategy seeks to improve accessibility within and between key destinations outside the county by a range of modes
Wye Valley Greenway	Participants question why MCC opposed Wye Valley Greenway which was so popular across the Wye in Gloucester and suggest improving active travel links in the south end of the Wye Valley Greenway,	Unclear who has objected to what proposals - more information is required to be able to respond to this comment. Wye Valley Greenway ends in Gloucestershire so MCC can only support this (AT26) and has plans for better AT infrastructure on the Welsh side - see the ATNM

A.4 Bus

Table 3: Design response to general comments on proposed Bus initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
Abergavenny Shuttle Bus	Participants suggest Abergavenny needs a frequent shuttle bus service to enable links to the railway to encourage onward travel to wider regions	This is covered in MHI9 rail-bus link services
Abergavenny-Monmouth	Participants suggest smaller buses or alternative routes should be considered as currently buses through rural areas between Abergavenny and Monmouth take unsuitable roads causing congestion.	MCC will work with operators to help ensure key facilities and services are accessible to residents across the County using appropriate routes. MCC are improving bus stop infrastructure as funding becomes available. For those that do not have access to a car, public transport is a key transport mode and we will continue to work on proposals to improve this provision.
Accessibility	Participants agree with the proposals of the bus services being disabled access	MCC work with operators to ensure all vehicles are accessible. MCC have recently been awarded UK government funding to deliver sustainable transport improvements in Chepstow. One of the project strands is public bus infrastructure and your comments will be considered as part of this work.
Ageing population	Participants disagree with the proposals as considers elderly people will not want to wait at the bus stop and bus stops will be vandalised.	Noted
Bristol-Gloucester	Participants raise concern that the improvements seem to get workers from southern corridor to Bristol and Gloucester which is no good for rest of county	The Strategy seeks to improve accessibility within and between key destinations outside the county. All public service vehicles should be taking cash. The demand responsive Grass routes service does not take cash and users of the service are advised that they can pay via contactless. We want to ensure that using sustainable transport is easy for all users and will work with bus operators to establish potential storage solutions for cycles.
Bus policy	Participants suggest to add 'welcoming" to policies to promote positive passenger experience on the bus.	Noted
Bus provision to hospitals	Participants suggest bus provision not only to the Grange hospital, but also to the Royal Gwent and Neville Hall hospitals. This includes provision from Chepstow	Access to all healthcare facilities including by sustainable modes of travel is important. The revised Strategy will clarify that position.
Bus provision to Llanover	Participants suggest improved bus services from Llanover	The Strategy supports this suggestion, please refer to the vision map

Theme	Consultation Responses	Project/ Design Responses
Bus service frequency	Participants state existing bus services are infrequent and are not encouraging a shift from existing car travel. States increased and improved bus services are key, the rest of what is in the Strategy is not critical. Bus should be made a priority in the plan Participants express support of the increased frequency of bus services	On-demand / flexible DRT services are proposed for rural areas. Links to regional cities and integration with rail are targeted in the Strategy (e.g. BUS6, BUS7, BUS16, BUS18, MHI1, MHI8, MHI9). MCC will consider the hours of operation with service providers as part of the next steps for bus franchising in Wales. There are a number of operators already using electric buses in Monmouthshire and we will work with operators to identify appropriate charging infrastructure to support further transition.
Bus service provision	Participants consider current bus services as insufficient. Suggests having bus stops and routes near houses. Suggests using school car parks in the summer to provide space for extra demand. Participants support the provision of increased buses and bus services.	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.
Bus service to Bristol	Participants suggest improving buses to Bristol, but also working with the Forest Council too. The current public transport options to Bristol are inconvenient, as well as challenges around parking at bus/stations, they run at times that do not allow for things like school drop off to happen and then an onward trip to work arriving at 9am.	The Strategy seeks to improve bus connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7. Improved timings and scheduling as well as integration with other modes are also covered in vision and section 6.7 of the plan.
Bus shelters	Participants suggest the aim should be shelters at every Bus Stop	Measure BUS12 aims to achieve this where possible
Car Parking	Participants state currently unable to use present bus route as there is no parking at bus stops	Bus routes and services should serve residential areas and in rural areas to assist integration, on demand services will link rural locations to the timetabled bus network (ODS3)
Chepstow	Responder suggests providing smaller, more frequent services around Chepstow. Close the road bridge over the River Wye adjacent to the railway bridge. This will enable Chepstow to be accessible to the residents and create a much safer environment. Eradication of all gradients will also assist in this aim.	As per vision map, town services will connect surrounding areas to town centres. Recent studies into improvements in and around Chepstow have been completed with measures currently subject to funding applications
Cost of tickets	Requests cheaper bus travel taking the car is much cheaper and more flexible.	MCC is in support of the "One Network, One Timetable, One Ticket" (BUS15) review of the WG and supports fairer fares for public transport (R5) - whilst the payment methods are currently a matter for operators
Crickhowll- Caldicot	Participants support a bus linking Crick to Caldicot, as is long overdue as are Sunday and Late services Crick to Caldicot & Chepstow to allow access to events such as Sunday Markets & Riverside events.	This is generally covered under rural bus services (Bus6). MCC will consider the bus routes with service providers as part of the next steps for bus franchising in Wales.

Theme	Consultation Responses	Project/ Design Responses
Cross border commuting	Participants consider buses are irrelevant to the modern working populations which may live in the county but works all over Wales & England and further a field. Suggest Bus times need to be more aligned to peoples working days. Lack of stops near peoples places of work (and cross-border connectivity is a big issue).	The Strategy seeks to improve accessibility within and between key destinations outside the county by a range of modes, for example acknowledging that rail may be a better option for longer distance intra-urban trips. The Strategy seeks to improve bus connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7. Improved timings and scheduling are also covered in vision and section 6.7 of the plan.
Cycle storage	Participants suggest cycle storage at bus stops.	This is covered in measure MHI7
Deliverability	Participants question the deliverability of proposals, disagree that bus services will become franchised, as the current operators seem to be reducing rather than increasing services it can be assumed they see no profit. How will these increased services be funded? 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.	We're supportive of the Welsh Government proposals to reshape the way bus services in Wales are governed through local franchising. Bus operators would provide services under contract, on behalf of local authorities. This would give local councils greater control over bus timetables, routes and fares, making them better meet local needs. Please refer to the proposals for One network, one timetable, one ticket.
Electric/ Hydrogen Buses	Participants suggest the LTS should include electric/ hydrogen buses. For the provision of electric buses, suggest 2-way engagement with passengers and communities that raises the status of bus services and promotes a positive narrative.	MCC supports the decarbonisation of the bus fleet and is committed to working with operators to expedite use of zero-emission vehicles. The strategy seeks to improve sustainable transport connectivity throughout the County.
General Bus improvements	Participants suggest maintaining or reintroducing availability of cash payments on buses - not all of us have smart phones, providing capacity on buses to carry bicycles on buses outside peak hours, especially for longer journeys linking rural areas with towns, where cycling the whole distance may be impractical	MCC is in support of the "One Network, One Timetable, One Ticket" (BUS15) review of the WG and supports fairer fares for public transport (R5) - whilst the payment methods are currently a matter for operators. It is not realistic to provide a funded bus model as proposed by the respondent.
Gilwen	Participants suggest a direct bus service from Gilwen to Drs surgery after closure of Gilwern surgery.	MCC will work with operators to help ensure key facilities and services are accessible to residents across the County. MCC will work with neighbouring authorities to support opportunities to improve sustainable transport options for cross border movement.
Govilon	Participants suggest busses between Govilon and all the various destinations mentioned in the LTS	MCC will work with operators to help ensure key facilities and services are accessible to residents across the County
Goytre Fawr	Participants state a major issue in Goytre Fawr that none of our bus stops on the A4042 (15 of them) have dropped kerbs and are inaccessible- forces wheelchair and mobility scooter users to have to use their cars when they don't want to	MCC is committed to ensuring services are accessible to all.

Theme	Consultation Responses	Project/ Design Responses
Increase in congestion	Participants are concerned that bus lanes will increase congestion for other road users and increase pollution.	Bus lanes are one tool to help improve bus connectivity and accessibility. Assessments would be undertaken for any proposals to fully understand their suitability and potential impacts.
Integrated transport modes	Participants consider integrating transport will increase congestion, as more transport modes on the roads	The aim of the intervention is to facilitate modal shift away from the private car by making it easier for people to make sustainable travel choices, in turn reducing congestion. MCC does monitor patronage data and will make evidence based decisions to propose changes.
	Suggests physically bring bus and rail services to the same place. To have regional and local bus and rail service terminals on same site would greatly enhance value. Suggests a fully integrated bus/ rail service, linking to Cardiff and London. Bus/ rail interchange at Abergavenny. Those who have a regular commute should be encouraged to develop sharing networks. Ride share points could be developed. Drivers should have some vetting . Local taxi services need to be protected. They could form part of a flexi pick up scheme around towns and villages.	MCC supports this suggestion and please refer to proposals in section 6.5. MCC support these suggestions and seek to improve connectivity with on-demand and community services
Live updates	Participants express support to getting updates over the internet is a good idea as is on demand services. Considers better bus information would encourage our use of the bus as well as better links with Bristol and Newport to support work.	Bus route improvements and improving real time information sharing is considered in section 6.7. On demand services are proposed where there is not a scheduled service.
Local Government Workers	Participants suggest the use of buses should be encouraged for Local Government workers commuting to and from their homes to place of work. Removal of car user allowances will greatly assist with this encouragement.	MCC encourages its employees to make sustainable travel choices. MCC have recently undertaken a bus re-tender exercise and will work with operators to maximise the opportunities to increase patronage.
Lydney – Chepstow	Participants suggest the LTS needs to include the bus links from Lydney to Chepstow to Bristol to help with the traffic congestion problem in Chepstow.	MCC will work as part of the SEWCJC to help ensure sustainable access between key destinations as part of the Regional Transport Plan. MCC is undertaking a separate parking review
Monmouth- Abergavenny	Participants disagree that Monmouth-Abergavenny is a rural route	The draft Strategy provided this example for BUS6 given the rural nature of destinations along the route. MCC recognise that for some journeys there will be a continuing need to use cars due to the current limited nature of sustainable transport infrastructure. This strategy proposes to improve this provision to provide more opportunities for people to travel via public transport or active travel

Theme	Consultation Responses	Project/ Design Responses
Monmouth-Newport-Bristol	Participants suggest direct bus services from Monmouth to Newport and Bristol that do not involve changing bus at Chepstow.	MCC will work as part of the SEWCJC to help ensure sustainable access between key destinations as part of the Regional Transport Plan. MCC recognise that for some journeys there will be a continuing need to use cars due to the current limited nature of sustainable transport infrastructure. This strategy proposes to improve this provision to provide more opportunities for people to travel via public transport or active travel.
Monmouthshire – Torfaen	Participants highlight the importance of connectivity between Monmouthshire and Torfaen which is not in the Strategy at present. Pontypool and Cwmbran provide many of the health and retail facilities needed for people in this area and are much nearer than the main Monmouthshire towns.	The Strategy seeks to improve bus connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7. MCC recognise that for some journeys there will be a continuing need to use cars due to the current limited nature of sustainable transport infrastructure. This strategy proposes to improve this provision to provide more opportunities for people to travel via public transport or active travel.
One ticket, one timetable	Participants support the one ticket one timetable as it is important to simplify the service. States electronic displays showing next buses would improve confidence. Improvements to bus shelters needed.	BUS9 refers to real time information. BUS12 covers bus stop upgrades incl shelters. MCC recognise that for some journeys there will be a continuing need to use cars due to the current limited nature of sustainable transport infrastructure. This strategy proposes to improve this provision to provide more opportunities for people to travel via public transport or active travel.
Provision of parking	Participants consider the Strategy should focus on better parking free parking	MCC will consider this comment as part of its review into parking in the County. MCC will work with neighbouring authorities to improve cross border connectivity
Public transport proposals	Supports the improved public transport proposals and currently public transport is unreliable	MCC will work with health care providers to help them ensuring key facilities and services are accessible to residents across the County
Raglan - Usk	Participants suggest bus service to Raglan and Usk to be routed via Llandenny	This is supported in the plan, please see vision map.
Ross – Monmouth	Participants suggest improving the bus service between Ross and Monmouth - many children who attend Monmouth Comprehensive and other schools traffic in the morning/after school could be reduced if there was a service from Monmouth to Ross on Wye.	Improving school transport services is part of the Strategy and MCC will review provision as part of its next steps

Theme	Consultation Responses	Project/ Design Responses
Rural Areas	Participants do not consider bus services in rural areas to be viable as Many buses in rural areas would be running empty at a loss as timings never work for everyone. Think practically and about costings, maybe some improvements could be made in towns. Considers Bus service in rural Monmouthshire is very poor, infrequent, starts too late and stops to early in the day and not on weekends. Considers 2 hourly intervals is not good enough.

Participants are supportive of any measures that mean residents in rural communities can access better bus services. States the current rural bus service is poor and young people can't socialise as no service after 5pm, with the service often cancelled last minute | On-demand / flexible DRT services are proposed for rural areas. On demand services will link rural locations to the timetabled bus network (ODS3). |
Rural Areas	Suggests rural bus services need to be given priority. As Rural bus services are unreliable there needs to be cheaper and more frequent bus services in these areas. Would like the new strategy to include a rural bus service from Abergavenny to Monmouth which uses the B4233 which connects several settlements in North Monmouthshire. Supports the improved frequency and numbers of buses especially in rural areas. Suggests in the long term they would need to increase further than hourly between 8am and 6pm as in reality that is still a very short time table for commuters/workers. Suggests less focus on bus stations and more focus on more bus routes through the rural communities as once or twice a day transport will not entice any workforce to use rurally. Further, a 20 minute walk to the bus stop followed by a 30 minute bus ride vs a 25 minute car journey will always be a no-brainer. Suggests that due to the rural nature of Monmouthshire, we need the ability to park near key bus stops, as we are not able to walk/cycle to them due to their location.	On-demand / flexible DRT services are proposed for rural areas. On demand services will link rural locations to the timetabled bus network (ODS3). MCC will consider the bus routes and hours of operation with service providers as part of the next steps for bus franchising in Wales. We will work with neighbouring authorities to improve cross border connectivity
Shuttle Bus provision	Participants suggest a half hourly shuttle service from Cwmbran town centre to the Grange and back. Immediate benefit to all	MCC will work as part of the SEWCJC to help ensure sustainable access to healthcare facilities as part of the Regional Transport Plan. Bus lanes are one tool to help improve bus connectivity and accessibility. Assessments would be undertaken for any proposals to fully understand their suitability and potential impacts.
Speed limit	Participants consider the 20mph will damage the bus provision. 20mph etc will make operators divert to other destinations.	This is a Welsh Government piece of legislation and a speed limit strategy is proposed in RSP6. Increasing access to sustainable transport will enable more people to transition away from their vehicles, albeit that we recognise that the car will still be the most viable option for some journeys

Theme	Consultation Responses	Project/ Design Responses
Status of the car	Currently it is impossible to live without a car as bus service is poor and there are no choice of bus routes one way to Newport via a circuitous route and the other way to Chepstow. Currently elderly residents living on no bus route (or even prospective bus route) are reliant cars for shopping in my local town of Cwmbran.	The Strategy seeks to improve bus connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7. TfW is in the process of procuring a real-time information back office for all Welsh bus services
Supporting data	Participants suggest detailed surveys of residents and their travel habits. Services can then be tailored where people need. Questions if any research been carried out into the demand for increased services? Surely it makes sense to make best use of the current services before delivering increased services where there is no demand.	Public consultations would be carried out on schemes being progressed from the plan, whilst data is collected and analysed as set out in the plan. MCC regularly monitors usage of bus services and will seek increases in frequency where it can be justified.
The 65 bus	Participants strongly support improved bus frequencies for the 65 Bus between Monmouth and Chepstow. key recommendation of the Wye Villages Project Report. This should also include an improved Saturday timetable and a Sunday service. "useability" by running reliably to a timetable matches local need- this requires at least 6 return journeys per day. important that the timetable includes services at the beginning and end of the working/school day.	The Strategy seeks to improve bus connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7
Ticket price	Participants suggest that decreasing ticket pricing will increase the use of the bus.	MCC is in support of the "One Network, One Timetable, One Ticket" (BUS15) review of the WG and supports fairer fares for public transport (R5) - whilst the payment methods are currently a matter for operators. Monmouth has direct bus services to Newport, and these are currently being improved. Direct services to Bristol are being considered but require better reliability between Chepstow and Bristol
Timetable and route change	Participants consider the bus not to be a practical options due to the lack of provision at the times we need to travel, as well as a lack of stops where we need to alight and poor connections. Suggests rethinking bus timetables and provide more stops where people actually work and need to alight. Considers timetable and route changes have made bus travel increasingly impractical. In particular, the former X3 route has now been changed and split, with much longer journey times and no thought to connections to complete what was once a single journey. Participants welcome the reintroduction of Sunday services and bus stations with up-to-date timetables and information. Agree residents of small towns in Monmouthshire need frequent, reliable services, with clear timetabling if they are to give up car use.	Improved timings and scheduling are covered in vision and section 6.7; specific route suggestion to consider in Regional Transport Plan. MCC is in the process of introducing a faster Abergavenny - Monmouth service, and a separate service for the rural areas between Abergavenny and Raglan

Theme	Consultation Responses	Project/ Design Responses
Timetable and route change	Participants consider the aim of an hourly bus services on main routes during the day and two hourly in the evening is unambitious and insufficient to encourage greater use of buses. A minimum half hourly service at peak times and during school holidays for routes with major visitor attractions is necessary. Suggests The frequency of buses should be consulted on to ensure it meets the needs of users.	The Strategy seeks to be ambitious but deliverable. Realistic service and frequency measures are set out for the county, and consultation would take place as part of further assessment work as any schemes are progressed
Western Monmouthshire	Participants suggest improving bus links between western Monmouthshire (Usk, Little Mill etc) and Cwmbran, including rail stations	The Strategy seeks to improve accessibility within and between key destinations outside the county. MCC is in the process of simplifying bus fares for its contracted network and fully supports the "One Network, One Timetable and One Fare" review being undertaken by Welsh Government

A.5   Rail

Table 4: Design response to general comments on proposed Rail initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
Abergavenny Station	Participants support improvements and increased reliability of Abergavenny station as is a busy rail hub, good provision to Cardiff.	MCC is working on proposals to improve bus access to Abergavenny, Chepstow and STJ stations.
Accessibility	Participants consider there are accessibility issues at Chepstow station. Suggest lift at Chepstow station and improve underpass to meet mobility impaired needs. Wider agreement for general improvement at all rail stations for bike/wheelchair/ mobility scooter access.	The Strategy supports access for all at all stations (R1) and MCC will work with station owners and leases to help ensure access for all. MCC is currently progressing plans for the Chepstow Transport Hub.
Bus as priority	Participants suggest regular EV bus services to Bristol Parkway, Bristol Temple Meads, STJ and Newport as an alternative to rail.	This suggestion is considered in measure BUS18 and generally MHI9
Chepstow-Caldicot-STJ	Participants state consideration must be given to a review of the journey from Chepstow, Caldicot, Portskewett to Severn Tunnel Junction. The bus journey is no longer coordinating with the train times due to the slowness of the 20mph areas.	MCC will work as part of the SEWCJC to consider regional travel and better integration of services and mode. As set out in R10, MCC supports exploring the opportunities to reopen new railway stations and lines. Amend R10 to include "and lines"
Collaboration	Participants express opposition to rail improvements being included in the Strategy as MCC do not have the responsibility to deliver this.	The Strategy acknowledges the role of MCC and the delivery Strategy considers how partnership working could help improve rail trail within and connecting the county.
Cost	Participants express overall concern with the cost of rail travel. Currently it is cheaper travel from Ebbw Vale than Abergavenny & no fee to park in car parks. Responder express support for fairer fares and states the train service needs to be cost-effective, reliable and on time.	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
Deliverability	Participants consider the limited rail network within Monmouthshire means this is not something which can be considered a daily issue for residents, other than this possibly commuting further afield. Questions how the interventions will be funded, and the distribution of funding should be more even been rail and bus services.	The Strategy seeks to improve access to all modes for all groups of people and acknowledges the role of MCC and working with partners to help improve rail travel within and beyond the county.
Frequency and Capacity	Participants express support for increased frequency and capacity will increase rail use. Supports more frequent train services are required on the Newport to Abergavenny route to provide alternatives to road journeys. Supports improvements to make the area more accessible for business and easier to work from. Agree that more trains should stop at STJ. Agrees that more night services between Cardiff and Abergavenny are needed. Supports improved services which link Bristol, Bath and London direct from Chepstow. Arees reliability of these services and alternatives are vital in encouraging adoption.	MCC support service improvements and extensions and will engage with TfW and other providers to help make improvements. Additionally the T7 bus service (see intervention BUS13) covers the route Chepstow - Bristol. MCC supports fairer fares for rail journeys (R5). LTS proposes better bus links to stations to reduce pressure on parking. MCC is working on proposals to improve bus access to and P+R at Abergavenny station.

Theme	Consultation Responses	Project/ Design Responses
Haulage	Participants suggests restricting train usage to haulage of goods as the use of Chepstow, Abergavenny, Caldicot and STJ is minimal.	The Strategy seeks to make it easier for people to make sustainable travel choices and also considers how to help improve and decarbonise the movement of goods as well as people. The Strategy supports access for all at all stations (R1). Network Rail Wales and TfW are currently seeking funding for access for all at Chepstow, and MCC has formally supported these plans. MCC has raised the need to improve Caldicot station with TfW.
Improved rail system	Participants express support for the proposals and consider better trains would reduce car travel.	MCC will work with the Burns Delivery Unit and the SEWCJC to improve train services on the South East Wales Mainline
Increase parking	Participants state most things proposed in the LTS in relation to Rail are out of MCC control, however, suggest increased parking at rail stations, and sufficient car parks and access for the disabled/elderly.	The Strategy proposes improved connectivity at stations to reduce pressure on parking and MCC will review parking provision at stations; MCC supports fairer fares for rail journeys (R5).
Integrated transport modes	Participants express opposition to moving Chepstow bus station to the train station and consider a stop at the train station would be sufficient. States people to be in the centre of Chepstow visiting shops and hospitality outlets. Suggest connections at STJ for Chepstow and Bristol are too long and bus connections need to be direct to stations. 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.	This is covered in measures MHI2, MHI8, MHI9. MCC supports half-hourly service on all Monmouthshire routes, and better early morning, late evening and Sunday services. MCC has previously asked for a experimental direct peak service from Chepstow to Bristol Temple Mead as well as better connections at STJ. MCC are currently progressing plans at Chepstow further to recent studies into improving public transport and active travel in the area
Local Journeys	Participants consider improved rail transport for trunk routes will work but not for local journeys	Section 6.7 sets out proposals focused on local journeys by public transport, whilst the Strategy seeks to better integrate all modes of travel to help people make sustainable travel choices
LTS	Participants express support of the proposals if implemented	Noted
Magor and Undy walkway	Participants support a new station at Magor & Undy Walkway especially if train could combine with cycle carrying provision too	Noted
Monmouth Rail Station	Many Participants suggest reopening Monmouth railway station. The frequency and capacity of services into/out of Cardiff cannot cope when major events are running in the capital.	MCC supports fairer fares for rail journeys (R5); MCC has previously written to TfW stating that fares from Monmouthshire stations to, e.g., Cardiff should not be higher than from other South Wales station of equal distance. LTS proposes better bus links to stations to reduce pressure on parking.
Nant-y-Derry	Participants suggest supporting the campaign to reopen the rail station at Nant y Derry. community of Goytre Fawr is large enough to consider bringing back a walk on platform as the mainline runs directly through it.	MCC will support exploring opportunities to reopen decommissioned or build new railway stations (R10)
Park and Ride	States Park and ride is essential for those in rural areas and need to drive to a station but improved access to Park and ride facilities are needed.	The Strategy proposes improved bus links to stations, and on-demand solutions for rural areas. MCC will review parking at key stations with partners. The Strategy seeks to better integrate all modes of transport and MCC will review parking at key stations with partners

Theme	Consultation Responses	Project/ Design Responses
Parking at stations	Participants suggest there needs to be an increase in parking at train stations, particularly Abergavenny.	MCC will work with partners to review parking at key stations
Pontypool Station	Participants raise concerns that there are no changes to Pontypool station despite trains being unreliable. They suggest: • Improved connectivity and frequency • Bus service to the station	Clarify MHI9 to link to Pontypool / generally mention Pontypool, include text re role of RTP and seeking improved links to Pontypool and New Inn station. As set out in BUS18, MCC will work with partners in improving bus services to Bristol (in additional to improving rail service). MCC is also working at improving bus services to STJ and Newport (as part of (as part of BUS11)
Quality of rail system	Participants consider current rail systems to be good but better rolling stock for local journeys and improvements in standards/ cleanliness will increase rail travel	MCC supports introduction of new Class 197 trains (R8) and will engage with TfW and other operators to help ensure rolling stock offers a positive passenger experience
Rural areas	Participants consider that as there are no stations within 20 miles of some people, they may as well drive. Concern that there will be no where to park.	The Strategy proposes improved bus links to stations, and on-demand solutions for rural areas. MCC will review parking at key stations with partners.
Severn Tunnel Junction	Participants suggest an overbridge at STJ linking new car park to station as well as suggesting STJ should become a transport hub for wider commuting.	This is covered in MHI3 - Transport Interchange Improvements at Severn Tunnel Junction. The Strategy considers the better integration of modes and mobility hubs, whilst MCC will consider this suggestion as part of its work as part of the SEWCJC and its regional transport plan
Status of the car	Some Participants state the car is always needed. Given stations are sometimes more than 5 miles away it is considered to be easier to drive by car.	The Strategy proposes improved bus links to stations (MHI9) to help better integrate modes of travel
Usk Connection	Participants suggest the provision good transport links to/from Usk with rail so people from Usk can access rail easily	The plan seeks to improve rail connectivity in the region and MCC will work with partners to encourage improved access for all. MCC will continue to support the extension of the South Wales Metro to Chepstow and Abergavenny.
Welsh Marches Line	Participants suggest an increased evening service on the Welsh Marches Line.	This proposal falls under measure R7.

A.6   Community and On-demand Services

Table 5: Design response to general comments on proposed Community and On-Demand service initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
Access to health services	Participants agree with the proposals as considers the location of the hospital and rare bus times for pick up and drop off, it makes it all really impossible to achieve, so sharing and on demand seems good. It could be the best way to spend money and it might even need to be manned by people that know the whole local networks and the latest to help people Strategy the route.	Noted
Accessibility	Participants express support for Community On demand services which offer a solution to those in communities who don't or are no longer able to drive requires a different solution which could be provided by private minibus services. Suggest an accessible minibus should be considered	Please refer to measure ODS3
Advertisement	Participants' express opposition stating the Strategy should consider the needs of older residents who may not have access to smartphone to access services and suggest considering how the elderly will access services.	Community and on-demand services are considered to be part of the existing and future network to provide people with choices for all groups of people. Access to the services includes online and offline methods, subject to operators, and further information about existing options can be found here: https://www.monmouthshire.gov.uk/buses-trains/grass-routes-community-transport/ and https://www.fflecsi.wales/
	Participants express support for proposals. On demand bus services using social media tools have been proven in other countries and would work here too. It would help plug the gap when no fixed service is offered.	
Alternative Options	Participants suggest for most villages a regular bus service with a return service within the 4 hours, as in Llanelly Hill, would be better.	On-demand services seek to help offer people choices and connect rural areas to the timetabled network. Users of Grass routes can use concessionary bus passes or pay £5 for a return journey (which cannot exceed 15 miles)
Behaviour change	Participants suggest it will take a lot for aims to get widely adopted.	Noted
Car sharing	Participants state car sharing apps were a thing some years ago, similar to proposals, but have been proven to be inflexible compared to public transport	Community and on-demand services are considered to be part of the existing and future network to provide people with choices.
Community and on demand services proposals	Participants express opposition to proposals and consider them unworkable and undeliverable.	Community and on-demand services are considered to be part of the existing and future network to provide people with

Theme	Consultation Responses	Project/ Design Responses
	Participants express support for proposals. Good to see solutions to community car sharing. Especially important for older/vulnerable people. Agree with exploration - but concerns about cost. F65B believes that there is significant for these services to fill in the extensive gaps in public bus coverage However, can fulfil a limited range of passenger needs, compared to a scheduled service	choices. Please refer to our Delivery Strategy which seeks to set out a Strategy to progress any preferred options in the future. On-demand services seek to help offer people choices and connect rural areas to the timetabled network. MCC are only considering electric cars and light commercial vehicles. We are exploring the potential for hydrogen for HGV's and larger passenger transport vehicles. River simple has been running a trial for hydrogen powered cars in the Abergavenny area.
Cost	Participants express opposition to the cost of the proposals and suggest payment for the service by those who cannot afford it should be ruled out.	Community and on-demand services are considered to be part of the existing and future network to provide people with choices. MCC will work with operators to help ensure value for money.
Demand of service	Participants question that the demand does not exist for these services and so suggest this is not something which warrants any time or money being spent on it. Considered e-bikes schemes is clearly inappropriate as can be seen from the failure of the Cardiff scheme.	MCC intends to learn lessons from other experiences to help inform future decision making on the available options
Employment	Participants consider that the proposal will be run by volunteers resulting in a loss of another type of employment to the area.	The Strategy proposes on-demand services which aren't volunteer run but will provide people with increased travel options
Extension of Grass Routes	Participants express support for grass routes scheme, especially connections between rail and bus services. Suggest scheme should be extended as is likely to be more effective than car clubs.	The proposals seek to increase travel options and better integrate modes. For information, improved bus-rail links are proposed as part of measure MHI9. Community and on-demand services are part of the existing and future network to provide people with choices. Please refer to our website for more information: https://www.monmouthshire.gov.uk/buses-trains/grass-routes-community-transport/
Integration of Taxis	Participants suggest that taxis should be more integrated within transport network.	Taxis are not formally considered as part of the public transport options, but are recognised as an important part of the transport offer in the county. The Strategy includes measures seeking to improve integration of services, for example as part of the mobility hubs - in particular see our plans for the Chepstow Transport Hub as an example.
Magor walkway station	Participants suggest if (when) the Magor walkway station goes ahead , an on-demand service would be essential, to get mobility impaired residents to the station	Noted
Modal shift	Participants suggest focus should be on communication with the younger generation.	MCC recognises the importance of effective engagement with all groups of people to help share travel information and promote sustainable transport choices

Theme	Consultation Responses	Project/ Design Responses
Other options	Responder suggest that while car share schemes look good on paper but wide ranging working demands may make this challenging. More clean car options, not only EV, should be considered.	The Strategy seeks to provide people with increased choices helping to encourage modal shift, as part of a package of measures including EV charging infrastructure
Reliable	Participants highlight that while these schemes may be useful, they need to be regular and reliable to be used	Noted
Rural areas	Responder express opposition to proposals, do not see them as feasible in the area. Considers the proposals to be unreliable in rural areas to be practical solution if you need to attend something of a specific time. The state of many rural roads makes them unsuitable for small buses. Considers the county has too many remote rural areas for which this is simply implausible. Participants express support for demand services in rural areas	Community and on-demand services are considered to be part of the existing and future network to provide people with choices. Services can utilise smaller vehicles that can access rural roads.
Safety	Participants question safety of car share schemes is people do not know others	Safety will be a key consideration for operators of services
Status of the car	Participants oppose proposals, suggest more free car parks where people can drop off their cars and meet others for car sharing purposes. States unless there is a frequent timetabled bus service users will opt for the car. Flexi services will suit those with less pressing time constraints	Community and on-demand services are considered to be part of the existing and future network to provide people with choices. MCC review car parking provision but there are no current plans to substantially increase free car parking.
Tourism	Participants support a Wye Valley service which could promote tourism and overnight stays for cyclists and walkers and support local hospitality.	Noted
Volunteer dependent	Participants consider that community systems have not been flexible enough and depend on volunteer drivers	The Strategy proposes on-demand services which aren't volunteer run but will provide people with increased travel options

A.7 Mobility Hubs and Interchanges

Table 6: Design response to general comments on proposed Mobility Hubs and Interchange initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
Abergavenny/ Abergavenny Station	Participants consider the work done/ proposed in Abergavenny has allowed an increase in buses to the area but are concerned that Abergavenny is unattractive due to poor public transport options from the out of town railway station to town centre. Needs a proper shuttle bus at same frequency as train. Suggestion of one central taxi number and a frequent bus that will work if there are no taxis.	Taxis are not formally considered as part of the public transport options, but are recognised as an important part of the transport offer in the county. The Strategy includes measures seeking to improve integration of services. Community and on-demand services are also considered to be part of the existing and future network to provide people with choices. Please also refer to our proposed measures for dedicated rail-bus links (MHI9).
Accessibility	Participants suggest provision of facilities/ information available for those on site. This makes it more accessible and more likely that people will use alternatives to private transport.	Please refer to measures MHI6 and Bus9
Ageing population	Participants consider the LTS fails to recognize the needs of elderly/ disabled in the emphasis on walking/ cycling. needs to be secure cycle storage for bikes in town centre car parks not just next to bus and rail stations. Please do not use the free 30-minute spaces in Chepstow car park for this purpose.	The Strategy includes various improvements to the bus and rail network to enable all groups of people to travel sustainably if active travel is not an option. Cycle storage is considered an important element in helping facilitating modal shift and MCC will consider successful schemes elsewhere as well as engage user groups to help progress favourable solutions.
Car Parking	Participants oppose removing parking at the hubs/ stations/ bus stops. Suggests improved parking at stations. States without increased parking the proposals will be useless to a great many of the residents. Suggests Larger, free car parks	MCC will carefully consider the provision of sufficient car parking as part of its plans. The Strategy proposes better bus and active travel links to stations to reduce pressure on parking. MCC will work with partners to review parking at key stations but there are currently no plans to increase free car parking
Chepstow	Participants suggest eliminating the hills in Chepstow and the through traffic on the A48 was to be similarly eliminated to improve walking and cycling. Suggests adding an additional bus stop at Thomas Street	Measures for the A48 have been considered and will remain under review. Proposals for active travel improvements are covered in measure AT27 and bus infrastructure upgrades are being progressed as part of the Chepstow Transport Hub and Active Travel Improvements projects.
Chepstow Race Course	Participants suggest MCC engages with the owners of Chepstow Race course as there are possibilities of park and ride facilities if its car park was improved. Moreover, it could be used as a potential working hub for people in the locality – outside of event days.	Whilst the Racecourse is not owned by MCC, we will continue to explore options with partners to help people make more sustainable travel choices and will consider this feedback as part of its next steps

Theme	Consultation Responses	Project/ Design Responses
Chepstow Transport Hub	Participants raise concerns about moving Chepstow bus station impacting local shops/ businesses and increase traffic on the A48. Moving the National Express could work although traffic is likely to affect timetabling. removing the bus station from the town centre would need a regular shuttle bus so the elderly can still access shops/ services. Participants express support for the relocation of Chepstow bus station to the railway station, however worried about cost	There are no proposals to move the bus station in Chepstow, rather as part of the Transport Hub project there are plans that would allow buses to service the train station.
Coach Travel	Participants are concerned there is a lack of information about coach travel. Chepstow is a hub for visitors using cross-country National Express coach travel and that deserves proper consideration and protection, such as with traffic light improvements.	The Strategy seeks to improve connectivity within the county and between cross border destinations, as outlined in the vision map and section 6.7. Agree, MCC fully supports the early advancement of the Magor Walkway station and this needs to feature prominently in the plan.
Cost	Participants highlight concern over proposal costs being too high	Please refer to the Delivery Strategy where sources of funding at this stage are outlined
Cycle storage	Participants highlight that cycle storage at train stations is not taken seriously and is not safe therefore, no point providing cycle storage at bus stops. Considers secure storage of cycles unlikely to work. Suggests the ability to take cycles on buses and trains is potentially more useful than just storing cycle, as may well be needed at other end of journey also.	Safe cycle storage is considered an important element in helping facilitating modal shift and MCC will consider successful schemes elsewhere as well as engage user groups to help progress favourable solutions. This is a matter for the operators and MCC will work collaboratively to help ensure sufficient provision
Cycling	Participants highlight that some will not cycle despite interventions	Noted
Facilities	Participants state late and cancelled trains mean people waiting longer. no facilities at station, no toilet, no coffee shop, limited shelter space, especially at Pontypool New Inn rail station	For stations within the county measure MHI6 proposes improved welfare provision. MCC are not proposing a policy to reduce/ remove car parking at hubs.
Impact of weather	Participants expressed opposition to proposals as the weather does not allow for public transport and AT.	The Strategy seeks to help encourage sustainable modes of travel through a range of measures to help people make sustainable travel choices where and when possible.
Integration between bus and rail	Participants support a better interchange between bus and rail to achieve greater modal shift, will improve journeys into town.	MCC will not be able to provide 24/7 on demand public transport services, this is not financially viable. Taxi services are able to provide a 24/7 service and we are not proposing to compete or replicate this.

Theme	Consultation Responses	Project/ Design Responses
Integration between bus and rial at Crick and Abergavenny	Participants suggest the ability to travel on bus/train from Crick to Bristol/ Cardiff or Abergavenny. Use of car is currently needed her., Interchange opportunities, especially for commuters is limited. Abergavenny important rail hub, but lack of integration with bus means accessibility to regional cities / Bristol using only public transport is not viable	Please refer to our proposals for improved bus services including dedicated links to stations (measure MHI9). MCC are rolling out real-time bus information at stations and will as funding permits roll it out throughout key bus stop infrastructure.
Magor and Undy walkway	Participants suggest LTS should include Magor and Undy Walkway station in this section which is initially designed on the integration with bus and active travel complemented by the new hyb/hub	Please refer to measure R3.
Mobility hubs and interchanges proposals	Participants consider there is no need for Mobility Hubs, Considers the proposals will never work. Concerned Public transport is unreliable and inconvenient. Probably a good idea for town dwellers, however, consideration should be had for those who can't get to the hubs in the first place.

Participants express support for proposals. States secure covered cycle parking at bus stops and coordination of bus and rail times is important. Provision of space for taxis. Car share schemes with special parking for those involved. The current provision at Monmouth is very poor and needs significant improvement to make it a place where passengers feel comfortable and the town can feel proud of as a point of welcome. | 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. |
Monmouthshire context	Participants consider there to be no viable transport options that can possibly replace the car. Considers plans will not work due to the context of the county being elderly, hilly, and with poor weather	The Strategy recognises improvements need to be made to make it easier for people to get around across the county by more sustainable modes where possible, and proposes improved bus services (Section 6.7), timetable coordination (MHI8) and dedicated rail-bus link services (MHI9) to aid access to rail stations and hubs.
Moore Street	Participants state making Moore Street Chepstow one way would need to exclude M&S traffic. Cycle parking in town and at the station would need to be fully secure to encourage use	LTS does not propose changes to Moor Street
On demand services	Participants suggest the mobility hub proposals need to be almost immediately on demand to wherever at whatever time of day, as quick and no more expensive than car travel which is a tall order for public transport and one that many not be affordable or justifiable	Noted

Theme	Consultation Responses	Project/ Design Responses
Park and ride	Participants consider the P&R plans to not align with Welsh Government Policy which tends to rely on good alternatives to the car being in place to reach the station but surely better to use P&R than do the entire trip by car. The car park is integral to a mixed use LDP proposal and failure to obtain WG funding could be a major set back	The Strategy proposes improved bus services and active travel to reduce pressure on parking and MCC will work with partners to review parking provision at stations
Public Transport	Participants consider active travel should not be included as active travel is not viable for many journeys; more focus on improving public transport links would be of greater benefit	The Strategy includes various improvements to the bus and rail network to enable all groups of people to travel sustainably if active travel is not an option.
Real time information	Participants support the provision of real-time info display for travel options	Noted
Rural areas	Participants consider public transport in rural areas will never be self sustaining financially, as there simply isn't the public subsidies available. Does not seem feasible for a rural community. People are used to the convenience of cars and will probably continue using them in rural areas with no or limited public transport. No desire for this.	Public transport, community and on-demand services are part of the existing and future network to provide people with choices. Please refer to our Delivery Strategy which seeks to set out a Strategy to progress any preferred options in the future. MCC recognise that the existing public transport infrastructure will mean that for those that do have access to a car, this may be the most convenient option. Not all residents however have access to a car and our proposals will improve public transport infrastructure to make their journeys more convenient and accessible.
Safety	Participants agree with the need to feel safe and secure with this new way of doing things	Noted
Severn Tunnel Junction	Participants agree Severn tunnel junction is particularly isolated and that far better provision is needed here, one of which could be rental bikes, but a flexi on demand bus service would help also.,	Noted
Speed limits	Participants consider none of these initiatives are plausible as buses are late made worse by the 20mph zones and trains are too expensive	MCC supports fairer rail fares (measure R5); and is working to implement the Welsh Government's 20mph change alongside operators to help ensure services remain attractive
Status of the car	Participants suggests pick up and drop off points for vehicles. Removing car spaces is not going to do it as the EV charging board seems to recommend.	The Strategy includes measures seeking to improve integration of services, for example with taxi and EV charging car parking spaces as part of transport hubs like is proposed at Chepstow. Grass routes can provide disabled friendly transport. Active travel routes are designed to be able to accommodate motorised scooters and wheelchairs so they are accessible to all regardless of your age or disability.

Theme	Consultation Responses	Project/ Design Responses
Supporting data	Participants question if there has there been any research into the demand for these types of initiatives. States when budgets are constrained, it makes sense to focus on current key areas rather than trendy initiatives for which there may be only limited demand.	Whilst an evidence based approach has been taken to Strategy preparation, MCC is undertaking a consultation on this draft Strategy to help future decision making on transport investment
Village hubs	Participants suggest there needs to be more public transport around villages to hubs as buses don't match up to other time tables to make them viable. Therefore, some of the basics need sorting before the hubs	The Strategy recognises improvements need to be made to make it easier for people to get around across the county and in particular proposes improved bus services (Section 6.7), timetable coordination (MHI8) and dedicated rail-bus link services (MHI9) to aid access to rail stations and hubs.

A.8 Roads, Streets and Parking

Table 7: Design response to general comments on proposed Roads, Streets and Parking initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
A40	Participants suggest diverting the A40 from the centre of Abergavenny as the new 20mph speed limit means crossing the road is safer and cars turning onto main through routes is easier. Disagrees that there is no reference to the effects of the A40 trunk road in the LTS. Need to access the scope for diverting more via A4143 and A465. Also concerned Goetre/Llanellen A4042 traffic relief and pedestrian improvements do not appear in new plan.	We will consider any road improvements in accordance with the latest Welsh Government policy and its response to the Roads Review. A4042 proposals are covered in measure AT27.
A48	Participants state Crickhowell needs a pedestrian crossing on the A48 for safety. The recently introduced 40 speed limit on the A48 is not enforced, should also be lowered to 30 to encourage active travel and improve safety	We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system. We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
Accessibility	Participants consider that while the Strategy states provision has been allowed for disabled parking, many with limited mobility do not qualify for a blue badge. Therefore, considers this sizable group will be forced to use public transport that may be inaccessible to them	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Active Travel	Participants are concerned the initiatives are anti-car. States focussing on active travel which will be to the detriment villages	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Balanced approach	Participants state that while in favour of all the proposals it is critical to understand the trade-offs involved and their less palatable consequences.	A well-being assessment in accordance with the emerging revised WelTAG has been undertaken for all measures considered in the plan. Further assessment work may be required for some of the measures if they are progressed further in accordance with our statutory requirements. MCC is working with the Burns Delivery Unit to improve sustainable transport links to Severn Tunnel Junction. It also continues to lobby Welsh Government to create a new link from the M48 to B4245 and undertake improvements to Highbeech roundabout.

Theme	Consultation Responses	Project/ Design Responses
Behaviour change	Participants suggest wider pavements and less clutter and more bollards.	Please refer to section 6.6 for more information about how we seek to make active travel improvements. The Strategy also considers how to make more pedestrian friendly environments. We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
Car Parking	Participants state mobility is the main requirement for a successful society. Limiting it will make the area poorer	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. Economic well-being has been assessed as part of this stage of draft Strategy making.
Chepstow	Participants suggests the following- Chepstow: MCC needs to get on with WelTAG3 for the Chepstow Relief Road – which could have active travel elements built into it. lobby WG harder for improvements at Highbeech Roundabout and to ensure the Government fulfils its commitments in the Burns Commission report, which will improve traffic flows and public transport links to Severn Tunnel. Where it has jurisdiction, like the reopening of St Lawrence Road,	A separate parking review will be undertaken later this year.
Congestion zone/ emission zone	Many Participants do not agree with the implementation of a congestion charge States they do not support congestion and emission zones as target less well-off road users.	The draft Strategy consultation has sought feedback on a wide range of options including how to reduce emissions from transport, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan.
Cost	Some Participants consider the proposals a waste of money	Noted
Cycling/ Pedestrianisation	Major road cycle routes needed. States the streets of Abergavenny need rethinking such as being made pedestrian priority with reduced speed limits for cars and dedicated parking areas close to houses	Please refer to our proposals for active travel as to how we seek to improve travel by cycling. Measures to make urban areas more pedestrian friendly are proposed as part of the plan, and we will consider these suggestions for Abergavenny. Further details will be made available once the plans have been finalised
Deliverability	Participants are concerned that pedestrianisation has accounted for people in rural areas. Considers motorists are not the problem and that public transport options need to be in place first. Participants question how the LTS is funded.	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. Please refer to the Delivery Plan. Further work is required for measures should they progress to agree appropriate funding sources.

Theme	Consultation Responses	Project/ Design Responses
Economy	Participants state the LTS should support commuters and shoppers, currently the Strategy is detrimental to residents and businesses.	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Education	Some Participants do not believe general public wants any of these, only special interest groups. Campaigns for safer environments should start in school, not through victimising people.	MCC is committed to working with schools to encourage sustainable forms of travel.
Electric vehicles / EV Charging	Suggests electrification of vehicles needs addressing and agrees that reducing emissions in urban areas would best be served by incentives to convert to electric vehicles. Suggests to get some more EV chargers too.	Please refer to section 6.11 for more information.
HGV Facilities	Participants express concern that there is no protection of HGV welfare, need spaces for parking for rest and legal breaks. Suggest that space for designated overnight lorry park and facilities on A40/A449 - e.g. Raglan services. Participants support proposals as decent HGV facilities are very important states there is no need for more speed restriction but enforcement of them	Please refer to the HGV parking and driver welfare strategy with measure RSP 8. Given the often strategic nature of long distance trips by HGVs, this comment will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
Magor Station Parking	Participants suggest a parking strategy for Magor is needed.	This is addressed in measure RSP3. A separate parking review will be undertaken later this year
Monmouthshire County Council	Participants suggest better enforcement on speed limits.	The Welsh Government has introduced a default 20mph speed limit on restricted roads across Wales. Please see: https://www.gov.wales/introducing-default-20mph-speed-limits The Strategy proposes a speed limit strategy (RSP6). MCC does not intend to introduce a workplace charging levy
Motorhome parking	Participants suggest allocated parking spaces for Motorhomes / larger vehicles so that tourists can visit the market towns in the area.	MCC will continue to consider parking provision at key locations across the county.
Objectives to road proposals	Participants express opposition to the objectives of the roads proposals, stating alternatives should be provided Participants express support for the plans that are very ambitious and overall good and agree with the principles	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. MCC recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system

Theme	Consultation Responses	Project/ Design Responses
Park and Ride	Participants suggest a park and ride scheme for Monmouth but nothing for Abergavenny.	The Strategy considered parking at stations including Abergavenny and Monmouth. A separate parking review will be undertaken which will include parking charges
Parking	Participants are strongly against changing the parking standards in planning for new developments. Considers the Strategy to be anti-car. Consideration needs to be had that car is the main mode of travel, this policy prevents accessibility, especially in rural areas. Participants suggest providing space outside shops to park for electric cars, more out of town parking with the opportunity to walk into town, there should be enough space to park outside shops to improve footfall in towns. Electric cars will in time improve pollution.	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. 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.
Parking Charges	Participants disagree with parking charges as considers it will lead to less business and loss of retails in villages and towns	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. MCC are not proposing to implement congestion charges or low emission zones
Parking enforcement	Participants suggest more robust civil parking enforcement is needed around schools at peak times and where vehicles obstruct footpaths.	The Welsh Government is currently considering how to tackle pavement parking with potential legislative changes, please see: https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road Please also refer to measure RSP1.
Parking exemptions	Participants support parking exceptions for disabled people and states Pavement maintenance is crucial for keeping disabled access.	The Strategy confirms we strive to keep the roads including pavements / footways in good condition, and we will continue our road maintenance programme for essential repair and road works to be carried out in a way that meets our statutory obligations. The Welsh Government is currently considering how to tackle pavement parking with potential legislative changes, please see: https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road Please also refer to measure RSP1.
Parking review	Participants suggest a country-wide parking review.	MCC will continue to consider parking provision at key locations across the county

Theme	Consultation Responses	Project/ Design Responses
Pavement parking and street clutter	Participants agree with tackling pavement parking and street clutter so that streets are safer for all is welcomed.	The Welsh Government is currently considering how to tackle pavement parking with potential legislative changes, please see: https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road. Removing waste bins will result in increased litter and detrimentally impact on the street scene
Pedestrianisation	Participants strongly support priority of pedestrians in town situations. Particularly concerned about enforcement of pavement parking and double yellow line parking.	The Welsh Government is currently considering how to tackle pavement parking with potential legislative changes, please see: https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road
Quality of the road	Participants suggest to fully promote walking focus needs to be had on the quality of the road such as pavements and removal of potholes. Considers the current road maintenance programme is not good. Participants suggest emphasis on quick wins such as improving the quality of the road such as fixing potholes etc.	The Strategy confirms we strive to keep the roads including pavements / footways in good condition, and we will continue our road maintenance programme for essential repair and road works to be carried out in a way that meets our statutory obligations MCC recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
Rural Areas	Participants consider the road proposals are unfeasible for the rural community, considers the Strategy penalises those in rural areas where the car is reliant on. The car will always be needed.	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Safety	Participants consider that, due to the new speed limit, disagrees with the fact that the roads are unsafe. Participants suggest safer road and pavement surface conditions should be a priority of MCC. Participants agree that a reduction in pavement and road parking spaces are needed for safety.	MCC recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system. The Strategy confirms we strive to keep the roads including pavements / footways in good condition, and we will continue our road maintenance programme for essential repair and road works to be carried out in a way that meets our statutory obligations.

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Theme	Consultation Responses	Project/ Design Responses
Severn Bridge Tolls	Many Participants 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. The LTS documents a long list of options that could hold significance for Monmouthshire's transport network and people. This long list was developed comprehensively to consider all potential changes to the transport network and included contributions from local stakeholders and transport industry professionals during workshops. Several options included in the long list of schemes - including the option to reinstate tolls on the Severn bridges - do not meet one or more of the appraisal criteria for inclusion in the shortlisted interventions for delivery. These will not be taken forward as part of the Strategy but are documented for completeness.
Space allocation	Participants consider reallocating road space is likely to cause further congestion. Participants suggest Abergavenny streets need rethinking, suggests making the road a pedestrian priority, cars obliged to give way and go very slow with defined dedicated parking areas close to houses, enabling electric cars to be charged from homes without cables over pavements	MCC will support road space reallocation for walking and cycling where it is safe and appropriate to do so, further to the necessary assessment work. A separate parking review will be undertaken which will include parking charges. Measures to make urban areas more pedestrian friendly are proposed as part of the plan, and we will consider these suggestions for Abergavenny.
Speed limit	Many Participants disagree with the 20mphs speed limit, as considers there is no benefit. Suggests reviewing what roads are 20mph, supportive on some roads it works, on other roads the speed shouldn't be there. Suggests slowing rural roads down as cycling use is increasing. Suggests reducing speeds (20mph) along main roads in proximity to schools in morning and again in afternoon only when schools open and close. Some Participants agree that some rural roads need the 20mph speed limit as its too dangerous to run, walk, cycle, ride horses with the national speed limit in place	The Welsh Government has introduced a default 20mph speed limit on restricted roads across Wales. Please see: https://www.gov.wales/introducing-default-20mph-speed-limits. The Strategy proposes a speed limit strategy including for rural roads (RSP6). We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system.

Theme	Consultation Responses	Project/ Design Responses
Status of the car	Many Participants consider the Strategy is anti-car. Consider the proposals are unrealistic	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. Please refer to the Delivery Plan. MCC recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
Street Clutter	Participants disagree with developments e.g. Church rd. Caldicot is a vivid example of street clutter which causes issues at school times. Suggests removing Council waste collection provisions for tackling street clutter	The Strategy proposes to make routes safe and address unnecessary street clutter. MCC will consider its waste collection responsibilities and how impacts on streets can be reduced.
Street Parking	Participants agree with penalising commuter parking on nearby streets, and prohibiting pavement parking, and considers it will improve life for affected residents, particularly those with limited mobility or with small children. Suggests legislation changes to allow the Council to deal with cars blocking dropped curbs both for residents and wheelchair users to cross the road	The Welsh Government is currently considering how to tackle pavement parking with potential legislative changes, please see: https://www.gov.wales/written-statement-pavement-parking-proposed-legislation-unnecessary-obstruction-road. Please also refer to measure RSP1. MCC recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system
Terrain	Participants state, due to terrain, people use their cars because there is no viable alternative, states people do not have the time to wait for public transport, suggests improving road networks to improve connectivity.	There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Workplace parking levy	Many Participants disagree with charging employers who provide parking spaces	The draft Strategy consultation has sought feedback on a wide range of options including a workplace parking levy option, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. A separate parking review will be undertaken later this year

Theme	Consultation Responses	Project/ Design Responses
Wye Bridge	Participants suggest maintenance of the Wye bridge	The Strategy confirms we strive to keep the roads including pavements / footways in good condition, and we will continue our road maintenance programme for essential repair and road works to be carried out in a way that meets our statutory obligations. We recognise that due to the rural nature of the County there will continue to be a requirement to use cars where sustainable transport options are not yet available. We do however need to implement measures to support modal shift and decarbonise the transport system

A.9   EV Charging Infrastructure

Table 8: Design response to general comments on proposed EV Charging Infrastructure initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
Ageing population	Participants consider elderly people will not change to EV.	The Strategy seeks to provide sustainable travel options for all groups of people.
Cost	Many Participants concerned that EV are too expensive to buy and maintain the battery, concern electric bikes are too expensive, states electric vehicles are aimed at a certain class in society. Also concern around the cost of charging EV cars.	The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC recognises access to low or zero emission vehicles requires more affordable options and the Strategy seeks to make sustainable travel options more accessible to all groups of people. Reference that we are in the process of developing an electric vehicle charging strategy and proposing to pilot on street charging solutions later this year.
	Suggests there should have been a national move to hybrid cars first due to the lack of charging infrastructure.	There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and MCC will continue to consider emerging technologies and help deliver national policy on achieving net zero.
Electric bike infrastructure	Participants suggest an option to recharge electric bikes at public venues and transport hubs.	Please refer to measure AT18.
Electric buses	Participants support the shift to EV buses and suggests the inclusion of a target in the LTS for conversion / replacement of all Council busses and other vehicles by electric. Considers EV buses and MCC EVs as an achievable goal	The Council has commenced the transition of its passenger transport vehicles to ULEV alternatives, however not all vehicles, e,g. 70 seater coaches currently have a viable ULEV alternative. As there is no additional funding to support the transition of the fleet, we are transitioning vehicles as funding permits. We will consider the adoption of a realistic transition indicator.
Environmental Impact of EV	Many Participants concerned about the environmental impact of EVs. Concerned that lithium battery powered vehicles are unsustainable and environmentally damaging fuel source. State there are huge CO_2 emissions to make EVs. There is also inadequate battery recycling facilities and concern about how to dispose of an EV when finished with	There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and MCC will continue to consider emerging technologies and help deliver national policy on achieving net zero.

Theme	Consultation Responses	Project/ Design Responses
EV charging location	Participants suggest fast charge points at all locations. States residential areas which are difficult to alter street scape could have lamp post charging points as similar with city infrastructure, currently charging infrastructure is too complicated. Participants do not support fast charging at rail stations as most people park there for several hours. Suggests having more (but lower spec) charging facilities at stations rather than a small number of rapid chargers. Suggests EV charging needs to be available in all carparks, and preferably in some roadside locations. Suggests consideration must be had to the fact that EV charging locations may not be permeant.	The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient provision across the county.
	Participants 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.	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.
	Does not support providing fast charging at railway stations or places of work as vehicles are often parked for longer periods of time. Shopping and in town parking needs fast chargers.	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.
EV infrastructure	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	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. MCC are in the process of developing an electric vehicle charging strategy and proposing to pilot on street charging solutions later this year.
	Participants state charging infrastructure needs to be improved first before promoting the use of EVs	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.

Theme	Consultation Responses	Project/ Design Responses
	Participants support the provision of EV infrastructure, as considers this would increase EV ownership. Agrees with a strategy / Strategy to enable on street charging outside houses without a driveway. Supports an increase in EV charging locations. Support limited roll out of chargers for those with EVs, but it is not a sustainable future	The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. The EVCI strategy will address these points
	Suggests the new car park at Wyebridge Street in Monmouth include EV charging. States EV charging on new estates should be included. Questions if the infrastructure is there to cope with more electric vehicles. consideration needs to be given to not taking up to many parking spaces for EV vehicles and not allowing others to park. States a Vehicle manufacturers Tax / commitment to install EV charging or through taxation should be introduced. Suggests solar panels on car parks to provide some of the power for the chargers. Suggests all new houses should have EV infrastructure	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. MCC are continually reviewing possible locations for EVCI and have submitted a bid to the ULEV grant scheme to implement chargers at Wyebridge Street. We have installed solar car ports at Chepstow Comprehensive as part of phase 1 the Council's re:fit scheme and are reviewing potential locations for phase 3.
EV Objectives	Participants suggest adding a specific objective to create an EV charging network that can be used by service buses. The introduction of electric buses is highly valued by passengers but is hampered by lack of charging facilities	There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and MCC is committed to working with operators to decarbonise public transport services and its own fleet as well as help roll out EV charging infrastructure.
EV proposals	Considers alternative clean fuels will overtake the EV obsession.	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.
EV transition	Participants state that EVs are contradictory to the LTS as LTS focuses on reduced car travel, but EV promoted car use. Participants do not support the transition to EVs as does not consider them suitable, they are costly, does not accommodate for on street parking, not enough charging points, and they have a short life span. Participants state EVs are not without environmental disadvantages but believes MCC's recognition of the need for transition is welcome. How areas are to be served will need careful consideration with residents. Nearby groups of rapid charging points seem to be the best option if sites can be found but demand should be assessed.	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. 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. 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

Theme	Consultation Responses	Project/ Design Responses
	Participants suggest EVs could have tourism or economic productivity and workplace benefits, but it is not for locals.	
Grid Connection	Participants agree with fast charging but concerned about the limitations of the National Grid.	The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient provision across the county.
	Participants are concerned Wales is incapable of supporting a EV charging network. In Wales it is not possible in Wales neither are upgrades to 100A (80A is the max).	The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient provision across the county.
Hydrogen power	Participants suggest considering hydrogen power instead of EVs due to EV cost.	MCC will consider all available technologies to help decarbonise transport across the county
Parking Charges	Participants state they are against parking charges being based on emissions from vehicles.	The draft Strategy consultation has sought feedback on a wide range of options including how to reduce emissions from transport, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. MCC will not be progressing the proposal for variable charging based on the vehicle emissions
Practicality	Participants consider EVs are not practical for work purposes, range is too limiting, charging takes too long.	There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and the Strategy seeks to improve accessibility for all. Individual circumstances will vary, however the range of new vehicles continues to increase and there are a variety of charging speeds available to facilitate longer journeys.
Reducing congestion	Participants state EV will not reduce congestion, would like to see promotion of facilities for electric bikes (safe lanes primarily), car sharing and encourage local taxis to go electric	Please refer to sections 6.6 and 6.9 for more information about the proposals
Reliability	Participants consider for longer journeys an EV car is not reliable.	There is an urgent need for significant modal shift and an uptake of low or zero emissions vehicles to decarbonise our transport system and the Strategy seeks to improve accessibility for all.
Safety	Participants consider EVs are dangerous and unsuitable for a county like Monmouthshire, they are a fire risk and have low range. Concerned a risk assessment for EVs is not proposed	The LTS proposes improvements to EV charging infrastructure, including supporting the Welsh EV Charging Strategy. MCC will work with developers and partners to help ensure sufficient and safe provision across the county.

Theme	Consultation Responses	Project/ Design Responses
ULEZ	Participants do not agree with the promotions of any 'ULEZ type' schemes in the county.	The draft Strategy consultation has sought feedback on a wide range of options including how to reduce emissions from transport, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. MCC will not be implementing any congestion zones but remain committed to improving the air quality for those residents who live in congested areas.
Workplace parking levy	Participants consider the EV proposals do not match up with the WPL, as these car parking spaces are there to serve a purpose other than EV charging.	The draft Strategy consultation has sought feedback on a wide range of options including a workplace parking levy option, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan. MCC will not be progressing the proposal for a workplace charging levy.

A.10   Behaviour Change and Information

Table 9: Design response to general comments on proposed Behaviour Change and Information initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
Behavioural Change and Information	Respondent holds concern that the council is trying to impose their views on the people, and believes that the behaviour change proposals will be of low impact with no revenue coming in.	The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Plan. MCC disagrees with the statement as they are attempting to improve public transport - integrated timetabling/hubs would not encourage wider public transport use. MCC proposals are not designed to generate revenue, but to reduce emissions and offer sustainable transport choices to those who wish to use them.
Bus Mapping	Respondent suggests combining bus maps with bus timetables.	The Strategy seeks to help ensure that people have the information they need to make sustainable travel choices - measure BUS9 will seek to ensure timetables including routing information.
Car Emissions	Respondent sees the expectation that all members of the public to know the sizes and emissions of their vehicles as unrealistic – questions if traffic wardens would be able to judge these details for every vehicle.	Variable parking charging systems work by checking registration plates against the information held by the DVLA and calculating charges accordingly. Neither members of the public nor parking wardens hence need to know emission numbers as this is automatically calculated. The draft Strategy consultation has sought feedback on a wide range of options including how to reduce emissions from transport, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan.
Communication	Respondent asks for better communication of the over proposal – less esoteric information to cater for all socio-economic backgrounds could increase uptake.	MCC recognises the importance of sharing information with people to make sustainable travel choices – effective communication will be an important consideration as part of the progressions of any future measures.
Deliverability	Respondent claims that the Strategy is unattainable and unrealistic.	The Strategy aims to be ambitious but deliverable. The delivery Strategy sets out how measures could be progressed.
	Respondent claims that proposals will become achievable once adequate public transport infrastructure is in place – active travel improvements need funding to allow for behavioural change.	Please see delivery Strategy which sets out how the measures could be progressed. Active travel improvements are set out in section 6.6, public transport in 6.7 and 6.8.

Theme	Consultation Responses	Project/ Design Responses
Green Offset Levy	Respondent is concerned by the amount of pollution created by large events such as concerts – suggests the Welsh Government introduce a Green Offset Levy (10%-20%)	The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Plan.
Integrated Ticketing	Respondent supports an integrated ticketing system.	Response noted
	Respondent asks to consider an integrated ticketing system for rail and bus, and to reduce rail fares for under 21's and people of state pension age.	MCC supports integrated ticketing and fairer rail fares (BUS 15, R5)
Rural Areas	Participants deem the proposals inappropriate for a rural area such as Monmouthshire – strategies are more befitting for an urban setting and would negatively impact communities outside large towns. Rural dwellers still require the use of a car.	The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Plan.
Safety	Respondent supports the proposals for road safety education in schools and states that both good road infrastructure and signage are highly necessary.	Response noted.
Status of the Car	Participants see the LTS as anti-car and promotes concepts that reduce car travel negatively – would impact the poorest in society and those who require their car for work, e.g., district nurses.	There is an urgent need for significant modal shift to decarbonise our transport system – the Strategy seeks to aid this mission and improve accessibility for all. Please refer to our measures for roads, streets and parking measures alongside our other proposals. An additional well-being impact assessment will help inform considerations of matters such as equality.

The LTS seeks to encourage modal-shift by making it easier to use public transport or active travel to undertake journeys – there remains a recognition that the car may be the only viable transport mode in some instances. Car users are not being targeted here. |
| Transport Infrastructure | Participants see adequate public transport as a prerequisite for behavioural change – the latter cannot exist without the former becoming a reality. | Please see delivery Strategy which sets out how the measures could be progressed. Active travel improvements are set out in section 6.6, public transport in 6.7 and 6.8. |
| Travel Planning for Tourism | Respondent considers walking an essential element of local tourism – mode should be better integrated with local transport network to help boost tourism. | MCC recognises that walking routes are important for visitors – please refer to the Wye Valley tourism walking and bus route maps (BCI1) as an example as to how MCC Strategy to help ensure transport supports tourism across the county. |

Theme	Consultation Responses	Project/ Design Responses
Variable Parking Charges	Participants suggest considering free parking at transport hubs where modal-change would occur.	The Strategy proposes improved bus services to stations to reduce pressure on parking – no further plans in place to increase free parking at stations, although MCC is committed to reviewing parking provision. MCC car parks will be a matter brought up in the forthcoming car parking review which will consider parking tariffs.
	Respondent requests more information surrounding the proposals – current information is too vague.	Please refer to the Deliver Strategy which sets out how measures could be progressed in the future, including further design and development work
	Respondent supports parking charges with additional reward system for car share scheme at workplaces – also considers the possibility of influencing supermarkets to provide better walking/cycling infrastructure.	MCC will work with local businesses, supermarkets included, that are seeking to improve active travel infrastructure to key trip destinations.
	Participants disagree with variable parking charges, stating that those who drive to work are on lower paid jobs – such a charge is unfair.	The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Plan.
Workplace Parking Levy	Participants disagree with the workplace parking levy proposal as they consider most people do not live where they work – would be unfair to charge motorists to park and could disincentivise large employers from basing operations in Monmouthshire.	The draft consultation Strategy has sought feedback on a wide range of options - including the workplace parking levy – and all comments will be considered as MCC begins work with the SEWCJC on its Regional Transport Plan.
	Respondent agrees with workplace parking charges but asserts it may be politically contentious and costly to run.	Following on from the consultation, MCC will not be taking this proposal forward.

A.11 Home to School Transport

Table 10: Design response to general comments on proposed Home to School Transport Initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
Accessibility	Responder agrees that proposed initiatives will create better access to school and work via bus, cycle or on foot.	Response is acknowledged.
Active Travel to School	Respondent supports notion of promoting walking and active travel modes to schools.	Response noted.
	Responder suggests school could encourage walking for older pupils within close proximity to the school site and when the route is safe.	The Strategy seeks to help encourage sustainable modes of travel through a range of measures including behaviour change initiatives, in addition to those aimed at improving active travel and public transport (see sections 6.6, 6.7 and 6.8).
	Responder believes Strategy fails to account for those who cannot use active travel modes to get to school due to distance - disagrees with proposals as maintenance costs, particularly along A48 Pwllmeyric-Chepstow route, would become sustainable.	MCC is committed to delivering on its responsibilities for active travel network improvements. Annual budgets are set accordingly. The Strategy measure reference AT27 addresses the A48 active travel route. MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/
Boarding School	Respondent suggests expanding the number of boarding school places.	This is not a matter directly for the LTS - MCC will work with education providers to ensure sufficient capacity and options for learning across the county. This is an area not currently being explored by the MCC LTS.
Bulwark-Chepstow	Respondent states that the bus service from Bulwark to Chepstow is poor – considers the council has made it difficult to use and is rarely punctual, discouraging service use.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - ill consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/ Any specific complaints about a service should instead be directed to the Home-to-School Transport Commissioning team who will be happy to investigate the matter and respond.

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Theme	Consultation Responses	Project/ Design Responses
Central Pick-Up Point	Respondent suggests that if proposals are unable to provide home-to-school transport for more outlying homes, then ensure that central bus pickup points are in suitable locations, with safe pupil-traffic separation and well-positioned waiting areas for parents/carers for drop-off/pick-up.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - ill consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/

For those eligible to free home-to-school transport, smaller feeder vehicles are used to collected learners where possible and transport them to central pick-up/drop-off points – these points are assessed by the operator or are designated public service bus stops. |
| Collaboration | Respondent suggests that MCC should actively seek out collaboration with schools, clubs, third-sector organisation, amongst other parties, to ensure their transport assets are fully utilised during the week, thus enabling the demand the new transport plans require to become a success. Such collaboration would become a conduit for county-wide participation. | MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/ |
| Cost | Participants believe that school transport should, up to a certain distance, be free for all students in State schools, regardless of their age. | MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - ill consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/

MCC provides home to school transport for primary school and secondary school pupils who live more than 1.5 and 2 miles from their nearest suitable/catchment schools respectively. |
| | Responder concerned that home-to-school transport has huge cost implications that council budgets may be unable to accommodate for. | The Strategy aims to be ambitious but deliverable. The delivery Strategy sets out how the measures could be progressed. |
| Cycle Parking | Responder supports the promotion of cycle parking, especially in affluent areas.

Responder suggests increasing the number of bike sheds in schools. | MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - ill consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/ |

Theme	Consultation Responses	Project/ Design Responses
Deliverability	Participants do not consider the proposals to me deliverable and question the source(s) of funding.	The Strategy aims to be ambitious but deliverable. The delivery Strategy sets out how the measures could be progressed.
Distance to School	Responder states the proposals are not feasible for pupils living a significant distance from school.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - ill consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/
		MCC provides home to school transport for primary school and secondary school pupils who live more than 1.5 and 2 miles from their nearest suitable/catchment schools respectively.
EV School Buses	Respondent suggests the introduction of an electric vehicle school bus fleet.	MCC backs the decarbonisation of the bus fleet and is committed
Home to School Transport Proposals	Responder disagrees with the proposals and considers that it is the issue of those stuck in traffic not the councils – there is no requirement to change all schools at once and should instead be incremental. Proposals would be a waste of money, with parents having the final say on travel choices.	The Strategy seeks to encourage sustainable travel modes through a range of measures to help people make sustainable travel choices where possible.
	Participants support proposals of school travel plans, better parking enforcement and more active travel schemes.	Response noted.
	Responder suggests that each school review each of its pupil's route to school. Then suggests that MCC can calculate the % for each form of travel and where there is scope to remove car travel on a regular basis to encourage modal change.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/
Impact of Weather	Respondent claims that proposals would be unfeasible in bad weather.	The Strategy seeks to encourage sustainable travel modes through a range of measures to help people make sustainable travel choices where possible.
Independence of Children	Respondent supports proposals as they consider encouraging children to have higher independence when travelling to school.	Response noted.
New Schools	Respondent makes suggestion to build more schools within the locality where needed to reduce congestion.	This is a matter for the Local Development Strategy and MCC supports measures to help school transport become safer and more sustainable.

Theme	Consultation Responses	Project/ Design Responses
Objectives	Respondent makes suggestion for making maximum appropriate use of timetabled bus services for home-to-school travel an objective of the plan.	The Strategy seeks to improve accessibility for all across a range of modes. Safety is a key criterion for the design of any considered active travel routes. The LTS aims to provide better services to rural areas – see BUS6 (rural bus routes) and section 6.9. Public transport, community and on-demand services are a part of the existing and future network to provide people with better choices.
Parking	Responder makes suggestion for phased parking restrictions outside schools while financially supporting school 'walking buses' on each major school approach – providing parking near schools away from traffic flow with safe school walking.	MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/
	Responder claims that parents who work and need a car as part of the school/work run may struggle – those who are not working or WfH should be encouraged to walk/cycle/bus.	The Strategy seeks to encourage sustainable travel modes through a range of measures to help people make sustainable travel choices where possible.
Practicality	Respondent does not consider the proposals to be practical and suggests they will fail to work in Chepstow.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/
Public Transport	Responder requests information surrounding whether public transport includes school bus services – if main school bus routes were withdrawn, responder fails to see how congestion can be reduced if buses are at capacity.	MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/
	Responder supports a safe, frequent, reliable public transport system for school children who live outside of catchment areas – current bus system fails to consider this, making journeys longer than necessary.	Public service routes provide transport to catchment schools - where parental preference has been applied, and they have chosen a school other than the learners nearest suitable school, alternative transport arrangements may be required. Current public bus grant arrangements will not fund any improvements to the existing network - any additions would need to be funded solely by MCC. Additional MCC bus subsidy commitments are not viable at present.

Theme	Consultation Responses	Project/ Design Responses
Rural Areas	Participants state that rural areas provide few walking options that are not dangerous – distances are too far, necessitating car use.	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. MCC provides home to school transport for primary school and secondary school pupils who live more than 1.5 and 2 miles from their nearest suitable/catchment schools respectively.
Safety	Responder is concerned about the safety of a child walking to school – concern as many parents take children to school by car, making journeys by bike or on foot riskier – refers to A48 Pwllmeyric-Chepstow route.	MCC is committed to delivering on its responsibilities for active travel network improvements. Annual budgets are set accordingly. The Strategy measure reference AT27 addresses the A48 active travel route. MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/
	Responder supports initiatives increasing safety of cycling for children and believes the proposals will improve the safety of the school drop-off and pick-up.	Response noted.
	Respondent states that safety is not an issue outside of school hours.	MCC will work with partners to help progress measures and supports initiatives

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Theme	Consultation Responses	Project/ Design Responses
	Respondent suggests that the LTS should place more focus on the safety of children getting to school.	to help school transport become safer and more sustainable - ill consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/ MCC is committed to delivering on its responsibilities for active travel network improvements. Annual budgets are set accordingly. The Strategy measure reference AT27 addresses the A48 active travel route. MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/
School Congestion	Responder suggests increase the number of children on buses to reduce drop-off/pick-up congestion outside schools.	The Strategy seeks to help encourage sustainable modes of travel through a range of measures including behaviour change initiatives, in addition to those aimed at improving active travel and public transport (see sections 6.6, 6.7 and 6.8) to help reduce congestion outside schools. MCC supports measures to help school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/
School Streets	Responder supports the provision of school streets and suggests considering parents driving habits.	Response noted.
	Respondent requests information on what a school street is.	To provide clarification: a street that services a school access.
Speed Limit	Respondent agrees with proposals as it is important to keep roads around schools at very low speed limits at key drop-off/pick-up times.	Response noted.
Staggered Timings	Responder suggests the use of staggered bus timings to allow for starting lessons for different year groups.	School hours are a matter for the education service providers – the Strategy seeks to improve accessibility to schools and education facilities.
	Responder disagrees with proposal as this requires changing school hours.	
	Respondent requests information on whether staggered timings for school buses allow for after school and breakfast clubs – more information needed on staggering timings as to whether children will be left waiting after school ends.	

Theme	Consultation Responses	Project/ Design Responses
Strategic Transport Group	Responder suggests making more use of a strategic transport group to provide necessary framework for setting out a school activity programme (car free days, active travel scheme delivery etc.) - can also include narratives for children to relay onto their parents.	MCC will consider these comments while working alongside the SEWCJC when discussing transport-related matters.
Travel Plan	Participants support the school travel plans – argue that all schools should have a travel plan. Proposals will be good for residential areas.	Response noted.
	Respondent claims that state schools should be left to deliver education outcomes and not have to work on travel plans.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - will consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/
Walking School Bus	Responder considers walking school buses good in practice but over-reliant on volunteers.	MCC will work with partners to help progress measures and supports initiatives to help school transport become safer and more sustainable - ill consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/
	Responder suggests for walking school bus be accompanied by adult chaperons who will pick up children at various locations along the route.	MCC supports measures in helping school transport become safer and more sustainable – will consider such comments as part of its school transport planning. More information can be found at: https://www.monmouthshire.gov.uk/school-transport/ Public service routes provide transport to catchment schools - where parental preference has been applied, and they have chosen a school other than the learners nearest suitable school, alternative transport arrangements may be required. Current public bus grant arrangements will not fund any improvements to the existing network - any additions would need to be funded solely by MCC. Additional MCC bus subsidy commitments are not viable at present.

A.12   Land Use Planning

Table 11: Design response to general comments on proposed Land Use Planning initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
Agriculture	It was suggested to promote a resilient agricultural sector and to provide subsidies for electric car purchase.	MCC recognises the role of agricultural vehicles and movements / accesses across the county and the measures seek to improve conditions for travel for all groups of people. Subsidies are a matter for the UK Government but Wales has provided funding for the necessary infrastructure to accommodate EVs, see: https://www.gov.wales/ultra-low-emission-vehicle-transformation-fund-grants-awarded-2023-2024-html
Commercial activity	Participants believe that all ambitions must be accompanied by commercial activity within Monmouthshire.	There is an urgent need for significant modal shift to decarbonise our transport system and the plan seeks to improve accessibility for all. Whilst land use planning and decision making is subject to the Local Development Plan and other material considerations, MCC does not have control over property prices or purchases etc.
Developer contribution	It was suggested that developers should make more of a contribution to active travel routes and public transport measures.	Developer contributions through the planning process remains a mechanism to help fund and deliver local transport improvements. MCC will work with developers and partners to help improve accessibility for all groups of people. The RLDP is based on the concept of 20 minute settlements and will be accompanied by an infrastructure plan setting out the infrastructure needed to support site allocations. 80% of the new homes will be on four new strategic sites that are subject to an ongoing master planning exercise aligned with the Active Travel Proposals Maps.
Development viability	Participants state in reality development viability is likely to require trade-offs between these ambitions and other environmental and infrastructural obligations.	The Strategy aims to be ambitious but deliverable.
Lack of green space	Participants consider this policy has potential to result in more concentrated developments, with the impact of lack of green spaces.	This is an issue which will be considered as part of the forthcoming Replacement Local Development Strategy rather than this Local Transport Plan
Leisure routes	Participants state that emphasis must be put on leisure routes over mass cycle routes.	MCC is committed to delivering on its responsibilities for active travel and will consider all suggestions for new routes as part of its ongoing Active Travel Network Mapping exercise. MCC's ATNM proposals seek to improve active travel for all trips including leisure.

Theme	Consultation Responses	Project/ Design Responses
Need for housing	Participants believe the policy fails to recognise the need to build more homes and the chronic housing shortage across the UK.	This is an issue which will be considered as part of the forthcoming Replacement Local Development Strategy rather than this Local Transport Plan
Net zero	Participants consider the Councils' core purpose is not to be zero-carbon.	The plan aligns with wider Welsh Government policy on climate change and reflects the nation's ambitions of reducing greenhouse gas emissions. The plan explains how it is driven the Council's Corporate Plan alongside relevant legislation and policy.
New developments	Participants agree with the transport infrastructure at new developments.	This will be considered as part of the forthcoming Replacement Local Development Plan. As set out in section 6.2, the draft Strategy suggests development proposals must promote modes which reduce the need to travel by car and increase provision for walking and cycling.
Reduction of parking standards	Participants do not agree with the reduction of parking standards for new developments.	The Strategy aims to provide sustainable links to RLDP sites (AT15). Intervention RSP1 considers tackling pavement parking. There is an urgent need for significant modal shift to decarbonise our transport system and the Strategy seeks to improve accessibility for all. The Welsh Government response to MCC's RLDP explicitly requires a reduction in parking standards.
Re-route A465	It was suggested to re-route the A465 allowing the new homes to be situated between the railway and the A465.	Trunk roads are the responsibility of the Welsh Government but MCC will continue to work to consider and deliver sustainable transport connections between new homes and key destinations including the railways station(s). A more workable option will be to reduce speed on this section of the A465 and provide pavements and cycle paths and make it feel like a street rather than like a bypass
Rural areas	Participants believe the ambitions will impact marginalised groups most, including those living in rural areas, certain socio-economic groups, and the elderly.	The LTS aims to provide better services to rural areas - see BUS6 (Rural bus routes) and section 6.9 . Public transport, community and on-demand services are considered to be part of the existing and future network to provide people with choices. Please refer to our Delivery Strategy which seeks to set out a Strategy to progress any preferred options in the future. The draft Strategy consultation has sought feedback on a wide range of options including those that aim to improve accessibility for those living in towns and rural areas, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan.

Theme	Consultation Responses	Project/ Design Responses
Rural Areas	Participants are concerned about the proposals to reduce car use in rural areas, as many people living in rural areas are dependent on car travel.	The LTS aims to provide better services to rural areas - see BUS6 (Rural bus routes) and section 6.9. The Strategy aims to be ambitious but deliverable. The delivery Strategy sets out how the measures could be progressed. The draft Strategy consultation has sought feedback on a wide range of options including those that aim to improve accessibility for those living in towns and rural areas, and all comments will be taken into account as MCC begins work with the South East Wales Corporate Joint Committee on its Regional Transport Plan.
Town Planning	It was suggested planning permission for developments apart from infill should always firstly opt for brownfield sites where possible, but considers the policy seems to be towards going green field. Suggests it is the role of Planning to achieve proposals. New homes need to be zero carbon as standard and developers not adding a eco-premium to prices. retrofitting is still too costly and lacks the resources to be completed in time. AT infrastructures needs to be in place in tandem with development. The homes with 4 adults and 4 cars needs to be discouraged.	Suggestions related solely to the planning of development will be considered as part of the forthcoming Replacement Local Development Strategy rather than this Local Transport Plan. As stated at section 6.2, development proposals must promote modes which reduce the need to travel by car and increase provision for walking and cycling.
Transport infrastructure	Participants believe that the current road network will need maintenance and improvement before providing extra infrastructure.	The LTS has been developed to help inform the RLDP. Officers work closely together to ensure these issues are incorporated into planning decisions.

A.13 Digital Connectivity

Table 12: Design response to general comments on proposed Digital Connectivity initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
Broadband	Responder states that better connectivity reduces the need to travel but does not replace it – considers faster connections does not equate to higher reliability, with more ambitious intervention required. Participants are in support of improving broadband speeds and digital connectivity across the county.	The MCC LTS aims to be ambitious but deliverable and seeks to provide improved access for everyone and help them make sustainable choices where possible. MCC acknowledges this response.
County focus	Responder's concern lies in the fact that many people who are employed in the county reside elsewhere.	MCC acknowledges its role in regional planning as part of the SEWCJC where this issue will be considered - please refer to the Welsh Government's ambitions for a wide reaching network across the country: https://www.gov.wales/broadband-and-digital-infrastructure#:~:text=Our%20public%20funded%20fibre%20roll,coverage%20to%20more%20than%2055%25
Deliverability	Responder questions how the proposals set out will be funded.	MCC states that the delivery Strategy sets out how measures could be progressed.
Expand connectivity	Responder suggests a wider focus on providing sufficient 4G connectivity in places that currently lack adequate coverage.	MCC, with average internet speeds 39% lower than the UK average, outlines the need to improve connectivity and speeds (DC2) - improved speeds will help facilitate greater use of digital services at transport interchanges and across the county.
Healthcare	Participants expressed concerns with the promotion of online and telephone appointments – cannot emulate seeing a GP in person and can be detrimental to the health of patients if details are missed. 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.
Impact on business	Responder argues that digital policies would put businesses at risk. Responder believes that better digital connectivity will support local businesses and is therefore welcomed.	MCC is seeking to provide improved access for all groups of people to help make sustainable choices wherever possible – engagement with businesses will continue to ensure their needs and concerns are heard and addressed.
Public transport	Responder reinforces the importance of face-to-face interaction and suggests prioritising public transport over digital improvements.	MCC is seeking to provide improved access for all groups of people to help make sustainable choices wherever possible – providing improvements to both county-wide digital connectivity and public transport provision may be necessary to achieve.

Theme	Consultation Responses	Project/ Design Responses
Rural Areas	Participants agree that improved connectivity is a priority in rural areas for farmers and those who WfH. Support is needed to help them catch up to rural areas across the country after many broken promises surrounding network changes.	MCC acknowledges this with plans to focus on improving broadband connectivity and speeds (DC2).
Safety	Responder expresses concern that public networks lack security and are unsafe, limiting their usefulness.	MCC is seeking to provide improved access for everyone, with public network safety being a matter for the providers in-line with procuring authorities. More information regarding the Welsh Government's work on broadband and mobile can be found at: https://www.gov.wales/broadband-mobile
Transport Hubs	Responder suggests considering the provision of solid Wi-Fi connections at rail and bus stations.	MCC acknowledges this response.
	Responder agrees that in order to deliver modern, safe, reliable transport services, modern digital infrastructure is essential.	
Travel Time	Responder agrees with sentiment that their time travelling would decrease with better internet speeds and connectivity as most of their shopping takes place online.	MCC acknowledges this outcome.
Vulnerable people	Responder believes that the vulnerable will suffer due to the proposed digital network improvements.	MCC is seeking to provide improved access for all groups of people to help make sustainable choices wherever possible.
Working from Home	Participants expressed concern around an over-emphasis the LTS places on WfH – states that it discourages socialising, lowers productivity and is low in inclusivity as not everyone can do it – fails to address certain sectors such as healthcare or manual work.	MCC acknowledges within the Strategy that remote working will not be feasible for everyone and is highly dependent on personal circumstances. Intervention (DC1) will promote agile working hubs to provide SIMULTANEOUS opportunities for socialisation and remote working. The Welsh Government has set targets of 30% of the Welsh workforce to work from or near to home on a regular basis – not a requirement for businesses but many have already eased changes into working practices.
	Responder acknowledges that faster internet makes WfH a more viable option and agrees that providing those residing in rural areas with better broadband and technology presents more avenues to work remotely.	MCC acknowledges this response.
	Participants agree with the digital connectivity proposals and see them as a priority – many argue that travelling to work will still be necessary despite better WfH opportunities.	

Theme	Consultation Responses	Project/ Design Responses
Working hubs	Responder suggests that working hubs should be located close to public transport routes – acknowledges the lack of mobile phone coverage along the 65 Bus route, limiting real-time timetable access for passengers. Many bus passengers lack technological proficiency so up-to-date timetable information at bus stops remains vital. MCC assets, such as the Monmouth Market Hall, could be used to test such the hub model.	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.	
	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.	

A.14 Freight and Logistics

Table 13: Design response to general comments on proposed Freight and Logistics initiatives in the LTS

Theme	Consultation Responses	Project/ Design Responses
Beneficial for everyone	Participants state that the system will not be beneficial for all.	The Strategy here is to create a proposal that is ambitious yet deliverable. The delivery Strategy sets out how the measures could be progressed. MCC acknowledges and agrees with this response.
Consumption	Participants state that freight and logistics initiatives will be required until MCC is able to reduce consumption patterns.	Delivery charges are not within the scope of the plan, but MCC will work with partners to help increase sustainable options for travel.
Crickhowel Bus Service	Participants would consider using the parcel locker service on the basis that improvements are made to the Crickhowell bus service.	The Strategy acknowledges the needs of rural communities and proposes improvements to existing rural bus services and on demand DRT services to link the timetabled network. While Crickhowell is not in Monmouthshire, MCC agrees with this proposal.
Delivery charges	Participants create suggestion stating that an increase in delivery charges is required to reduce the number of deliveries.	The Strategy does not cover delivery charges but proposes that MCC will work with partners to help increase sustainable options for travel. MCC agrees with this proposal, as the latter solution is more in the control of MCC and the Strategy rather than a factor like delivery charges which is determined by third-party decision-making. MCC states that consumption patterns of residents are also outside the scope of their strategy.
E-cargo Bikes	Participants consider the proposal for the introduction of E-cargo bikes to be unfeasible given the inefficient nature of returning to base to complete each new delivery, which they claim delivery companies won't do. E-bike delivery would also fail to correspond with typical weather conditions. Participants supports the proposal for the use of e-cargo bikes for select members, on the premise that the proposal is economically viable.	Welsh Government-funded pilot schemes to accelerate the uptake of e-bikes and e-cargo bikes in Wales have sought to help usher in a cultural change in people moving around the country in a greener and more convenient transport network. These modes could well represent practical, more cost-effective alternatives to the car. These schemes reinforce existing Government policies to tackle congestion, get people more active, and reinforce the commitments made by Llwybr Newydd to meet significant reductions for transportation sector-related emissions. E-cargo bikes in particular offer potential to reduce van traffic in last mile delivery scenarios. The MCC is committed to align their policies with the sentiment that e-bikes and e-cargo bikes could help facilitate a cleaner, more efficient, cost-effective transit strategy in the region.

Theme	Consultation Responses	Project/ Design Responses
Environmentally friendly HGVs	Participants make suggestion that requests more consideration, with reference to parcel lockers, as to how Monmouthshire can support the use of environmentally friendly HGVs, such as BEVs or hydrogen powered HGVs. Suggests using exclusively hydrogen-HGVs for freight given hydrogen's energy intensity and the sector's demand. Further suggests improving electric vehicles – Amazon have adopted this principle, with drivers delivering a full van's worth of parcels within proximity.	MCC will consider all available technologies to help decarbonise county-wide transport and collaborate with partners to provide additional sustainable travel options.
Freight and Logistics proposals	Participants support any freight and logistics proposals if they carefully underline how they will help in reducing emissions. States that reducing delivery vehicles across the county is of high priority.	Noted
	Participants claim that the notion of freight decarbonisation is fantastical. Minimum attention should be paid to this area as money is better spent on matters closer to local people, e.g., education and social housing.	There is an urgent need for significant modal shift to help decarbonise the region's transport system and improve accessibility for all. MCC will work with partners to improve sustainable travel options.
	Participants question whether a survey has been conducted in Abergavenny to show any accidents or delays on roads from freight vehicles, as parcels often get delivered beyond the local area.	The Strategy has taken an evidence-based approach to setting objectives and identifying interventions. The suggestion for surveys may form part of future assessment work to progress measures should they proceed.
Funding	Participants question the origin of the funds necessary to support the proposals.	Noted
GP appointments	Participants question how a GP can adequately assess a patient over the phone	Whilst healthcare is a delivery matter for healthcare service providers, MCC is working closely with this sector to help ensure people can better access healthcare services across the county. MCC also recognises that this matter is outside the scope of the Transport Strategy.
High street shopping	Participants state that they have used parcel lockers in the past and, while they were useful, would still prefer to shop locally rather than online.	The Strategy can help facilitate both options for the public to provide a wider range of choices for purchasing goods – suggestion to locate some parcel lockers close to local shops/pubs will increase footfall for local businesses and place lockers in convenient locations.
Internet speeds	Participants claim that improving internet speeds for the disabled or those with other mobility issues is a positive step for all residents across the county.	MCC recognises this and agrees with the proposed response.
Key towns	Participants believe parcel lockers to be an excellent idea in towns and villages but acknowledge that environmental benefits could be negated if additional long-distance trips to said lockers are required.	Noted

Theme	Consultation Responses	Project/ Design Responses
M4 Bypass	Participants make suggestion to reinstate the M4 bypass between Magor and Tredegar Park	This is a matter that can only be dealt with by the Welsh Government.
Market conditions	Participants argue that all matters related to the consumption and delivery of goods is attributed solely to the market and consumers – MCC should instead focus on fixing social care and roads across the county.	MCC is seeking to provide improved access for all groups of people and help them make more informed, sustainable choices where possible.
	Participants agree to the sentiment that freight and delivery vans create unnecessary congestion on the MCC roads.	
Parcel Lockers	Participants oppose the proposal for parcel lockers in the region given that Amazon have begun trialling drone deliveries, with the aim of reducing home delivery demand and rendering the need for lockers as unnecessary. Parcel lockers, for the responder, are inconvenient for the public, too small for most parcels, inefficient for delivery firms, and necessitates more journeys.	The parcel locker interventions look to encourage people to use existing journeys to collect parcels, reducing both personal and freight journeys at once. Section 6.4 addresses this issue, stating "We will look at available data and consult with local communities around possible good locations that will enable them to pick-up and drop-off on their way to work, school, at public transport interchanges/mobility hubs or other daily trips". MCC recognises that home deliveries will need to continue in some capacity for members of the community who are unable to travel due to mobility or health reasons. Where people can travel, proposed interventions will aim to support people in using existing trips to collect parcels.
	Participants support the parcel locker proposal as they already exist and are used regularly by the public – a good step forward would be to locate locker facilities in suitable locations	
	Participants disagree with the parcel locker proposal as Amazon are currently trialling drone deliveries – would reduce need for home deliveries and render parcel lockers redundant. Parcel lockers are, to the responder, inconvenient for public use, not used efficiently, and counter intuitive as would require more journeys.	
	Participants supports the idea of locating parcel lockers adjacent to village pubs/shops to increase footfall and local trade.	
	Participants consider the juggling of many parcels and large parcels to make active travel unsuitable.	
	Participants state that rail freight cannot replace road freight completely, as collecting goods from lockers will require travel to the locker sites. It is wishful thinking to suggest that people would collect goods from lockers by bus.	
	Participants argue that pensioners require home deliveries and cannot travel – suggest that new parcel locker system may prove confusing.	

Theme	Consultation Responses	Project/ Design Responses
	Participants state that distribution centres risk adding to the demise of town centres, in addition to increased traffic throughout these locations.	
	Participants claim there is no point in making a long car journey to collect a parcel just to save a van, which would make multiple trips in one go, making the same journey.	
	Participants make the case that collecting a parcel would use the same carbon footprint as a delivery driver would use. They also claim that there are no public transport facilities in their village.	
	Participants claim that parcel lockers that either support or are funded by big corporations take business away from the high-street, thus discouraging local spending. Also argues that not all purchases can be accessed through the lockers, and that transport is required to get there. May not be the best holistic approach for this matter.	
	Participants disagree with the locker proposal as additional travel would be required often to access them. Assumes that public transport would not cater for routes to lockers, necessitating higher car use that would create more traffic and pollution than the current system.	
	Participants question the safety and security of storing parcels for extended periods of time in unmanned lockers. Service would also require use of smartphone – may not be the most inclusive solution.	
Public Transport	Participants state that public transport cannot function to support the proposals set out.	The LTS seeks to provide better services within rural areas – see BUS6 (rural bus routes) and section 6.9. The Strategy aims to be ambitious and deliverable, coupled with a delivery Strategy that states how measures can be progressed. The draft Strategy consultation has sought feedback on an array of options including those that seek to improve accessibility for people in towns and rural areas. All comments will be accounted for as MCC commences work with the South East Wales Corporate Joint Committee on its own Regional Transport Plan.

Theme	Consultation Responses	Project/ Design Responses
Rail use	Participants suggest that using rail transport for long distance freight journeys, meaning vans would only be required for local trips.	MCC will consider this suggestion as part of its role in regional transport Strategy making as part of the SEWTC given the cross-border nature of long-distance trips. Strategy will enable sustainable travel choices and help improve and decarbonise the movement of goods and people across the region.
Rural areas	Participants agree with the parcel locker proposal to be compatible with rural areas if residents have the option of reviewing collection options. This would require individual commitments and changes. MCC cannot be seen to negatively impact	Noted
Severn Bridge tolls	Participants disagree and want to remove the campaign to reintroduce toll charges at the Severn bridge.	Currently, the remit to reintroduce tolls on the Severn bridges sits with the UK Government, not MCC. MCC does not Strategy on lobbying the Government over these matters. The MCC LTS features a long list of options, of great significance to the area and its people that considered contributions from stakeholders and professionals to consider all potential changes to the current network. The reinstatement of the Severn bridge tolls was one of several options that do not meet the appraisal criteria for proposal delivery.