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Tuesday, 1 March 2016

Notice of meeting / Hysbysiad o gyfarfod:

Central Mon Area Committee

**Wednesday, 9th March, 2016 at 2.00 pm,
County Hall, The Rhadyr, Usk, NP15 1GA**

AGENDA

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1.	Apologies for absence	
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Paul Matthews

Chief Executive / Prif Weithredwr

MONMOUTHSHIRE COUNTY COUNCIL
CYNGOR SIR FYNWY

THE CONSTITUTION OF THE COMMITTEE IS AS FOLLOWS:

County Councillors:

S. White
P. Clarke
D. Blakebrough
G. Burrows
R. Edwards
E. Hacket Pain
B. Hayward
P. Jones
V. Smith
B. Strong
A. Wintle

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Welsh Language

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Aims and Values of Monmouthshire County Council

Sustainable and Resilient Communities

Outcomes we are working towards

Nobody Is Left Behind

- Older people are able to live their good life
- People have access to appropriate and affordable housing
- People have good access and mobility

People Are Confident, Capable and Involved

- People's lives are not affected by alcohol and drug misuse
- Families are supported
- People feel safe

Our County Thrives

- Business and enterprise
- People have access to practical and flexible learning
- People protect and enhance the environment

Our priorities

- Schools
- Protection of vulnerable people
- Supporting Business and Job Creation
- Maintaining locally accessible services

Our Values

- **Openness:** we aspire to be open and honest to develop trusting relationships.
- **Fairness:** we aspire to provide fair choice, opportunities and experiences and become an organisation built on mutual respect.
- **Flexibility:** we aspire to be flexible in our thinking and action to become an effective and efficient organisation.
- **Teamwork:** we aspire to work together to share our successes and failures by building on our strengths and supporting one another to achieve our goals.

Nodau a Gwerthoedd Cyngor Sir Fynwy

Cymunedau Cynaliadwy a Chryf

Canlyniadau y gweithiwn i'w cyflawni

Neb yn cael ei adael ar ôl

- Gall pobl hŷn fyw bywyd da
- Pobl â mynediad i dai addas a fforddiadwy
- Pobl â mynediad a symudedd da

Pobl yn hyderus, galluog ac yn cymryd rhan

- Camddefnyddio alcohol a chyffuriau ddim yn effeithio ar fywydau pobl
- Teuluoedd yn cael eu cefnogi
- Pobl yn teimlo'n ddiogel

Ein sir yn ffynnu

- Busnes a menter
- Pobl â mynediad i ddysgu ymarferol a hyblyg
- Pobl yn diogelu ac yn cyfoethogi'r amgylchedd

Ein blaenoriaethau

- Ysgolion
- Diogelu pobl agored i niwed
- Cefnogi busnes a chreu swyddi
- Cynnal gwasanaethau sy'n hygyrch yn lleol

Ein gwerthoedd

- **Bod yn agored:** anelwn fod yn agored ac onest i ddatblygu perthnasoedd ymddiriedus
- **Tegwch:** anelwn ddarparu dewis teg, cyfleoedd a phrofiadau a dod yn sefydliad a adeiladwyd ar barch un at y llall.
- **Hyblygrwydd:** anelwn fod yn hyblyg yn ein syniadau a'n gweithredoedd i ddod yn sefydliad effeithlon ac effeithiol.
- **Gwaith tîm:** anelwn gydweithio i rannu ein llwyddiannau a'n methiannau drwy adeiladu ar ein cryfderau a chefnogi ein gilydd i gyflawni ein nodau.

Public Document Pack Agenda Item 3

MONMOUTHSHIRE COUNTY COUNCIL

Minutes of the meeting of Central Mon Area Committee held
at The Shire Hall, Monmouth. NP25 3DY on Wednesday, 27th January, 2016 at 2.00 pm

PRESENT: County Councillor S. White (Chairman)

County Councillors: D. Blakebrough, B. Hayward and V. Smith

OFFICERS IN ATTENDANCE:

Roger Hoggins	Head of Operations
Paul Keeble	Traffic and Network Manager
Debbie McCarty	Whole Place Manager
Nicola Perry	Democratic Services Officer

APOLOGIES:

Councillors P. Clarke, E. Hacket Pain, P. Jones, B. Strong and A. Wintle

1. Declarations of interest

There were no declarations of interest made by Members.

2. Public open forum

We welcomed members of the public, who raised the following points:

It was questioned what Whole Place could bring to the community that would not have been delivered otherwise. The Whole Place Manager explained that it was the intention to create sustainable, resilient communities, and to unite people in joined-up thinking. There would be a culture change in the way we all worked together. It was noted that community groups worked brilliantly but Whole Place would like to build on that and make better use of the money available

Several questions were raised regarding the pinch points in Monmouth, which would be addressed by the Highways Manager at agenda item 7, including:

- What were the basic objectives of the pinch point?
- Would the opinions of pedestrians and motorists be taken into consideration?
- Would cyclist's perspectives be taken into consideration?
- Had consideration been given to creating a one-way system?
- Could signage be improved?
- Why was the trial restricted to such a small area?

A member of the public stated that on behalf of Monmouth People First, the pinch point had been well received.

Clarification was requested regarding the minutes from the previous meeting regarding the construction of the new hotel completion date. This would be checked and it was suggested that the Estates Manager be invited to the next meeting.

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3. To confirm the minutes of the previous meeting

The minutes of the meeting of Central Monmouthshire Area Committee held on 16th September 2015 were confirmed and signed by the Chairman.

4. Whole Place Update

We welcomed an update from the Whole Place Manager and noted the following points:

It was hoped that Whole Place would be commencing in September 2016 and it was expected to then take 6 to 9 months to create a draft plan. To give an idea of times we heard that Lower Wye Area had started with Whole Place in September 2015 and the first consultation would be completed at the end of January 2016.

There are many community groups operating who provide a valuable resource for the community it operates in. Indeed Whole Place is not there to change any of them but to create a platform where people can join up some of their activities, share resources and increase community capacity. It will depend on the communities themselves of what they wished to include in a plan and stakeholders would be anyone who wished to become involved.

Having a plan enables people to target resources and make sure we are creating environments that are what the communities have asked for.

Funding streams now require there to be evidence of need. CIL funding from housing developments expect there to be a plan outlining the viable projects in an area.

We noted that lessons were learnt from the Whole Place set up in Severnside and Bryn Y Cwm areas, and they were being addressed in going forward with the other areas. It is hoped to gain funding to put a toolkit together to assist Community Councils in the rural areas to create Community Led Plans

We heard that with regards to the area committee funding, it had been confirmed at full Council that £5,000 would be available to each area as a grant scheme. Whole Place Manager was in the process of putting together the criteria and grant application form. This would then be submitted to Whole Place who would forward to Area Committees for decision.

5. Head of Operations - Update on car park provision in Monmouth

The Head of Operations informed the Committee that there had been extensive studies on car parking in all towns in Monmouthshire It was that planning had been granted for additional parking at Rockfield Road adjacent to the skate park.

Car parking off Wye Bridge Street had been submitted to Planning and was awaiting approval. Initially there had been concerns regarding access but this had since been addressed.

As part of a larger study, a new car parking order was being completed which would go out for consultation and would refer to charges, short and long term parking and free spaces. The consultation period would start in the next few weeks and would be referred to Cabinet for final

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decision. It was intended that Rockfield Road remain free parking but it was expected that charges would be at Granville Street.

We heard that the majority of money from the car park charges would go back in to the development and general refurbishment of the car parks, also into traffic management.

The Chair expressed that Monmouth would be in further difficulty with car parking if Waitrose were not so accommodating.

A Member asked if the consultation would give an indication of the costs of car parks, e.g. maintenance, rates, etc. as public should be made aware of the costs involved. The Head of Operations confirmed that the consultation would not provide that detail but could refer to more detailed reports.

The issue surrounding the lack of coach parking was highlighted which would be followed up with the Estates Manager.

A Member stressed that both on and off street parking should be addressed together. It was suggested that the Police Commissioner should be contacted to discuss decriminalisation of car parking.

It was noted that there were issues with people parking in front of drop kerbs.

6. Highways - Monnow Street update

We welcomed the Highways Manager who was in attendance in order to update the Committee on the pinch points in Monnow Street.

We heard the objectives for the pinch point trial had been brought to Committee in May 2015 and were *'This design will allow highways to accommodate a wider footways at this narrow location which in combination with other proposals for improved pedestrian facilities within the town offers an opportunity to create a safer environment for non-motorists.'*

The pinch point trial had begun in October 2015 and there no other commitments at present. Feedback had encouraged to help make an informed decision, along with CCTV footage and discussions with police and local members.

The trial had not been taken to St. John Street as this would have been difficult to construct at the time and would not have had an impact on the trial.

The pinch points were part of wider improvements for the town, which would provide more opportunities for pedestrians to cross the road safely and to create a number of pinch points, but also relied on motorists driving with due care.

There had not been formal consultation but communities had been encouraged to engage. Feedback received to date was more favourable than negative.

The point regarding cyclists was noted but it was considered that cyclists were no worse off than before the trial.

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The next stages were to review the trial later this year and the options would be:

1. Terminate the trial and revert back to the original layout.
2. Make the arrangement permanent and upgrade to a better specification.
3. Extend narrowing to the St. John Junction and to continue the trial over a longer period.

It was noted that there was congestion at certain times but there seemed to be significantly less traffic than 9 or 10 months ago. This may be due to traffic being diverted from the centre of the town, and had that been done previously there may not have been a need for a pinch point.

A Member asked what the benefits of a pinch point would be over a traffic light system. It was hoped the pinch point would be more environmentally pleasant.

Following the discussion the Committee agreed to discuss the safety issues at Usk Bridge. A Member expressed that there were issues when turning left into Usk and there was a need for a pedestrian footbridge. It was noted that there would soon be an increase in the number of employees at the County Hall site in Usk therefore increasing traffic on the bridge. The Highways Manager agreed to look into the matter.

The Head of Operations agreed to take issues regarding lighting at Monnow Bridge to the Street Lighting Engineer.

With regards to the A449 slip road we heard that there had been a feasibility study, and costs estimated. Consultants were now working on the design. In addition to the 3rd lane there were also proposals to improve the ramp to the underpass. It was hoped that a scheme would be ready to submit to Welsh Government next year.

The Head of Operations updated the Committee on public toilets. In doing so we heard that the budget had indicated that should Monmouth Town Council not agree to take on Bestium Street toilets, they would close. Discussions were in place to find a way to keep them open and the officer felt optimistic that this could be achieved.

7. To confirm the date and time of the next meeting as Wednesday 23rd March 2016 at 2.00pm

We confirmed that the next meeting would be brought forward to Wednesday 9th March 2016, to be held at County Hall, Usk.

The meeting ended at 3.40 pm



SUBJECT:	TRANSPORT PLANNING UPDATE
MEETING:	CENTRAL MONMOUTHSHIRE AREA COMMITTEE
DATE:	9 March 2016
DIVISION/WARDS AFFECTED: CENTRAL MONMOUTHSHIRE AREA	

1. PURPOSE:

To update members on work undertaken progressing transport projects and to seek external finance, including through the Community Infrastructure Levy (CIL).

2. RECOMMENDATIONS:

To note the report.

3. KEY ISSUES / REASONS:

- 3.1 The Monmouthshire Local Transport Plan was agreed by the council on 26 February 2015. The plan was developed in accordance with Welsh Government guidance, and included the following projects relating to Central Monmouthshire:

Scheme Name	LTP Priority	LTP Cost
Metro: Monmouth bus station improvement	6	Tbc
Metro: Bus stop upgrade (upgrade of bus shelters at major stops and key routes across county, including real time information at key locations)	8	Tbc
Active Travel Act mapping	10	Tbc
Monmouth Wyebridge traffic and pedestrian Improvements	11	£1.3m
Road Safety capital schemes	16	Tbc
Road Safety Education, Training & Publicity	17	Tbc
Safe routes in Community Schemes	18	Tbc
Monmouth coach stop (provision of coach stop along A40 corridor to encourage existing coach services to call at Monmouth)	23	Tbc
Usk Active Travel Network	24	Tbc
Monmouth Links Connect 2 further phases (Monmouth Active Travel Network)	26	Tbc
TrawsCymru (Extension to include Monmouth)	27	Tbc
Speed limit strategy (Reduction of speed limits in towns and villages across Monmouthshire where appropriate)	28	Tbc
Travel Planning (develop and implement travel plans for key council facilities, work with Regional Travel Plan Coordinators to help key businesses and trip generators and new developments in the development of travel plans; encourage school travel plans)	29	Tbc

Scheme Name	LTP Priority	LTP Cost
Safe routes to schools mapping (as set out in line with the Learner Travel Wales Measure and associated Guidance)	On-going	n/a
Bus information (provision of accessible electronic timetables, timetable booklets / travel information at various outlets including rail stations and readable at-stop timetable information)	On-going	n/a
Local bus service enhancement (Provision of bus services for connections not provided by bus operators at own risk)	On-going	n/a
Flexible bus services (Grassroutes)	On-going	n/a
Bus Service Quality (administrate Bus Service Support Grant)	On-going	n/a
Monmouth Wonastow Road Corridor Pedestrian Improvements	n/a	developer funded
Usk traffic relief, environmental and road safety improvements (Usk by-pass)	long-term aspiration	Tbc

3.2 A key issue is funding to progress development and implementation of the proposals. They following funding sources are expected to contribute:

- Welsh Government Metro: The Welsh Government has made a commitment to implement the South Wales Metro project. A number of Monmouthshire projects are on the Metro list, including the Newport – Monmouth and Abergavenny – Monmouth bus corridors.
- Welsh Government Local Transport Fund, Road Safety and Safe Routes in Community Grants: These are grants that provide funding for transport infrastructure and road safety revenue projects, local authorities may submit annual funding bids for specific proposals that support Welsh Government’s transport objectives.
- Welsh Government Bus Service Support Grant: Funding provided to support bus and community transport services.
- Section 106 funding / Community Infrastructure Levy: The CIL Draft Infrastructure Schemes Eligible for CIL Funding table contains the following transport schemes relating to Central Monmouthshire:

Infrastructure Category	Area	Infrastructure Scheme	Timing/ Phasing	Estimated Cost	Delivery/ Funding Sources	Available Funding	Estimated Potential Funding Gap
Public Transport	Monmouth	Monmouth coach stop	From 2016/17	£100,000	Potentially WG Metro, TrawsCymru	None. Potentially up to 90%	£100,000
Public Transport	Monmouth	Monmouth bus station improvement	From 2017/18	£100,000	Potentially WG Metro, TrawsCymru	None. Potentially up to 90%	£100,000
Public Transport	County-wide	Bus stop and information improvements	From 2016/17	£200,000	Potentially WG Metro	None. Potentially up to 90%	£200,000
Public Transport	County-wide	Rail-bus link services	From 2016/17	£1,000,000	Potentially WG Metro, BSSG	None. Potentially up to 90%	£1,000,000

Infrastructure Category	Area	Infrastructure Scheme	Timing/ Phasing	Estimated Cost	Delivery/ Funding Sources	Available Funding	Estimated Potential Funding Gap
Public Transport	County-wide	TrawsCymru Extensions	From 2016/17	£1,500,000	Potentially WG Traws Cymru programme	None. Potentially up to 100%	£1,500,000
Public Transport	County-wide	Local bus service enhancement	2016-21	£6,000,000	BSSG, MCC	Approx. £600k p.a.	£3,000,000
Public Transport	County-wide	Flexible bus services (Grass Routes extension)	2016-21	£1,000,000	BSSG, MCC	Approx. £100k p.a.	£500,000
Walking & Cycling	Monmouth	Monmouth Active Travel Network	From 2016/17	£1,250,000	Potentially WG LTF	None. Potentially up to 90%	£1,250,000
Walking & Cycling	Monmouth	Walking and cycling route improvements – Monmouth Link Connect	2011 onwards – scheme has started but still requires significant funding to complete	£2,400,000	Sustrans, Big Lottery funding	None secure to date	£2,400,000
Walking & Cycling	Monmouth	Refurbishment of Redbrook Railway bridge to accommodate Wye Valley Walk and Cycleway	Subject to detailed feasibility study	£700,000	MCC & GCC and potentially Sustrans/ developer funded	None secured	£700,000
Walking & Cycling	Monmouth	Wye Valley Walk. Engineering assessments have been completed on river erosion/ land slips	Tbc	£23,925 site investigations £5,500 design	MCC	None secured	£29,425
Walking & Cycling	Usk	Usk Active Travel Network	From 2016/17	£1,250,000	Potentially WG LTF	None. Potentially up to 90%	£1,250,000
Walking & Cycling	County-wide	Various schemes relating to access improvements/ upgrades to walking and cycling routes and PRow ¹	2012-21	£2,500,000 +	Tbc	Tbc	£2,500,000+
Highway Improvements	Monmouth	Monmouth Wye Bridge improvements	2015-18	£1,300,000	WG LTF	£90,000 to date. Potentially up to £1,170,000	£1,210,000
Highway Improvements	Usk	Usk traffic relief, environmental and road safety improvements	Tbc	Tbc	Potentially WG LTF	Tbc	Tbc

¹ Details of additional walking & cycling schemes that could be included under this theme and which are yet to be costed are set out in Appendix B Additional Potential CIL Eligible Infrastructure Schemes.

Infrastructure Category	Area	Infrastructure Scheme	Timing/ Phasing	Estimated Cost	Delivery/ Funding Sources	Available Funding	Estimated Potential Funding Gap
Highway Improvements	County-wide	Road safety capital schemes	From 2016/17	£300,000	Potentially WG RS ²	None. Potentially up to 90%	£300,000
Highway Improvements	County-wide	20mph zones across Monmouthshire	From 2015/16	Tbc	Tbc	Tbc	Tbc
Sustainable Transport	County-wide	Development and implementation of travel plans	From 2016/17	£500,000	None	None	£500,000

- City-deal funding: The proposed city-deal is expected to include a number of transport infrastructure proposals that will contribute to improve the economic performance of the region, and key LTP schemes are being considered for inclusion.
- Council own funding
- Possible active travel funding: The Welsh Assembly’s post-legislative scrutiny on the progress of the Active Travel (Wales) Act implementation includes a recommendation that there should be “a specific budget line dedicated to supporting active travel”.

3.3 Council officers are looking at other opportunities for funding, including Rural Development Grant and European Funding.

3.4 In addition to the ongoing schemes, the following key improvements are currently being actively progressed:

- Active travel: Following a public consultation, existing Routes maps have been submitted to Welsh Government in January. Workshops to develop draft future key walking routes and key cycling routes are planned for April-June, with a public consultation later in 2016/17. MCC is also currently seeking Local Transport Plan funding for 2016/17 for a number of possible quick wins, including surface improvements between Victoria Close and Clawdd Du, upgrade an additional crossing points (dropped kerbs) at Wonastow Road, additional cycle parking at Monmouth Leisure Centre and town centre and in Usk, making permanent current trial pavement widening in Monmouth Monnow Street, installation of electronic information point at Monmouth bus station, new/upgraded crossing points at Usk Maryport Street, Twyn Square, Castle Parade, Porthycarne Street, Bridge Street and Woodside and a new uncontrolled pedestrian crossing with central refuge and new section of footpath at Trellech. A response is expected late March. It should be noted that it is very unlikely that the bid will be funded fully, and there is no guarantee that MCC will get any funding.
- Monmouth Wyebridge traffic and pedestrian Improvements: Local Transport Fund grant has been received to develop the scheme in 2015/16; further funding for pre-works is

² Welsh Government Road Safety Grant

expected for 2016/17. Once this has been received and the work undertaken the council will then be able to bid for funding for implement in 2017/18.

- Bus services: Officers are currently working on a retender for the 63, 69 and Monmouth town bus routes. Furthermore, Welsh Government has undertaken a study on the Chepstow-Monmouth corridor, including reopening the railway or converting it to busway. Officers have suggested including Abergavenny-Monmouth-Chepstow/Newport in the TrawsCymru long-distance bus service for Wales network, and are now awaiting the report.

4. RESOURCE IMPLICATIONS:

- 4.1 There are no resource implications arising from this report. A number of the schemes set out above are partly or mostly funded through the council's revenue budget.

5. WELLBEING OF FUTURE GENERATIONS IMPLICATIONS (INCORPORATING EQUALITIES, SUSTAINABILITY, SAFEGUARDING AND CORPORATE PARENTING)

- 5.1 The LTP, the Active Travel (Wales) Act and the CIL have all been reviewed in line with future generations' implications (or equivalent as then applicable). The actual impact details of individual schemes will be considered during their further development and progressing.

6. CONSULTEES:

- 6.1 The LTP, the Active Travel (Wales) Act and the CIL have been consulted upon as set out in the background papers. Individual schemes will be further consulted upon during their further development and progressing.

7. BACKGROUND PAPERS:

- Local Transport Plan www.monmouthshire.gov.uk/local-transport-plan
- Active travel www.monmouthshire.gov.uk/active-travel-act
- CIL: report to Planning Committee 2 February 2016
<http://democracy.monmouthshire.gov.uk/ieListDocuments.aspx?CId=141&MId=334>

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