![monmouthshire sir fynwy logo]

SUBJECT: Short and long-term problems with public transport in Monmouthshire   **MEETING:** Public Services Scrutiny Committee   **DATE:** Monday, 19th June, 2023, 10.00 am   **DIVISION/WARDS AFFECTED:** All

1. PURPOSE:

To provide a summary of the short and long-term problems with public transport in Monmouthshire.

2. RECOMMENDATIONS:

To note the report.

3. KEY ISSUES:

Key parameters

3.1 As a rural county access to employment, education, and services is a major issue. Analysis from the Welsh Index of Multiple Deprivation 2011 suggests that access to services in our most isolated rural communities is poor. Of the 58 lower super output areas in Monmouthshire, 22.4% are in the most deprived 10% in Wales for access to services.

3.2 Transport relies heavily on the household car. 84.8% of households own a vehicle in Monmouthshire, compared to 77.1% in Wales, and 8.7% of households who own 3 or more cars.

3.3 In terms of commuting, in 2012 more than 40% residents commute to work outside the county, compared to less than 30% across Wales. The most important destination is Newport, because of the counties' closeness to the English border there are also substantial flows to Bristol and Gloucestershire. There is also an inflow of commuters equal to the outflow.

The Monmouthshire Rail Network

3.4 Monmouthshire is served by four railway station. Severn Tunnel Junction (STJ) is the county's sole station in the South Wales Western Mainline from Cardiff & Newport to Bristol & London. Caldicot (CDT) and Chepstow (CPW) lie on the Gloucester Line that branches of at STJ. Abergavenny (AGV) lies on the Marches Line connecting South Wales with North Wales and northwest England.

3.5 Overall service levels are mediocre to poor. STJ is served by an hourly service connecting Cardiff with Bristol and Taunton. In peak-hours only this is augmented by hourly stops of the Cardiff to Portsmouth service. Both services are operated by Great Western Railway (GWR).

3.6 STJ, Caldicot and Chepstow are served by a less-than-hourly Cardiff-Gloucester service operated by TfW. Twenty years ago this service operated hourly, and TfW aims to increase the frequency of this service to hourly. This enhancement has been postponed repeatedly and is now expected for late 2023. Chepstow is also served by roughly two-hourly Cross-Country (CC) trains connecting Cardiff with Birmingham and Nottingham. The CC trains are not a contractual requirement and can be withdrawn at any times (as they were during Covid).

3.7 Abergavenny is served by an hourly Cardiff-Manchester service, and a two-hourly Cardiff-Holyhead service. While virtually all trains of these services stop at Abergavenny, their overall stopping pattern is mixed, leaving to a very uneven service at Abergavenny, with gaps varying from 20 to 80 minutes.

3.8 Train services from Monmouthshire stations to Cardiff are notably more expensive than services of equivalent distance on the core Valley Lines. For example, a day return from Ebbw Vale or Maesteg to Cardiff (28¾ and 28½ miles respectively) is £8.30, while it is £11.60 from Severn Tunnel Junction (21¾ miles), £15.70 from Chepstow (29¼ miles) and £17.50 from Abergavenny (31¼ miles). For those commuting to work the difference is even greater – annual season tickets are £1164 from Ebbw Vale or Maesteg, £2108 from Severn Tunnel Junction, £2824 from Chepstow and £2932 from Abergavenny

3.9 While 2021/22 rail patronage figures were still depressed by the effects of Covid, there has been substantial grows over the last 25 years.

Table 1: Rail station entries, exits & interchange

Station name	1997/8	2017/8	2021/2
Abergavenny	236,640	437,014	283,944
Caldicot	49,478	101,248	56,838
Chepstow	87,866	253,464	147,434
Severn Tunnel Junction	63,942	308,265	137,156

The Monmouthshire Bus Network

3.10 Buses are the predominant public transport mode in Monmouthshire. There are bus routes connecting the key settlements with each other and other key settlements in neighbouring authorities. However there are a number of missing connections (eg Abergavenny to Usk, Chepstow to Coleford), many connections are low frequency (less than hourly), there are very few Sunday services and now evening services except between Newport, Caldicot and Chepstow. Service frequency has mostly rebounded to where it was pre-Covid, but on many routes it is below where it was 10-20 years ago.

3.11 Local bus services operate in Abergavenny, Caldicot, Chepstow and Monmouth. Table 2 shows the routes and the number of vehicles in service during Mon-Sat daytime. Non of the town services operate in the evenings or on Sundays.

Table 2: Local bus networks in Monmouthshire

Town	Local bus routes	Vehicles in service (Mon-Sat daytime)[1]
Abergavenny	5: A1, A2, A4, A5, A6	2½
Caldicot	1: 75	½
Chepstow	3(4[2]): C1, C2, C3 (C4)	1 (1½)

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[1] Where a vehicle operates both town service as well as other routes this is counted as ½.
[2] If including Beachley

| Monmouth | 3: W3, W4, W5 | 2 |

3.12 Integration between services is limited. While a number of timetables are coordinated (eg the C-services within Chepstow, allowing direct trips between Bulwark and Tescos / the hospital), many other connections are poor. Where these are between different operators passengers are at risk of being left behind if the first service is late. All-operator daily and weekly Network Rider exists for South Wales services, but this does not extend to Herefordshire, Gloucestershire or Bristol.

3.13 Integration between buses and trains are poor. The bus stations at Abergavenny and Chepstow are ½ mile from their railway station. No buses serve STJ railway station. There is no rail-bus ticketing in Monmouthshire.

3.14 Appendix 1 contains a list of bus services, whether they are financially supported by MCC, and a summary of their timetable now & before Covid.

Local Transport Plan

3.15 It is a statutory duty for local authorities, or groups of local authorities, to have a Local Transport Plan.

3.16 The 2015 statutory Local Transport Plan acknowledges a number of issues, those refereeing to passenger transport are set out in Appendix 2A. The LTP also contains a list of objectives and list of proposals (appendices 2B and 2C). The full LTP can be found at Local Transport Plan - Monmouthshire

3.17 The next round of LTPs is much delayed. Furthermore the Welsh Government has decided that the next round of plans must be undertaken on a regional basis, that is there shall be a Regional transport Plan, to be developed in 2023/24.

3.18 MCC is currently procuring consultants to develop a voluntary Local Transport Plan over the next 6 months or so, to inform the regional plan to be developed next year.

Bus funding

3.19 Monmouthshire CC currently spends approx.. £345k of its budget on supported but serviced, plus another £280k contribution to the Wales concessionary fares schemes. (This excludes funding for community transport, ie Grassroutes, and school transport.) Prior to Covid MCC also received approx. £335k per year Bus Services Support Grant (BSSG) from Welsh Government, to support bus service, community transport and associated costs.

3.20 Since Covid WG have provided substantial funding for bus services across Wales. This is currently being reduced, with the current scheme ending 23 July, and the proposals for July to 31 March 2024 under discussion.

3.21 MCC have also started discussion with Transport for Wales on longer-term opportunities to develop the regional bus network. One core ingredient of this will be a substantial increase in coordination between school services and the public bus network, another will be better fares integration.

3.22 Concerning coordination between school services and the public bus network, MCC already carries some scholars that receive free travel on the public bus network, and it is anticipated that this will be much increased from September. As a consequence most public bus services in Monmouthshire will then serve a (secondary) school in the morning and mid-afternoon.

3.23 In terms of integrated ticketing, MCC a short-term action is to allow through ticketing between routes 73/74 and T7, to allow cheaper journeys between Magor/Caldicot/Caerwent and Bristol.

4 EQUALITY AND FUTURE GENERATIONS EVALUATION (INCLUDES SOCIAL JUSTICE, SAFEGUARDING AND CORPORATE PARENTING):

n/a

5 OPTIONS APPRAISAL

n/a

6 EVALUATION CRITERIA

n/a

7 REASONS:

Report requested by the committee

8 RESOURCE IMPLICATIONS:

None direct. See above for spend on bus services

9 CONSULTEES:

None

10 BACKGROUND PAPERS:

See below

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APPENDIX 1A: LIST OF BUS ROUTES:

Route	Route description	Operator	MCC support
31	Brynmawr – Llanelly Hill – Blaenavon	Anslow	Yes, to TCBC[3]
34	Monmouth – Goodrich – Ross-on-Wye	Nick Maddy	Yes, to HCC[4]
35	Monmouth – Coleford – Ross-on-Wye	Stagecoach	
35A	Monmouth – Coleford – Cinderford (1 trip)	Forest Community	
36	Monmouth – Hereford	Stagecoach	Yes, to HCC
43/X43	Abergavenny – Brecon	Stagecoach	
54	Monmouth – Bridstow (1 trip, Fri only)	Nick Maddy	
60	Monmouth – Raglan – Usk – Newport	Newport Bus	Yes, tendered[5]
61	Brynmawr – Abergavenny – Usk College (College days) only	Anslow	
66	Blaenavon – Pontypool – Usk College (College days only)	Anslow	
63	Chepstow – Usk –Pontypool – Cwmbran	Anslow	Yes, tendered
65	Chepstow – Trellech – Monmouth	MCC	Yes
68	Abergavenny – Raglan – Monmouth	Adventure Travel[6]	Yes, tendered
68	Cwmbran – Usk College (College days only)	Anslow	
69	Chepstow – Tintern – Monmouth	Anslow	Yes, tendered
72	Chepstow – Lydney	Newport Bus	
73	Chepstow – Caerwent –Newport -	Newport Bus	Yes, de-minimis[7]
74/X74	Chepstow – Caldicot – Magor – Newport -	Newport Bus	Yes, de-m & ten.
74A/C	Magor Brewery – Newport	Newport Bus	
75	Caldicot town: Portskewett & Caerwent	MCC	Yes
78	Abergavenny – Brynmawr – Ebbw Vale – Merthyr	Stagecoach	
442	Abergavenny – Longtown – Clehonger (1 trip, Tue only)	Yeomans Travel	
707	Chepstow – Coleford (1 trip, Tue/Thu/Fri only)	Forest Community	
T7	(Magor – Caldicot –) Chepstow – Bristol	Newport Bus	
X3	Hereford – Abergavenny – Pontypool – Cwmbran – Cardiff	Stagecoach	
A1	Abergavenny town: Maerdy & Underhill	MCC	Yes
A2	Abergavenny town: Llwynu Estate	Anslow	Yes, de-m on Sat
A3	Abergavenny – Gilwern – Clydach – Brynmawr	Adventure Travel	Yes, tendered
A4	Abergavenny town: Llanfoist & Llanellen	MCC	Yes
A5	Abergavenny town: Knoll Estate	Adventure Travel	Yes, tendered
A6	Abergavenny town: Holywell Crescent	Adventure Travel	Yes, tendered

[3] Route 31 is an Torfaen CBC tendered service. MCC contributes to the costs.
[4] Route 34 and 36 are Herefordshire CC tendered services. MCC contributes to the costs.
[5] MCC tender. Newport CC contributes to the costs.
[6] Plus one commercial journey operated by Anslow as service 83.
[7] Routes 73 and (X)74 are commercial service within Newport. MCC has a 'de-minimis' agreement with Newport Bus to extend these services to Chepstow. Route 74 Mon-Sat evening & Sunday services are MCC tendered, Newport CC contributes to these

C1	Chepstow town: Bulwark & Thornwell	Newport Bus	Yes, tendered
C2	Chepstow town: Hospital & Leisure Centre	Newport Bus	Yes, tendered
C3	Chepstow town: Garden City	Newport Bus	Yes, tendered
C4	Chepstow – Sedbury – Beachley	Newport Bus	
W3	Monmouth town: Wyesham	Anslow & MCC	Yes (MCC only)[8]
W4	Monmouth town: Osbaston	Anslow & MCC	Yes, Anslow tendered
W5	Monmouth town: Rockfield & Kingswood	Anslow & MCC	Yes, Anslow tendered

APPENDIX 1B: SERVICE COMPARION

Main services only. The table shows the first & last departure from either end[9] on Mondays to Fridays, and the number of trips on Mondays to Fridays, Saturday & Sundays[10]:

Route	period	MF first departure	MF last departure	MF trips	Sat trips	Sun trips
31 (Llanelly Hill service)	pre-covid	730 & 802	1723 & 1802	4	---	---
	Spring 2022	905 & 930	1330 & 1405	2-3	2-3	---
	June 2023	905 & 930	1330 & 1405	2-3	2-3	---
43/X43	pre-covid	640 & 725	1700 & 1745	10	6-7	5
	Spring 2022	640 & 725	1700 & 1745	10	6-7	5
	June 2023	640 & 725	1700 & 1745	10	6-7	5
60	pre-covid	650 & 720	1735 & 1740	8-9	6	2-4
	Spring 2022	615 & 720	1805 & 1910	6-8	3-4	---
	June 2023	610 & 700	1805 & 1910	7-8	5	---
63	pre-covid	655 & 825	1640 & 1900	6	6	---
	Spring 2022	655 & 825	1640 & 1747	4-5	4-5	---
	June 2023	655 & 825	1640 & 1747	4-5	4-5	---
65	pre-covid	700 & 745	1715 & 1730	6	4	---
	Spring 2022	700 & 745	1715 & 1730	6	4	---
	June 2023	700 & 745	1715 & 1730	6	4	---
68	pre-covid	740 & 705	1900 & 1730	7-8	6-7	2-4
	Spring 2022	725 & 940	1530 & 1700	5	5	---
	June 2023	720 & 815	1720 & 1810	7	7	---
69	pre-covid	700 & 750	1810 & 1810	11-12	6	4
	Spring 2022	745 & 750	1720 & 1810	10-11	4	---
	June 2023	745 & 750	1720 & 1810	10-11	4	---
73	pre-covid	600 & 655	1800 & 1805	13	10	---
	Spring 2022	705 & 805	1800 & 1805	8	5	---
	June 2023	655 & 810	1810 & 1815	11-12	5	---
74/X74	pre-covid	610 & 655	2000 & 2135	14-15	13	5-6
	Spring 2022	615 & 725	1905 & 2030	14	11-12	---
	June 2023	612 & 725	1915 & 2035	14	13-14	4-5
	pre-covid	545 & 722	1732 & 1755	6-7	5-6	---
	Spring 2022	719 & 730	1736 & 1755	6	3	---

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[8] Anslow-operated journeys on route W3 are provided commercially, on routes W4 & W5 under tender with MCC. MCC operated journeys are supported financially by the council.

[9] Only one time is shown for certain circular or loop services

[10] Where a range of trips is shown this could mean different number of trips by direction, or different number of trips for different parts of the route, or different number of trips on school days and holidays

74a/c (Magor Brewery service)	June 2023	718 & 730	2015 & 2045	6-7	6-7	---
75	pre-covid	830 & 852	1630 & 1652	5	4	---
	Spring 2022	830 & 852	1630 & 1652	5	4	---
	June 2023	830 & 852	1630 & 1652	5	4	---
78	pre-covid	652 & 713	1800 & 1845	12-14	12	---
	Spring 2022	652 & 713	1800 & 1845	12-14	12	---
	June 2023	652 & 713	1800 & 1845	12-14	12	---
T7	pre-covid	645 & 650	1800 & 1845	12	11	4
	Aug 2022	620 & 750	1805 & 1903	12	10	4
	June 2023	620 & 750	1805 & 1903	12	10	4
X3 (Hereford-Abergavenny)	pre-covid	700 & 740	1720 & 1820	6-7	6-7	---
	Aug 2022	700 & 740	1720 & 1820	6-7	6	---
	June 2023	700 & 740	1715 & 1820	6-7	6-7	---
X3 (Pontypool-Abergavenny)	pre-covid	730 & 750	1825 & 1855	13-14	13	---
	Aug 2022	820 & 845	1645 & 1920	9-11	9-11	---
	June 2023	635 & 720	1745 & 1920	11-13	11-13	---
A1	pre-covid	833	1733	10	10	---
	Aug 2022	833	1633	9	9	---
	June 2023	803	1803	11	7	---
A2	pre-covid	735	1805	21	21	---
	Aug 2022	735	1805	21	21	---
	June 2023	735	1805	21	21	---
A3	pre-covid	800 & 913	1530 & 1643	4	4	---
	Aug 2022	810 & 919	1540 & 1636	4	4	---
	June 2023	750 & 914	1530 & 1654	4	4	---
A4	pre-covid	855	1755	9	9	---
	Aug 2022	855	1655	8-9	8-9	---
	June 2023	830	1730	10	7	---
A5	pre-covid	825	1705	5	5	---
	Aug 2022	825	1230	3	3	---
	June 2023	851	1631	4	4	---
A6	pre-covid	905	1635	4	4	---
	Aug 2022	822	1636	5	5	---
	June 2023	842	1622	4	4	---
C1	pre-covid	738 & 755	1743 & 1830	12	12	---
	Aug 2022	755 & 811	1630 & 1646	5	2	---
	June 2023	742 & 755	1752 & 1805	12	5	---
C2	pre-covid	910	1810	9	9	---
	Aug 2022	830	1700	5	2	---
	June 2023	917	1717	9	5	---
C3	pre-covid	858	1758	9	9	---
	Aug 2022	847	1720	5	2	---
	June 2023	903	1703	8	5	---
W3	pre-covid	755	1655	9	7	---
	Aug 2022	755	1655	9	7	---
	June 2023	755	1655	9	7	---
W4	pre-covid	830	1630	9	7	---
	Aug 2022	830	1630	9	7	---
	June 2023	652 & 713	1800 & 1845	12-14	12	
W5	pre-covid	830	1615	6	6	---

| | Aug 2022 | 830 | 1615 | 6 | 6 | --- |
| | June 2023 | 830 | 1615 | 6 | 6 | |

APPENDIX 1C: PATRONAGE INFORMATION

<mark>To be added</mark>

Route	year	year	year	year
MCC operated				
65				
75				
A1				
A4				
W3				
W4				
W5				
MCC tendered				
60				
63				
68				
69				
A3				
A5				
A6				
C1				
C2				
C3				
W4				
W5				

APPENDIX 2A: Excerpt of Matrix of Issues, Opportunities and Interventions of the 2015 LTP

Ref	Problem/Issue?	Evidence	Desired outcomes	High Level Intervention	Action required (schemes)
1, 3, 4, 6, 10, 11	Poor PT services to key employment, health, education, leisure and shopping sites (service may be lacking, require multiple operators' services, for new sites: may not be ready at beginning)	PT timetables and maps; Passenger feedback; Health and education sector feedback; Low PT modal share to some sites	Good accessibility to key sites by PT; Increased PT modal share for commuting, business, education, shopping, personal business and leisure trips; Increased PT usage	Improve PT services to key sites; Integrated ticketing; Travel planning. For new sites: Integrated land use & transport policy; Work with developers; Monitor / enforce planning obligations/travel plans; timetable integration	Support WG integrated ticketing initiative and GoCymru card; Support WG Travel Planners; Develop plans for better bus services; Require new developments to have travel plans; Travel Planning
5, 9	Dispersed settlement patterns; Declining populations in some	Population data; mode share data	Concentrate new development at existing settlements; Good	Flexible transport initiatives; For new sites: Integrated land use &	Provide funding for CT operations through BSSG; Expand GrassRoutes services; Require new

Ref	Problem/Issue?	Evidence	Desired outcomes	High Level Intervention	Action required (schemes)
	areas; Limited PT services to new housing sites.		PT coverage; promote char sharing	transport policy; Work with developers; Monitor / enforce planning obligations/travel plans	developments to have travel plans; Publicise car share
2, 4	Lack of PT services (esp. in rural areas, and evenings and weekends) , lack of access to existing PT network	PT timetables and maps; Passenger feedback; Lobbying	Good accessibility to key sites by people living in rural areas / in evenings / at weekends; Increased PT usage in rural areas / in evenings / at weekends	Additional bus services; Flexible transport initiatives; Additional rail stations	Provide contracted bus services; Incentivise weekend and evening services through BSSG; Provide funding for CT operations through BSSG; Expand GrassRoutes services; Support WG and Network Rail[11] in delivering additional stations as part of Metro programme
10	Peak-hour capacity issues on key PT corridors	Overcrowding, passenger feedback, passengers left behind	Increased PT patronage, modal shift from car to PT; PT journey time reductions; PT journey time variability reductions	Regional rail system improvements; bus priority along key corridors	Support WG and Network Rail in delivering electrification and other rail capacity enhancements; Develop measures to reduce bus journey times and their variability on key corridors
	Poor of awareness of PT timetables, services and fares	Low number of regular PT users; Difference in PT perceptions between users and non-users	Improved knowledge of PT services; increased PT patronage		Work with Traveline Cymru and operators to improve PT information, Travel Planning
	Quality of PT system	Passenger feedback, perceptions of users and non-users	Improved perceptions of PT services; increased PT patronage	Improve PT service quality	Incentivise quality through BSSG; Upgrade bus stops and stations; Support WG and Network Rail in upgrading rail stations
7	Lack of affordable transport	PT fares information; Deprivation indices	Reduction in transportation costs for low-income households; Good accessibility to key sites from deprived communities;	Concessionary fares; integrated ticketing; Flexible transport initiatives; Lower fares	Support WG concessionary fares scheme; Lobby for extensions for teenagers / adults in full time education / unemployed / newly employed ; Support WG integrated ticketing initiative and GoCymru card; Provide funding for CT operations through BSSG; Expand GrassRoutes services
	Road safety and personal security concerns as a barrier to use of active travel modes and PT.	Feedback from RTP consultation; Accident data; Lack of pedestrian/	Reduced accident numbers; People feel safe using active travel or PT; Increase number of	Road safety improvements; road safety education; Speed limits; Improve PT security; Ensure	Upgrade existing signal controlled junctions; Develop road safety programme (potentially including lower speed limits, cycle training, road safety education); Improve key active travel

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[11] Responsibility for rail infrastructure is non-devolved. Network Rail is the asset owner and rail network operator, and the UK government is responsible for the enhancements that will be delivered and setting out the funding available. It is in the interest of the Welsh Government to influence such investment decisions and in certain circumstances to invest directly (draft NTP, section 3.8)

Ref	Problem/Issue?	Evidence	Desired outcomes	High Level Intervention	Action required (schemes)
		cycling facilities at signal controlled junctions; Parents demand for free school transport	children walking / cycling to school	that all routes to school are safe.	routes; Incentivise bus security through BSSG; Review all routes to school to confirm suitability / identify required improvements

APPENDIX 2B: LTP Objectives

Safety and security
- To reduce the number and severity of road traffic casualties.
- To improve actual and perceived levels of personal security when travelling.

Connectivity and accessibility
- To improve access for all to employment opportunities, services, healthcare, education, tourism and leisure facilities
- To improve connectivity by sustainable transport between South-East Wales and the rest of Wales, the UK and Europe.

Quality and efficiency
- To improve interchange within and between modes of transport.
- To improve the quality, efficiency and reliability of the transport system.
- To improve awareness of public transport and active travel opportunities
- To reduce traffic growth, traffic congestion and to make better use of the existing road system.

Environment
- To achieve a modal shift towards more sustainable forms of transport for moving both people and freight.
- To reduce significantly the emission of greenhouse gases from transport.
- To reduce the impact of the transport system on the local street scene and the natural, built and historic environment.
- To promote sustainable integrated travel and to make the public more aware of the consequences of their travel choices on climate, the environment and health.

Land use and regeneration
- To ensure developments in South East Wales are accessible by sustainable transport
- To make sustainable transport and travel planning an integral component of regeneration schemes.

APPENDIX 2C: 2015-2020 LTP – prioritised programme – public transport projects

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
Severn Tunnel Junction access & interchange improvements	The council believes rail journey times and frequency enhancements, as set out in the South East Wales Integrated Transport Task Force report and in line with draft NTP (3.23.8 and interventions IT6, RS2, CCRM10 and CCRM13) is required to achieved the wider economic, social and environmental priorities of the LTP and LTP guidance. The proposals includes improved bus, cycle and pedestrian access to station, information provision and signage, cycle storage, expansion of park & ride site, construction of new link from B4245 to expanded park & ride site. Full benefit will be achieved if constructed in conjunction with M48/B4245 link road (see below). See also related Sewta study.	NTP / Metro programme, LDP, RTP	1	Regional	Tbc	Metro programme
Abergavenny rail station access &	Improved bus, cycle and pedestrian access to rail station, information provision and signage, cycle storage, new park & ride site	NTP / Metro programme (as above), LDP, RTP	2	Regional	Tbc	Metro programme

Scheme Name	Description	Source	Priority	L/R/N Significance	Cost	Funding Source(s)
interchange improvements	to east of station (to develop as parkway station) and pedestrian access, cycle access improvements See also related Sewta study.					
Chepstow rail station access & interchange improvements	Junction improvements to entrance to improve bus and pedestrian access to station and car access to park & ride site, information provision and signage, cycle storage, park & ride extension, cycle access improvements, access from Fairfield Mabey development. See also priority 12 and long-term aspirations. See also related Sewta study.	NTP / Metro programme (as above), LDP, RTP, AQMA report	3	Regional	Tbc	Metro programme / Developer contributions
Magor & Undy new walkway rail station – access & interchange improvements	There are advanced proposals for a unique community walkway station for Magor & Undy, with a GRIP study to be conducted in early 2015 to evaluate the site. It is proposed for the station to incorporate a community centre, active travel access measures, information provision and signage, integration with buses and a traffic management scheme for Magor with Undy. MCC would look to work with WG/NR in developing and implementing bus and active travel access measures for the station.	NTP / Metro programme (as above and RI10), RTP, MCC, local community	4	Regional /Local	GRIP Study £40K, station est. £2m-5m	MAGOR crowdfunding/MCC for study; Metro programme /Developer contributions/ New Stations Fund
Abergavenny bus station improvement	Improve bus and pedestrian access, facilities infrastructure and information (including signage and visitor information)	NTP / Metro programme (IT6), LDP, RTP	5	Regional	Tbc	Metro programme, MCC, Developer contribution
Monmouth bus station improvement	Improve facilities infrastructure & information	NTP / Metro programme (IT6), LDP, RTP	6	Regional	Tbc	Metro programme
Chepstow/Caldicot – Newport bus corridor improvement	Infrastructure improvements including bus stop enhancements and bus priority along this key corridor following service changes supported by MCC	Metro programme, MCC (BCT14), AQMA report	7	Regional	Tbc	Metro programme (for infrastructure), BSSG and MCC (for improved services)
Bus stop upgrade	Scheduled upgrade of bus shelters at major stops and key routes across county, including real time information at key locations	NTP / Metro programme (CCRM6), RTP, MCC members and officers; stakeholders; local communities	8	Local	Tbc	Metro programme, MCC; Developer contributions
Rail-bus link services	Following the introduction of a rail-bus link service at Severn Tunnel Junction using Grass Routes, MCC plans to look at opportunities for improving rail-bus links at other station	NTP / Metro programme (CCRM11, IT2), AQMA report	9	Local	Tbc	Metro programme, BSSG and MCC