

MCC Local Transport Plan Consultation Booklet



Monmouthshire County Council's Voluntary Local Transport Plan

Welcome to the Monmouthshire County Council's Voluntary Local Transport Plan public consultation

Introduction

Thank you for your interest in Monmouthshire County Council's voluntary Local Transport Plan.

This Local Transport Plan will also inform the replacement Local Development Plan which

is currently being prepared, and the Regional Transport Plan that is expected to be developed in 2024.

The focus of this consultation is to explore and seek your feedback on our vision, objectives and strategic framework for the future development of Monmouthshire's transport network. Inside the virtual engagement room you will find information about the current transport context within Monmouthshire, including the constraints and opportunities for our network. We also present our considered strategies to improve transport in the county, and to help us achieve our vision for an integrated sustainable transport system which positively contributes towards achieving net-zero.

Whilst these exhibition banners provide a summary of the key proposals, you can also view a draft copy of our Local Transport Plan for more information, including a high level carbon appraisal, delivery and action plans. The draft Local Transport Plan will be updated to take into account any comments received during this consultation.

What happens next?

Thank you for taking the time to view our proposals and provide us with your feedback.

Once the consultation has closed, your feedback will be analysed, reviewed and considered by our project team to help them finalise the Local Transport Plan. The Local Transport Plan will then be carefully considered by us at Monmouthshire County Council before deciding how to proceed.

A copy of the Local Transport Plan will be made available on our website in due course.

Please submit your feedback by 23:59 on 15 December 2023



Vision Statement

We have an opportunity to develop a future integrated transport network that addresses the climate emergency, is attractive to travellers, responsive to changing technology, and meets local policy objectives.

Our vision for Monmouthshire involves focusing our services, facilities, new housing and jobs in and around our key towns, creating compact communities where people can get around to key destinations without relying so much on their car.

Progressive and joined-up town and transport planning and policymaking will be required to promote the efficient, sustainable movement of people, goods and food, whilst also enhancing the urban realm, community, health and wellbeing.

New or improved high quality, sustainable and efficient public transport services and infrastructure is imperative to interconnect our towns and access regional and national destinations in both directions, helping to strengthen the resilience and competitiveness of our communities and economies, whilst protecting the environment.

Whilst we acknowledge roads will remain important arteries for journeys made by those who rely on their cars, taxis and buses, we will improve active travel infrastructure, access to on-demand services and embrace emerging innovative ways to move around.

The Covid-19 pandemic has brought about an appetite for more liveable, people-oriented neighbourhoods. The ‘15-minute neighbourhood’ or ‘compact community’ approach will help us establish transport hubs (often known as ‘mobility hubs’) supporting low car neighbourhoods.

As well as provision for first and last mile connections to public transport and encouraging multi-modal trips, such facilities are increasingly becoming much more than just transport nodes.

Efficient use of space around public transport nodes will then better enable users to connect and engage with local facilities, which will contribute to making vibrant, high-quality neighbourhoods that attract a diverse range of people.

Core public transport infrastructure will be supported by transformational urban and public realm projects that encourage safe, low speed use, and support the place function of urban streets.

Such projects should capitalise on mode shift to more sustainable modes, by re-allocating road space from cars where appropriate and practical, and reflecting the modal hierarchy necessary to decarbonise our transport system.

Our ambitions:

For the more urban parts of the county, core bus services should run at least half hourly between 08:00 and 18:00, and at least hourly during evenings and Sundays.

Through investing in our active travel network, we will make walking, cycling and wheeling a safe and easy option for journeys shorter than 3 miles to education, employment, shopping, health destinations, and bus and rail stations.

We will work with partners to improve internet speeds to enable equal opportunity for home working and local working hubs.

By collaborating with Network Rail and Transport for Wales we will make existing and new stations accessible to all, and campaign for at least two trains per hour in each direction to make rail a competitive option.

Investment to roll out on-demand and community services will help provide the needed flexibility to link rural settlements to key services and the public transport network.

Acknowledging that there will always be a need for some car journeys, we will strive to keep the roads in good condition, whilst our commitment to electric vehicle charging provision will pave the way for a more sustainable transportation landscape.

The Local Transport Plan

In 2021 the Welsh Government published 'Llwybr Newydd, The Wales Transport Strategy' (WTS) which sets out the priorities and ambitions for transport in Wales, including the promotion of the Sustainable Transport Hierarchy which encourages a mode shift towards more sustainable forms of transport. MCC understand the urgent need for mode shift to help decarbonise our transport system, and our Corporate and Community Plan states how we share the Welsh Government's ambition to become carbon neutral by 2030. As such, we are preparing a voluntary Local Transport Plan to establish a framework for the promotion of a safe, integrated, and efficient transport network, which contributes towards achieving net-zero.

The Local Transport Plan

The Local Transport Plan will outline a long-term strategy for developing our transport network, considering the local needs of the area and supporting social equality, a thriving economy and helping reduce the transport network's impact on the environment.

We will develop a Local Transport Plan which establishes a strategic framework for the future of transport within Monmouthshire and beyond, helping inform the emerging Regional Transport Plan being progressed by the South East Wales Corporate Joint Committee. It will also support our placemaking strategies and inform our Replacement Local Development Plan, which is also currently being prepared.

Monmouthshire's Transport Network

We recognise the following opportunities and challenges for the Local Transport Plan:

- Monmouthshire has the highest level of car ownership of any local authority in Wales at 1.51 vehicles per household, versus a national average of 1.32. In addition, car ownership has grown in Monmouthshire by 4% since the 2011 Census.
- Previous land use and development patterns contribute to high mode share, long travel times, and reliance on private car trips.
- There is a lack of provision of active travel infrastructure which limits the viability of walking and cycling.
- High traffic volumes on A-roads that run through town centres and in areas with high pedestrian activity leads to road safety concerns.
- Lack of public transport connectivity and alternatives leads to social isolation and difficulty accessing healthcare services, such as the Grange University Hospital, for residents without access to private vehicles.
- Lack of transport integration limits joined up journeys, and the reach of the public transport network.
- Localised and motorway traffic congestion contributes to poor air quality and GHG emissions.

Due to Monmouthshire's rural nature, dispersed settlement pattern and car-dependent transport system, achieving the mode share targets will be challenging in its current context. Therefore, significant improvements to our sustainable transport network are required to enable the county, and wider region, to meet its greenhouse gas reduction goals while improving well-being.



Aims and Objectives

To help achieve a safe, integrated, and efficient transport network, which reflects the priorities within the Welsh Transport Strategy and our Corporate Plan, we have worked closely with stakeholders to develop our proposed aims and objectives for the Local Transport Plan.

The overarching aim for our Local Transport Plan is to deliver:

An integrated transport and land use system that prioritises sustainable travel, enables transition to a zero-carbon county, and supports well-being, health and dignity for everyone at every stage of life.

To achieve the vision, this Local Transport Plan is framed by four objectives that are aligned with the Wales Transport Strategy's well-being ambitions:

Objective 1: To create safe, healthy and equal communities in Monmouthshire ensuring residents and visitors have access to active travel, public transport, and zero emissions vehicles with respect to the transport hierarchy.

Objective 2: A transport system that delivers a significant reduction in greenhouse gas emissions and improves awareness of the consequences of travel choices in Monmouthshire on climate change, biodiversity, air quality and health.

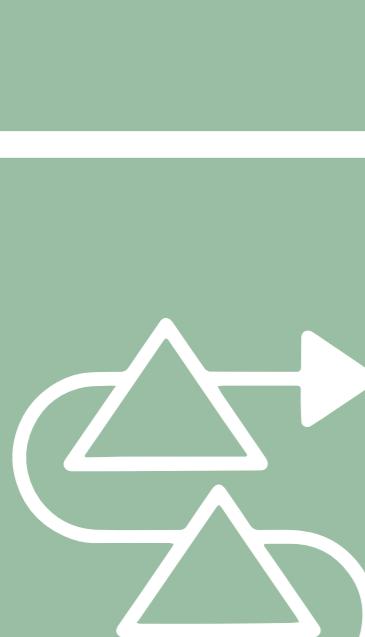
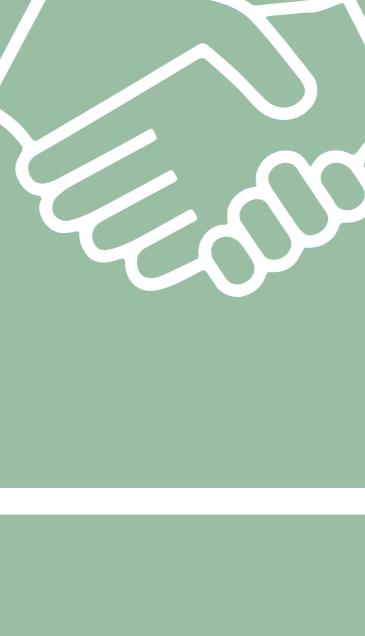
Objective 3: A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances the historic environment.

Objective 4: A transport system that contributes to Monmouthshire's economic ambitions, supports local communities, and improves sustainable connections to key market towns and key external destinations.

To support these objectives, 12 policy focus areas have been developed, these include:

- Land Use Planning
- Digital Connectivity
- Freight and Logistics
- Mobility Hubs and Interchanges
- Active Travel
- Bus
- Rail
- On-demand and Community Services
- Behaviour Change and Information
- EV Charging Infrastructure
- Roads, Streets and Parking
- Home to School Transport

Within each focus area, a policy ambition has been developed and a number of interventions have been identified. Where appropriate, these interventions have been classified as follows:

| LTP Classification | Description |
|------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  Deliver | Specific interventions that align with WTS and Local Transport Plan (LTP) objectives, that have undergone wellbeing appraisal. These are the key focus of the LTP period and Monmouthshire County Council (MCC) will be responsible for delivery (in full for smaller schemes, or initial stages for larger programme) within the five-year LTP plan period. |
|  Plan | Longer term interventions that align with the LTP objectives and WTS priorities, that could be developed further but are unlikely to be deliverable within the plan period. |
|  Continue | Interventions that are already funded, have gone through an appraisal elsewhere or that are Welsh Government requirements or ongoing commitments undertaken by MCC. |
|  Support | Interventions that MCC will not ultimately be responsible for delivering, but have an interest in promoting, supporting and/or collaborating on with other entities (e.g. Welsh Government, Transport for Wales, neighbouring Local Authorities etc.) |
|  Review | These schemes do not meet one or more of the appraisal criteria. However, they may hold significance for the transport network and the people in Monmouthshire, and thus remain ambitions of MCC. Hence, these interventions will be reviewed or adjusted to align with wider objectives and funding requirements. |

Active Travel

Active Travel is the term used for getting around via walking, cycling and wheeling (which includes wheelchairs and mobility scooters) for short everyday journeys, such as going to school, work or shopping.

We envision a future in Monmouthshire where active travel is at the heart of the community, offering safe, accessible, convenient, and enjoyable options for both residents and visitors. While there have been efforts to improve walking and cycling infrastructure within Monmouthshire, there are still gaps in the network which hinders the uptake of walking and cycling as sustainable transport options.

There are also road safety concerns on busy roads in areas with high pedestrian activity, in addition the topography of the county and distances between key towns also being a limiting factor in the uptake of walking and cycling. As such, the LTP aims to extend and improve the active travel network and complement it with cycle parking, hire and wayfinding. The following policy ambition is proposed:

Continuously develop a network of local routes to connect people with the places they travel to for everyday journeys to support walking, cycling and wheeling becoming the preferred choice for shorter journeys.

As part of this policy ambition are the following Active Travel objectives:

- Expand and refine the network of local routes for walking and cycling, seamlessly connecting people to their everyday destinations.
 - Engage with Children, Young People and Adults to reduce the barriers of Active Travel and promote modal shift for current and future generations.
 - Focus on journeys shorter than 3 miles to education, employment, shopping, health destinations, bus and rail stations that can reduce everyday car journeys, and make walking, cycling and wheeling the easiest option.
 - Develop schemes in partnership with local people and prioritise safe and accessible pathways that cater to individuals of all abilities and backgrounds.
 - Support and collaborate with Welsh Government, Transport for Wales and neighbouring local authorities in Wales and England to deliver Active Travel across borders and on trunk roads in Monmouthshire.
- To help achieve this policy, the following specific and longer-term interventions are outlined below, in addition to interventions which will require our support and collaboration with other entities to deliver.

Deliver

MCC are currently delivering on key strategic active travel projects across the county. These include initial Active Travel Network Schemes within Usk, Gilwern, Chepstow, Monmouth, Magor and Undy and Abergavenny and Llanfoist such as:

- Abergavenny to Llanfoist Active Travel scheme. This involves incorporating a new Active Travel bridge across the River Usk and associated links.

- Severnside spinal route which includes the conversion of a disused MOD railway to an Active Travel path and links through Caldicot town to the railway station. In addition to Active Travel improvements from Undy to Rogiet alongside the B4245 and Active Travel improvements from Newport to Magor along the A4810.

- Monmouth spinal route which includes a new Active Travel bridge across the River Wye with associated links and routes through to Kingswood Gate.

Plan

We aim to develop plans and programmes that encourage active travel including:

- Implementing clear wayfinding systems.
- Removing barriers to active travel.
- Improving crossings for pedestrian and cyclist safety.
- Improved routes within communities to make them safer for Active Travel.
- Improving active travel links to town centres and sites which will be identified within the Local Development Plan.
- Active travel friendly town centres
- Introducing e-bike charging infrastructure.
- Support cycle hire initiatives and look for wider rollout.
- Cross-border links with Newport
- Safe routes in communities schemes (SRiC) beyond those currently funded

Support

- The provision of Active Travel links to neighbouring authorities
- Active travel upgrades along A-roads.
- Work with Government organisations on Active Travel pilot schemes such as the provision of secure cycle parking in form of cycle hangars (with TfW).

Bus

The bus service in Monmouthshire is currently unreliable as there is a low frequency of services and poor network coverage. This results in slow journey times and non-direct routes, which means the bus is currently not a viable alternative to the private car. This problem is felt throughout the whole of Wales, and as such the Welsh Government have set out a vision for the future of Welsh bus services, summarised as 'One Network, One Timetable, One Ticket'. This will change the bus system governance to a franchised system and allow the bus system to form part of an integrated transport network in Wales.

This has given us the opportunity to re-think how services are planned and delivered in Monmouthshire. As such the following policy ambition is proposed:

Ensure that there is a stable and coherent network of frequent, reliable and affordable bus services that are fully integrated with other modes of public transport enabling residents to access key destinations including town centres, healthcare, schools and workplaces.

To achieve this, we envisage that core bus services run at least hourly between 08:00 and 18:00, and at least two hourly during evenings and Sundays. For the more urban parts of the county (e.g., Severnside), a higher frequency will be more appropriate (e.g., half-hourly and hourly on evenings/Sundays).

The following specific and longer-term interventions are outlined below, in addition to interventions that will require our support and collaboration with other entities to deliver.

Deliver

- Improved bus links to and from the Grange University Hospital
- Improvement in quality of bus services between Chepstow/Caldicot and Newport
- Improved bus frequencies between Monmouth and Chepstow

- Bus Priority over other road traffic at Severn Tunnel Junction Station

- Rural bus routes e.g., Abergavenny – Monmouth

- Improved Monmouth bus and coach stop with considerations for tourist coach parking.

- Improved Abergavenny bus and coach stop with considerations for tourist coach parking.

- Improved public transport links between Monmouthshire and Avonmouth

Plan

- Improved Bus information including real time information.

- Bus infrastructure measures, such as bus priority, along key corridors

- Local Bus Service Upgrades

- Bus stop upgrades

Support

- An improved (T7) Express bus service

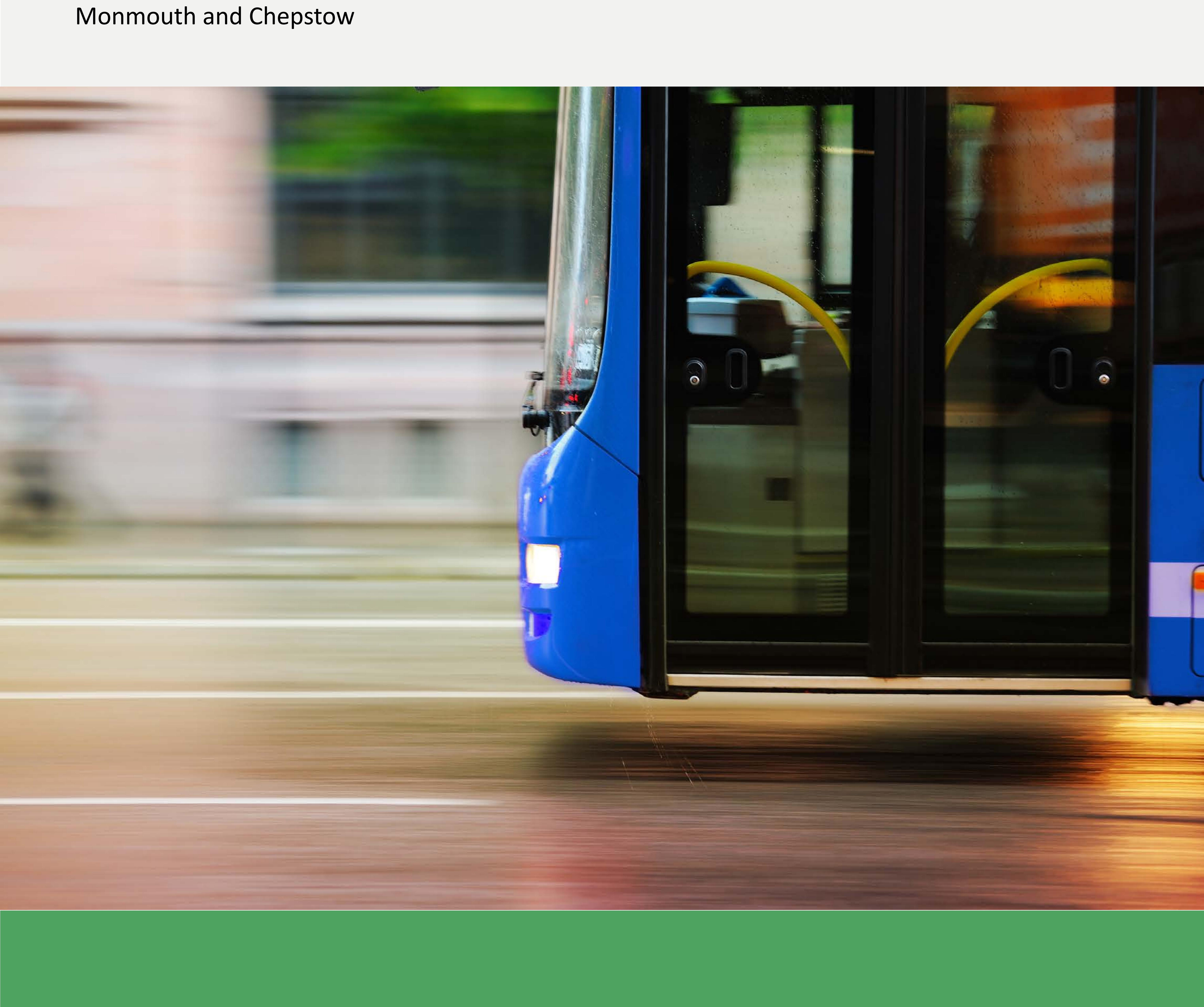
- Bus priority of movement on and across A4042 corridor

- 'One Network One Timetable One Ticket' Bus Network Review

- Extend Bristol Metrobus services to Chepstow / Severnside

- Mass Transit from Forest of Dean and Chepstow to Bristol

- Work with West of England Combined Authority on mass transit extension



Rail

Rail has the potential to become a key driver of decarbonisation and modal shift within Wales. However, to achieve this, routes and service frequencies will have to increase, the quality and reliability of journeys must improve, stations must become more accessible for all, and fares must become more affordable. To help achieve this the following policy ambition is proposed:

An integrated, accessible rail network with increased frequency of trains to key destinations.

As Monmouthshire County Council does not have direct responsibility for the rail network infrastructure or services, the following interventions have been shortlisted. However,

Community and On Demand Services

It is considered that in isolation, public transport and active travel are unlikely to replace all car trips in a rural authority like Monmouthshire. In addition, given the County's rural setting, it makes it difficult to achieve comprehensive public transport coverage. As such, when public transport or active travel are not options, there is a place for access to on-demand services such as car clubs and car sharing apps/websites to facilitate multi-modal lifestyles.

Mobility Hubs and Interchanges

Journeys often involve more than one mode of transport, particularly in a rural authority such as Monmouthshire as the distance to key hubs such as rail stations is further. By delivering a public transport network that offers users multiple options, users can choose the tool that best meets the specific needs of their journey. To improve the provision for first and last mile journeys that extend the reach of the core public transport network the following policy ambition is proposed:

Mobility hubs and station facilities that support interchange between bus and rail services and facilitate first and last mile journeys by a range of sustainable transport modes.

To create an interchange experience that is efficient, comfortable, safe and reliable, we will further develop and deliver schemes that aim to provide a more integrated and user-friendly transportation network for the benefit of residents and visitors alike. To achieve this, the following specific and longer-term interventions are outlined below, in addition to initiatives which will require our support and collaboration with other entities to deliver.

Deliver

- Bus and active travel integration with the Welsh Marches Line which runs from Newport to Shrewsbury through Abergavenny.
- Sustainable travel improvements at Abergavenny Railway Station.
- Transport interchange improvements at Severn Tunnel Junction.
- Chepstow Transport Hub which optimises connectivity by relocating Chepstow Bus Station adjacent to the railway station.

Plan

- Interchange hubs between on-demand and timetabled bus services.
- Security and welfare provision for passengers and staff, including coach drivers, at interchange locations.
- Cycle parking at bus stops.

Support

- Timetable coordination at key points of interchange.
- Coordinate rail and bus timetables and routes to minimise waiting times and optimise connectivity, this includes timetable coordination at key points of interchange.
- Active Station Network Plan for all stations.
- The provision of cycle storage at interchanges



Roads, Streets and Parking

The LTP reflects our commitment to creating a transportation network that not only ensures the safety and efficient movement of all road users but also prioritises and promotes sustainable choices such as active travel and public transport. Through strategic planning, collaboration, and continuous improvement, we aim to create a road and street environment that enhances the quality of life for our residents and visitors while contributing to a greener, healthier future for Monmouthshire.

The following policy ambition is proposed:

Ensure that roads and streets are safe, well-maintained and managed for all road users, and support sustainable transport options including active travel and public transport.

Some specific and longer-term interventions have been identified in addition to initiatives which will require our support and collaboration with other entities to help create a well-maintained and managed roads.

Deliver

- Tackle pavement parking and street clutter, so that streets are safer for all.
- Reallocate road space, particularly within the four market towns, prioritising pedestrians, cyclists, and public transport, creating safer and more accessible environments
- Magor Walkway station parking strategy to prevent commuter parking on nearby streets
- Optimise kerbside usage, considering sustainable modes and spaces for pedestrians while accommodating disabled parking needs.

Plan

- A strategy for congestion and emissions zones that promote cleaner air.
- A comprehensive speed limit strategy that incorporates reduced speed limits on rural roads, fostering a safer environment for walking, cycling, and riding.

- Road safety capital schemes to enhance overall safety infrastructure.

- An integrated strategy for HGV parking and driver welfare.

Continue

To keep the roads in good condition, we will continue our road maintenance programme for essential repair and road works to be carried out.

Review

We will upgrade, improve and future-proof our road network and a number of road schemes will be subject to review and for further consideration in the context of the Welsh Government Roads Review. While these schemes do not meet one or more of the appraisal criteria. They may hold significance for the transport network and the people in Monmouthshire, and thus remain ambitions of the Council.



EV Charging Infrastructure

The Welsh Government's Electric Vehicle Charging Strategy for Wales sets out the vision for electric vehicle charging in Wales. This states that by 2025, all users of electric vehicles in Wales are confident that they can access electric vehicle charging infrastructure when and where they need it.

In Monmouthshire, the existing electric vehicle charging infrastructure remains limited, with a total of only 44 public charging points available. Considering the importance of the rural and strategic road network for Monmouthshire's population, we recognise the dual importance of promoting modal shift and adopting electric vehicles. As such, there is an urgent need to transition to electric vehicles to align with sustainable practices. Therefore, the following policy ambition is proposed:

Ensure that MCC continues to lead the transition to electric vehicles in Wales by ensuring that fair and equitable charging infrastructure is available for residents and visitors.

To promote the growth and accessibility of electric vehicles, the following specific and longer-term interventions have been shortlisted;

Deliver

- Tourism and destination charging at public sector sites
- The progression of residential EV charging in priority areas
- The progression of EV charging in several carparks

Support

- Support and collaborate with public sector workplaces that want to develop or increase their EV charging points;
- Support the advancement of fast charging stations at rail station car parks to encourage EV adoption, and
- Support the roll out of the Welsh Government EV Charging Strategy



Behaviour Change and Information

We want to encourage people to change their travel behaviour to use low-carbon, sustainable transport where this is a viable option for their journey. As such, we will look to support mode shift by enhancing travel planning, education, campaigns and variable parking charges, with the following proposed policy ambition:

Ensure that residents and visitors to

Monmouthshire are fully informed about sustainable travel options, allowing them to plan, pay for and undertake journeys using information available in their preferred medium.

To achieve this, we will deliver a range of behaviour-change specific and longer-term interventions, in addition to interventions which will require our support and collaboration with other entities to encourage people to make smarter travel choices and increase use of sustainable modes of transport. These interventions are outlined below:

Deliver

To address traffic congestion, we propose the following deliverables;

- Creation of Wye Valley tourism walking and bus route maps which combine buses for the outbound journey and walking for the return.
- The promotion of a 'No Car Day' event. This will be aligned with the World car Free Day and will showcase what a more sustainable Monmouthshire will look like.
- Workplace parking levy; we propose to charge employers for workplace parking, the money will then go to dedicated local transport enhancements.
- Variable parking charges; parking charges will be based in vehicle size or emissions

Plan

To complement infrastructure investment, we have developed a number of plan based soft behaviour change measures which include;

- Road safety education, training and publicity
- Travel planning for households and workplaces
- Travel planning for tourism

Support

To further encourage behaviour change, schemes and interventions will be supported through the following initiatives;

- Providing unified transport branding and an integrated ticketing system
- The provision of a 'Transport for Wales as a Service' app
- Active Travel Behavioural Change campaign
- Air Quality Awareness Publicity campaign



Home to School Transport

When consulting with stakeholders on the development of the LTP, some highlighted home-to-school transport as a focus area for Monmouthshire that could facilitate improved awareness and habits around healthy and sustainable travel to school. As such the following policy ambition is proposed:

Prioritise sustainable travel for home to school transport, ensuring that most secondary school and college trips, and nearly all primary school trips are made by walking, cycling or public transport.

The encouragement of active travel and the reduction of vehicle traffic around schools can create a safer, healthier and cleaner environment for the generations of tomorrow.

Given school start and finish times align with peak commute times, this policy will also have the benefit of reducing congestion for other transport users in Monmouthshire.

To achieve this policy, we will:

Deliver

- Deliver school streets across the county to create safe active travel spaces in the vicinity of schools

Plan

- Active Travel campaign and staggered timings for school buses

Continue

- Identify safe active travel routes to schools and enhance these
- Work with schools to develop travel plans and set mode share targets

Support

- Work with operators to ensure suitable access to education facilities



Land Use Planning

Monmouthshire is predominantly a rural county. The current dispersed land use and development patterns have resulted in a high reliance on the car and an environment which makes sustainable travel provision a challenge. Therefore, to achieve the councils core purpose of becoming a zero-carbon county and to deliver new development in accordance with Future Wales national policy, it is critical that any new proposed development sites are well-connected by public transport and active travel.

Considering this, we propose to improve the interaction between land use planning and transport within our county with the following policy ambition:

Development proposals must promote sustainable, low carbon, safe forms of transport which reduce the need to travel by car, increase provision for walking and cycling and improve public transport provision, delivering mode share targets from the outset.

To achieve this, we will:

- Continue to approve planning applications in line with best practice for promoting sustainable transport.
- Locate development close to public transport facilities and design development to improve public transport infrastructure
- Develop the role of Monmouthshire's Primary Settlements in accordance with the South East Wales Regional Plan
- Ensuring developments incorporate and/or enable the use of ultra-low emission vehicles by providing the necessary underlying charging infrastructure
- Ensure placemaking principles underpin all

new development to deliver places which are attractive and accessible.

- Ensure development in rural areas enables solutions to rural transport problems such as public transport links, digital infrastructure and innovative solutions.

As part of this policy, the Council commits to the following interventions;

- The reduction of parking standards for new development, particularly where areas where alternatives to the car have been improved
- The promotion of high-quality and secure cycle storage for new development
- Encouraging development to include shared mobility solutions, such as shared e-bikes, and car-sharing bays
- Promote development in urban and suburban areas to reduce sprawl, development will also be promoted around train stations, bus stations and other transport hubs.

- Use planning obligations and developer contributions to promote high quality public transport connections and services throughout the day and night



Digital Connectivity

In terms of air pollutant and carbon emissions, the most sustainable journey is the one we do not make. The Covid-19 pandemic has highlighted the wide range of activities that can be done remotely, which would avoid journeys being undertaken. As such, a focus area for this LTP is to promote digital and innovative infrastructure in both rural and urban areas. This will enable remote working for those that can do so, and reduce the need to travel to the workplace on a day-to-day basis. We propose the following policy ambition:

We will enhance digital connectivity and support more local facilities and services, so people can work from or near home and access services locally on a regular basis instead of travelling long distances.

The focus of this policy will be around three key areas,

Digital connectivity: currently, the average internet speed in Monmouthshire is 84 megabytes per second, which is 39% lower than the UK average of 117 megabytes. Working with partners, we will improve speeds across the county and ensure the improvement of areas of particularly poor broadband connectivity are prioritised. This will ensure there is consistency in the connectivity across the county, enabling equal opportunity for remote working, local working hubs and tele-appointments.

Remote working: We will ensure high quality broadband connections and suitable speeds to enable people to work from home, in local working hubs or to access services digitally. We will promote the development of working hubs throughout Monmouthshire, this will enable people to travel shorter distances to these hubs for work. This will also contribute to achieving the Welsh Government ambition for 30% of the Welsh workforce to work from or near home.

Healthcare: The NHS within Wales has been experimenting with telephone and virtual appointments. A recent review undertaken by telemedicine found that it reduced the carbon footprint of healthcare by up to 372kgCO₂e per consultation. As such, we will support accessing healthcare services remotely through improved broadband connectivity and speeds.

To achieve this policy, we will:

Deliver

- Promote agile working hubs

Support

- Improving broadband connectivity and speeds

Freight and Logistics

Freight transport is responsible for one third of the overall emissions from transport in the UK, with road freight accounting for 77% of this amount. To decarbonise freight efforts are being made at a national and industry-wide level, however, there is also work we can do at a local level to reduce the impact of local distribution. The final stage of parcel delivery between local depots and homes represents one of the most polluting components of the retail supply chain, as such our policy aims to reduce emissions at this stage. We propose the following policy ambition:

We will support the development of a competitive, responsive and resilient network of freight and logistics distribution service, that reduce the need to travel and contribute to our wider well-being ambitions

To achieve this, we will:

Deliver

- Parcel lockers in towns and villages across the county; many of these lockers will offer 24/7 access making use of technology such as QR codes and mobile messaging platforms. Lockers will also be located in areas where there is a good active travel network, at public transport hubs and interchanges or in locations where people can pick up and drop off their parcel on the way to work or school.

- e-cargo bikes for small businesses to make local deliveries, this will reduce the number of van deliveries which has benefits related to air quality
- A strategy for distribution centres to further consolidate parcels into fewer vehicle trips

Contact Us

Get in touch and have your say

Please submit your feedback by 23:59 on 15 December 2023

We are now seeking your feedback on our Local Transport Plan and associated proposals.

You can have your say by completing our online survey available via the virtual exhibition.

Alternatively, you can print, complete and return a copy of the survey, or write to us using the postal address:

'FREEPOST MCC LOCAL TRANSPORT PLAN' (no stamp required) or by email:
mcclocaltransportplan@arup.com

You can also speak to our project team, or request hard copies and accessible formats of our survey or consultation materials by contacting the project team on the email address mcclocaltransportplan@arup.com or telephone number **01172401529**

This consultation is open from Friday 17 November for four weeks.

We ask that you please provide your feedback by **23:59 on Friday 15 December 2023**.

Feedback received after this time may not be considered.

General Data Protection

The General Data Protection Regulations (GDPR) requires us to explain to you how your personal data will be used and stored. We are collecting personal data in this survey to help shape the development of this Local Transport Plan. Personal data collected by the project team will be processed and retained by Monmouthshire County Council or its partners on this Plan until the Plan is complete.

Under the GDPR regulations you have the following rights:

1. Right of access to the data (Subject Access Request)
2. Right for the rectification of errors
3. Right to erasure of personal data – this is not an absolute right under the legislation
4. Right to restrict processing or to object to processing
5. Right to data portability

If, at any point, Monmouthshire County Council or its partners on this Local Transport Plan plans to process the personal data we hold for a purpose other than that for which it was originally collected, we will tell you what that other purpose is. We will do this prior to any further processing taking place and we will include any relevant additional information, including your right to object to that further processing.

Your feedback including any comments will be anonymised outside of the project team and used to help us finalise our proposals. A record of comments may be produced that could be published. Comments will not be made attributable to any individual or organisation if this happens.

Monmouthshire County Council comply with all legislation governing the protection of personal information, including the Data Protection Act 2018 and the UK: General Data Protection Regulations (GDPR). The personal information you supply in this form will remain strictly confidential and will only be shared with Monmouthshire County Council. This information will be held and used in line with our retention policy. For more information about privacy, please visit:

www.monmouthshire.gov.uk/your-privacy

