

SUBJECT: Draft Local Transport Plan

MEETING: Public Services Scrutiny Committee

DATE: 11th December 2023

DIVISION/WARDS AFFECTED: All

1. PURPOSE:

- 1.1 Public consultation on Monmouthshire's draft Local Transport Plan concludes on the 5th January 2024 and the feedback from this process will inform the final version of the Local Transport Plan which will be presented to Cabinet for consideration in February 2024. The purpose of this report is to provide Members with an opportunity to comment on the proposed plan so that their views can be reflected in the final draft to be considered by Cabinet.

2. RECOMMENDATIONS:

- 2.1 That Scrutiny Committee consider the proposed Local Transport Plan and provide recommendations for consideration by Cabinet.

3. KEY ISSUES:

Setting the Scene

- 3.1 The Local Government and Elections (Wales) Act 2021 creates a statutory requirement for Corporate Joint Committees to develop a Regional Transport Plan by 2025. Whilst this legislation removes the requirement for Local Authorities to develop their own Transport Plan, Monmouthshire is keen to ensure that our transport needs feature prominently in the Regional Plan and that we adopt an integrated approach to transport and land use planning in the Replacement Local Development Plan (RLDP). To this end, Ove Arup consultants were appointed following a procurement process to support the Council in the development of a Local Transport Plan (LTP).
- 3.2 The draft LTP has been developed following a review of national and local policies, a review of the 2015 LTP and a series of workshops with key stakeholders including Transport for Wales (TfW), Cardiff Capital Region (CCR), Sustrans and the Transport Forum. The plan is intended to align with national, regional, and local policy priorities and sets out a clear ambition for transport infrastructure in Monmouthshire over the next five years. The vision is predicated on six key principles:

- Decarbonising transport

- Building better places
 - Levelling up public transport
 - Embracing technology and innovation
 - Customer centric design
 - Governance and funding
- 3.3 Currently transport options in Monmouthshire can be fragmented with a heavy reliance on private transport due to cost, convenience, or a lack of public transport alternatives. Private motor vehicles however are net contributors to carbon emissions, air pollution and transport inequality. The draft Local Transport Plan seeks to re-prioritise integrated public transport and active travel, re-designing transport as a socially inclusive service, available to people where and when they want to use it.
- 3.4 The draft plan provides a policy context and updates on the delivery of the LTP 2015 -20. Of the 35 schemes that were identified in the 2015 LTP, design and feasibility was completed on 21 of the projects and only 5 have been progressed to physical completion. The key obstacle to delivery has been the availability of funding and many of the projects remain key aspirations, albeit they will continue to be dependent on national policies and available funding.

Aims and Objectives

- 3.5 The overarching aim for the draft LTP is the delivery of.

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

The plan recognises the rurality of Monmouthshire and how the spatial distribution of its communities impacts on access to services. In addition, the centralisation of health care facilities and the current cost of living crisis can increase isolation and negatively impact on the health of our communities. The draft LTP seeks to address these issues by adopting four objectives:

1. To create safe, healthy, and equal communities in Monmouthshire ensuring residents and visitors have access to active travel, public transport and zero emission vehicles with respect to the transport hierarchy.
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.
3. A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sports, and cultural activities, and protects and enhances the historic environment.
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.

The four aims are designed to support the adoption of a cohesive transport and land use approach which supports the development of compact communities, enabling them to access services locally, and where possible to work locally, negating the need for long commutes. Where travel is necessary, the plan promotes the use of an improved, accessible integrated active travel and public transport network that is affordable for all. This includes safe pedestrian footways, cycling routes, bus and demand responsive transport options and enhanced rail frequencies. For those journeys that must be undertaken by car, the plan promotes the use of ULEV vehicles through the installation of electric vehicle charging infrastructure and car clubs together with lift sharing opportunities.

Table 1 below, outlines the LTP objectives and policy alignment framework

MCC LTP Vision	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.			
WTS Well-being Ambitions	Good for people and communities	Good for the environment	Good for culture and the Welsh language	Good for the economy and places in Wales
MCC LTP Objectives	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.	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.	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.	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.
WTS Priorities	Bring services to people in order to reduce the need to travel		Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure	Encourage people to make the change to more sustainable transport
MCC LTP Focus Areas	Land Use Planning	Active Travel	Behaviour Change & Information	
	Digital Connectivity	Bus	EV Charging Infrastructure	
	Freight and Logistics	Rail	Roads, Streets and Parking	
	Mobility Hubs & Interchanges	On-demand & Community services	Home to School Transport	
WTS Monitoring Framework	Distance travelled per person	% active travel & public transport		Vehicle kilometres travelled
	% workforce working remotely	Greenhouse gas emissions		% zero emission vehicles

Source: Pg 32 of the Draft Local Transport Plan

Scheme Appraisals

- 3.8 The draft LTP proposes a list of interventions which are designed to support the delivery of the stated aims and focus areas. To arrive at these proposals a long list of potential interventions was developed which were sourced from both national and local policy documents, the development workshops and the 2015 LTP. Arup undertook an appraisal process assessing the interventions against the Wales Transport Strategy, the Well-being of Future Generations Act and the draft LTP four objectives to develop a short list of prioritised schemes. The outcome of this process is 131 identified interventions.
- 3.9 The intervention shortlist is made up of schemes, some of which, whilst of strategic importance to Monmouthshire, may be outside MCC's remit to deliver alone. For such

schemes, we will need to work with key stakeholders to facilitate their delivery. Others may not be deliverable within the five-year timeframe of the proposed plan. The interventions are therefore categorised into five different categories as illustrated in Table 2 below.






LTP Classification	Description	Number of Schemes
 Deliver	Specific interventions that align with WTS and LTP objectives, that have undergone an integrated well-being appraisal. These are the key focus of the LTP period and MCC will be responsible for delivery (in full for smaller schemes, or initial stages for larger programmes such as ATNM development) within the five-year LTP plan period.	43
 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. These schemes have not been fully appraised (Step 3) due to a lack of detail at this stage.	31
 Continue	Interventions that are already funded, have gone through WelTAG appraisal elsewhere or that are Welsh Government requirements or ongoing commitments undertaken by MCC.	11
 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, TFW, neighbouring Local Authorities etc. These schemes have not been fully appraised (Step 3) as they will be taken forward/led by others.	37
 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. Further detail provided overleaf.	9

Table 2: LTP Scheme Classifications (source pg. 41 of the draft LTP)

3.10 Nine proposed interventions run contrary to prevailing Welsh Government policy and it is proposed that these schemes are subject to further review to ascertain if potential adjustments could improve alignment with policy objectives. The nine schemes can be found in Table 5.2 (page 42) of the draft LTP; however, it is worth highlighting the inclusion of the B4245/ M48 link which continues to be a key priority for the Council to reduce traffic congestion on the B4245 and support active travel improvements.

Focus Areas and Shortlisted interventions.

Land Use Planning

3.11 Improved integration of land use planning and transport will be essential to deliver the Council’s core purpose of becoming a zero-carbon county. The plan proposes that planning applications will continue to be assessed in line with best practice principles for sustainable transport. In addition, the plan proposes commitments to reduce parking standards for new developments; promote cycle storage solutions; encourage shared mobility solutions such as car sharing bays and shared e-bikes; encourage density in urban areas and around transport hubs and use S106 and developer’s contributions to ensure public transport connections.

Digital connectivity

3.12 The plan proposes the promotion of agile working hubs and to continue to work with partners to support the improvement of broadband connectivity and speeds to enable more people to work from home and access virtual health care services.

Freight & Logistics

3.13 Whilst Monmouthshire will be unable to address the wider impact of the emissions arising from the freight industry, it can support change at a local level by focusing on the final stage of parcel delivery. It is proposed that we will deliver interventions that promote e-

cargo bikes for small businesses to undertake local deliveries, support the provision of parcel lockers in towns and villages and develop a strategy for distribution centres to reduce vehicle movements.

Mobility hubs and Interchanges

- 3.14 Ten interventions have been proposed that support improved connectivity and interchange experience between bus and rail services and active travel. Key proposals include improvements at Severn Tunnel Junction rail station, Chepstow Transport hub and Abergavenny rail station. The proposals consider the wider travel experience including improvements such as toilets, CCTV, and lighting. To support sustainable travel to and from the interchanges the plan proposes community-based services, demand responsive and public bus services.

Active Travel

- 3.15 The plan uses the term active travel to define those journeys that are undertaken by walking, cycling, and wheeling for short journeys. The plan proposes to build on the work already undertaken to expand the network and in particular focus on journeys under 3 miles to make active travel the easiest option. There are 29 proposed interventions which further develop the existing strategic active travel projects, which can be viewed on pg. 50 of the draft LTP.

Bus

- 3.16 Whilst it is recognised that the bus industry is currently in a period of transition due to grant funding changes and the proposed Bus Reform Bill, these provide an opportunity to consider the preferred network within Monmouthshire. The plan proposes, subject to funding constraints, a core bus network operating at least hourly between 8am and 6pm Monday to Saturday and two hourly during evenings and Sunday. On demand services could be utilised to support delivery outside of the core network. Of the 18 proposed interventions, 8 of them are within MCC's remit and include propositions such as improved bus links to the Grange hospital. The full list of proposed interventions is contained in table 6.5 on page 51 of the draft LTP.

Rail

- 3.17 The proposed LTP recognises that whilst improved rail services and frequencies are a key driver in increasing modal shift and decarbonising transport, the power to make these changes is outside the scope of Local Authorities and Welsh Government. The proposed interventions are therefore recommendations to support and lobby key stakeholders to implement changes such as the provision of a new walkway station at Magor, fairer fares and increase service frequencies on the South Wales mainline.

On-demand and Community Services

- 3.18 Given the rural nature of the county on-demand services such as Grass routes and Flexi will be essential to provide access to more flexible transport services. Supporting communities to develop their own car club and lift sharing schemes will also help off-set any gaps in conventional public transport provision.

Behaviour Change and Information

- 3.19 To fully support modal shift the plan identifies communication as a key driver to support behaviour change. The requirement to ensure that visitors and residents alike can easily access information about sustainable transport options to enable them plan, pay for and undertake journeys. This will require collaboration with TfW in the roll out of their mobility as a service app, as well as exploring initiatives such as workplace parking levies and variable parking charges.

EV Charging Infrastructure

- 3.20 The plan recognises that not all journeys will be achievable by public transport due to the rural nature of the county and the vital role of the road network. Where car journeys remain the only viable choice, communities must be supported to transition to electric vehicles through the roll out of electric vehicle charging infrastructure (EVCI). The Council is in the process of developing and adopting an EVCI strategy which will prioritise destination charging, public car parks and priority residential areas. We will ensure that EVCI does not interfere with active travel routes or disabled access on pavements.

Roads, Streets and Pavements

- 3.21 The plan promotes the creation of a transportation network that ensures the safe and efficient movement of road users but also prioritises and promotes public transport and active travel. The proposed interventions include the agreement and implementation of a parking strategy at Magor walkway and the implementation of Welsh Government's pavement parking recommendations.

Home to School Transport

- 3.22 Stakeholder feedback highlighted journeys to and from school as a key focus for the plan to improve awareness and daily habits around healthy and sustainable travel to school. Encouraging active travel and reducing vehicular movements will create a safer environment around our schools and help improve air quality. The promotion of public bus services for secondary school learners by amending service times will reduce the number of dedicated home to school transport vehicles and improve access for those learners not entitled to free home to school transport.

Transport Decarbonisation

- 3.23 In order to understand the potential impact of the proposed interventions on tail pipe carbon emissions, Arup have undertaken a high-level assessment comparing a do minimum approach (business as usual trends without any interventions) with five pathway scenarios. The outcome is that accelerating EV transition, decarbonising the bus fleet and increasing the use of public transport offer the greatest opportunities to generate carbon savings. If all intervention scenarios are implemented including demand management, freight decarbonisation and behaviour change, a carbon emission saving of 45% over the period 2023 to 2040 could be realised.¹

¹ Please see page 62 of the draft Local Transport Plan

Delivery

- 3.24 Appendix 1 provides a table outlining the proposed 38 interventions which are within the remit of the Council against deliverability factors such as cost and timescales, alignment with the LTP objectives and the Well-being Assessment summary. Funding continues to be a key barrier to implementation as demand for scarce resources is under increasing pressure from competing factors. The proposal to align transport with land use development can lever additional funding opportunities and provides additional potential demand to improve the viability of public transport.
- 3.25 It is proposed that monitoring and evaluation of interventions is undertaken within existing reporting structures, e.g., Corporate & Community Plan and, service business plans to avoid duplicating existing governance and reporting structures.

Consultation

- 3.26 A public consultation process commenced on the 17th November and will run until the 5th January 2024 . A virtual room has been created which allows members of the public to interact with consultation boards, summary booklet, the draft LTP and questionnaire. A press release was issued on the 17th and Town & Community Councils were notified via the Communications team on the same date. Stakeholders have also been contacted separately to make them aware of the consultation. Feedback from the questionnaires will be aggregated by Arup and used to inform the final version of the proposed Local Transport Plan which will be presented to Cabinet in February.

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

The draft LTP identifies a series of interventions designed to transition the existing model of transport, which is largely dependent of car journeys to a more sustainable integrated public transport approach, the success of which will be largely dependent on behavioural change and financial investment to upgrade the existing public transport networks and infrastructure. It is recognized that the bus industry is undergoing a series of changes including proposed new franchising legislation to give Welsh Government more control over the operation of subsidized bus networks. The plan cannot be delivered in isolation by Monmouthshire and will be dependent on collaborative working with key partners such as Network Rail and Transport for Wales. The proposed plan aligns with prevailing local and national policies and actively promotes the development of integrated land use and transport decision making to negate the need for journeys wherever possible and underpinning sustainable transport in all planning decisions.

There are no corporate parenting or safeguarding implications.

5. OPTIONS APPRAISAL

- 5.1 The Do-Nothing option was considered as the Local Government and Elections (Wales) Act 2021 removes the obligation on Local Authorities to develop local transport plans. This duty has been transferred to Corporate Joint Committees to prepare a regional transport plan on behalf of their constituent members.
- 5.2 This option was discounted as there is an increasing necessity for land use planning and transport to be aligned. The development of the draft LTP will enable the RLDP to consider the alignment of the four transport objectives and the integration of sustainable transport as a key guiding principle. In addition, the Monmouthshire LTP can be used to support and inform the Monmouthshire context within the South East Wales Regional Transport Plan which is due to be completed in 2025.

6. REASONS:

- 6.1 The adoption of a Local Transport Plan will provide a robust evidence base to assist the Council in securing improvements to Public and active travel infrastructure through grant funding opportunities, lobbying of delivery agents and the development of the South East Wales Regional Transport Plan.
- 6.2 The Wales Transport Strategy sets out an ambitious policy direction which is predicated on reducing the need to undertake journeys and driving modal shift away from private vehicles into public transport and active travel. This policy ambition is replicated in the Corporate and Community Plan and the LTP sets out how these policy ambitions can be delivered through local interventions within Monmouthshire.
- 6.3 The rural nature of Monmouthshire creates additional barriers for modal shift as it will not be possible to replicate the public transport infrastructure and network enjoyed by urban counterparts. The proposed LTP however does identify opportunities to mitigate public transport gaps through the provision of demand responsive services and community schemes such as car clubs and lift sharing. The implementation of EVCI will support communities without off street parking to transition to electric vehicles and provide more sustainable options for visitors.
- 6.4 It is recognized that implementing the proposed interventions will be dependent on identifying available funding streams. The work undertaken in the commission of the draft LTP provides a strong foundation for the development of grant bids and collaborative working with key delivery agents such as Transport for Wales and the Cardiff Capital Region.

7. RESOURCE IMPLICATIONS:

- 7.1 The draft Local Transport Policy sets out the policy context for future transport and land use decisions. The financial implications will be determined on a case-by-case basis if the LTP is adopted, and interventions are brought forward into deliverable schemes.

8. CONSULTEES:

- 8.1 A series of workshops have been held in the development of the proposed LTP and a wide variety of stakeholders were invited to take part which included Welsh Government, Transport for Wales, Sustrans, Network Rail, Monmouthshire Transport Forum, Cardiff Capital Region, bus operators and Members and officers from Monmouthshire County Council.
- 8.2 A public consultation was commenced on the 17th November which will close on the 5th January 2024. The feedback from the consultation will be used to inform the final version of the plan.

9. BACKGROUND PAPERS:

Draft Local Transport Plan

[Virtual consultation room](#)

10. AUTHOR:

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11. CONTACT DETAILS:

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Appendix 1 – Proposed Interventions Implementation Plan

Ref	Intervention	Strategic Fit				Well-being Assessment Summary				Deliverability			
		Obj 1	Obj 2	Obj 3	Obj 4	Economic	Social	Cultural	Envir.	Cost Range	Timescales	Acceptability	Existing Plan/Policy
AT1	Initial Usk Active Travel Network Schemes	+++	+++	+	++	Positive	Positive	Positive	Positive	Medium	Long	High	Yes
AT2	Initial Gilwern Active Travel Network Schemes	+++	+++	+	++	Positive	Positive	Positive	Positive	Medium	Long	High	Yes
AT3	Initial Chepstow Active Travel Network Schemes	+++	+++	+	++	Positive	Positive	Positive	Positive	Medium	Long	High	Yes
AT4	Initial Caldicot Active Travel Network Schemes	+++	+++	+	++	Positive	Positive	Positive	Positive	Medium	Long	High	Yes
AT5	Initial Monmouth Active Travel Network Schemes	+++	+++	+	++	Positive	Positive	Positive	Positive	Medium	Long	High	Yes
AT6	Initial Magor and Undy Active Travel Network Schemes	+++	+++	+	++	Positive	Positive	Positive	Positive	Medium	Long	High	Yes
AT7	Initial Abergavenny and Llanfoist Active Travel Network Schemes	+++	+++	+	++	Positive	Positive	Positive	Positive	Medium	Long	High	Yes
AT8	Undy to Rogiet Active Travel improvements alongside B4245	++	+	+	+	Positive	Positive	Positive	Positive	Medium	Medium	High	Yes
BC11	Wye Valley tourism walking and bus route maps	+	+	++	+	Positive	Positive	Positive	0	Low	Medium	High	Yes
BC12	Promote a 'No Car Day' event	++	++	0	+	0	Positive	Positive	Positive	Low	Short	Medium	Yes
BC13	Workplace parking levy (WPL)	++	++	0	+	Negative	0	0	Positive	Low	Short	Medium	No
BC14	Variable parking charges	+	++	0	+	Positive	0	0	Positive	Medium	Medium	Medium	No
BUS1	Improved bus links to and from the Grange University Hospital	++	++	0	+	Positive	Positive	Positive	Positive	Low	Medium	High	No
BUS2	Chepstow/Caldicot – Newport bus corridor improvement	++	+	0	+	Positive	Positive	Positive	Positive	Low	Medium	High	Yes
BUS3	Improved bus frequencies between Monmouth and Chepstow	++	++	0	++	Positive	Positive	Positive	Positive	Low	Medium	High	No
BUS4	Bus Priority at Severn Tunnel Junction Station	+	+	0	+	Positive	Positive	Positive	Positive	Low	Medium	Medium	Yes
BUS5	Monmouth bus/coach stop	+	+	0	+	Positive	Positive	Positive	Positive	Medium	Long	High	Yes
BUS6	Rural bus routes e.g., Abergavenny – Monmouth	++	++	0	+	Positive	Positive	Positive	Positive	Medium	Medium	High	No
BUS7	Abergavenny bus station improvement	++	+	0	+	Positive	Positive	Positive	Positive	Medium	Long	Medium	Yes
BUS8	Improved PT links between Monmouthshire and Avonmouth	++	++	0	++	Positive	Positive	0	0	Medium	Medium	High	No
DC1	Promote agile working hubs	+	+	0	+++	0	Positive	0	Positive	Low	Short	High	No
EV1	Tourism and destination charging at public sector sites	+	++	+	++	Positive	Positive	Positive	Positive	High	Long	High	Yes
EV2	Residential charging in the 13 priority areas	++	++	0	++	Positive	Positive	Positive	Positive	High	Long	High	Yes
EV3	EV charging in the 10 shortlisted carparks	+	+	0	++	Positive	Positive	Positive	Positive	High	Long	High	Yes
FL1	E-cargo bike scheme for small businesses in the main towns	++	++	0	+++	Positive	Positive	Positive	Positive	Medium	Medium	High	No
FL2	Distribution centres review and strategy	0	++	0	+++	Positive	Positive	0	Positive	Low	Medium	High	No
FL3	Parcel lockers	+	+	0	++	Positive	Positive	0	Positive	Low	Medium	High	No
HIS1	School Streets	++	++	+	+	0	Positive	0	Positive	Low	Medium	Medium	Yes
MH11	Bus and active travel integration with Marches Line	++	++	+	+	Positive	Positive	Positive	Positive	Low	Short	High	Yes
MH12	Sustainable travel improvements at Abergavenny Railway Station	+	0	0	+	Positive	Positive	Positive	Positive	Low	Medium	High	Yes
MH13	Transport interchange improvements at Severn Tunnel Junction	++	+	0	+	Positive	Positive	Positive	Positive	Medium	Medium	High	Yes
MH14	Chepstow Transport Hub	++	+	0	+	Positive	Positive	0	0	High	Long	Medium	Yes
ODS1	Wye Valley tourism Fflecsi and Sherpa services	++	+	++	+++	Positive	Positive	Positive	0	Low	Medium	High	Yes
ODS2	Car Clubs and promotion of car and lift share schemes	++	+	0	+++	Positive	Positive	Positive	0	Low	Medium	High	No
RSP1	Implementation of Pavement Parking recommendations	+++	+	+	+	Positive	Positive	Positive	Positive	Medium	Medium	Medium	Yes
RSP2	Road space reallocation	++	+	0	+	Negative	Positive	Positive	Positive	Medium	Medium	Medium	Yes
RSP3	Magor Walkway station parking strategy	++	+	0	0	0	Positive	Positive	Positive	Low	Medium	Medium	No
RSP4	Kerbside strategy	++	+	0	+	0	Positive	Positive	Positive	Medium	Medium	Medium	No

Appendix 2 – Integrated Impact Assessment



monmouthshire
sir fynwy

Integrated Impact Assessment document (incorporating Equalities, Future Generations, Welsh Language and Socio-Economic Duty)

Name of the Officer completing the evaluation Debra Hill-Howells Phone no: 01633 644281 E-mail: debrahill-howells@monmouthshire.gov.uk	Please give a brief description of the aims of the proposal The proposed adoption of a Local Transport which promotes integrated land use and transport decision making and the promotion of sustainable transport solutions
Name of Service area Transport & Decarbonisation	Date 28 th November 2023

- 1. Are your proposals going to affect any people or groups of people with protected characteristics?** Please explain the impact, the evidence you have used and any action you are taking below.

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Age	The proposed Local Transport Plan has an overarching aim to deliver an integrated transport and land use system that prioritises sustainable travel, enables transition to a zero-carbon county and supports well-being, healthy and dignity for everyone at every stage of life. The plan does consider home to school transport recommending the prioritization of active travel and public buses to reduce vehicle movements and improve air quality.		The draft plan is currently subject to public consultation and the feedback received will be used to develop the final version of the proposed plan.
Disability	To improve the attractiveness of sustainable public transport solutions, there are proposed interventions designed to increase accessibility, improve safety and security, and enable people to access services within their own communities. The plan also considers interventions to improve broadband connections to allow residents to access virtual healthcare settings and work from home. Public bus routes should be improved to increase travel opportunities and in particular access to the Grange	The plan promotes the adoption of modal shift and a deliberate move away from private cars. This may be detrimental to those with disabilities who rely on their vehicles for access to services. The plan however does acknowledge that road use will continue to be a necessity due to the rural nature of the county and recommends that we support the transition to electric vehicles through the installation of public electric vehicle charging points	As above
Gender reassignment	n/a	n/a	n/a
Marriage or civil partnership	n/a	n/a	n/a
Pregnancy or maternity	n/a	n/a	n/a

Protected Characteristics	Describe any positive impacts your proposal has on the protected characteristic	Describe any negative impacts your proposal has on the protected characteristic	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
Race	.n/a	n/a	n/a
Religion or Belief	.n/a	n/a	n/a
Sex	n/a	n/a	n/a
Sexual Orientation	.n/a	n/a	n/a

2. The Socio-economic Duty and Social Justice

The Socio-economic Duty requires public bodies to [have due regard to the need to reduce inequalities of outcome which result from socio-economic disadvantage when taking key decisions](#) This duty aligns with our commitment as an authority to [Social Justice](#).

	Describe any positive impacts your proposal has in respect of people suffering socio economic disadvantage	Describe any negative impacts your proposal has in respect of people suffering socio economic disadvantage.	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?

<p>Socio-economic Duty and Social Justice</p>	<p>The plan proposes the adoption of four key objectives to support the stated aim. One of these aims is “to create safe, healthy and equal communities in Monmouthshire ensuring residents have access to active travel, public transport and zero emission vehicles” The prioritization of public transport away from private vehicle ownership will result in the targeting of resources to improve transport opportunities for all members of the community. The plan also identifies the impact of the costs of transport and promotes the implementation of a fairer fares structure on the rail network.</p>	<p>Socially disadvantage communities are unlikely to be able to transition private vehicles to electric equivalents or have access to off street parking to be able to access lower charging tariffs.</p>	<p>The Council is developing an electric vehicle charging infrastructure strategy that promotes the installation of charging points in residential areas and public car parks. The plan also promotes the use of community car clubs, demand responsive services and lift sharing to improve access to vehicles where public transport is not available. The adoption of the ethos transport as a service supports behavioural change away from private vehicle ownership and instead encourages the use of sustainable transport alternatives where and when required.</p>
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3. Policy making and the Welsh language.




How does your proposal impact on the following aspects of the Council's Welsh Language Standards:	Describe the positive impacts of this proposal	Describe the negative impacts of this proposal	What has been/will be done to mitigate any negative impacts or better contribute to positive impacts?
<p>Policy Making</p> <p>Effects on the use of the Welsh language,</p> <p>Promoting Welsh language</p> <p>Treating the Welsh language no less favourably</p>	<p><i>LTP objective three promotes “ a transport system that supports the Welsh language, and enables more people to use sustainable transport to get to arts, sports and cultural activities and protects and enhances the historic environment”</i></p>	<p>None</p>	
<p>Operational</p> <p>Recruitment & Training of workforce</p>			<p>This proposal is for the adoption of a Local Transport Plan for Monmouthshire and does not involve the recruitment or training of a local workforce. It will however support the development of sustainable transport connections between communities and external destinations including home to school transport.</p>
<p>Service delivery</p> <p>Use of Welsh language in service delivery</p> <p>Promoting use of the language</p>	<p>A Welsh language public consultation is available, and participants are encouraged to respond through their preferred language. The draft LTP is available in the Welsh language.</p>		



4. Does your proposal deliver any of the well-being goals below? Please explain the impact (positive and negative) you expect, together with suggestions of how to mitigate negative impacts or better contribute to the goal. There's no need to put something in every box if it is not relevant!

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A prosperous Wales Efficient use of resources, skilled, educated people, generates wealth, provides jobs</p>	<p>Promoting the use of sustainable public transport and active transport services will reduce car journeys and the demand for petrol and diesel. Where car journeys are necessary, communities will be supported to transition to electric vehicles through the installation of publicly accessible electric vehicle charging infrastructure which will have a common payment method such as tap and go.</p>	<p>The continued lobbying of key stakeholders such as Network Rail and Welsh Government to push forward with the bus reform bill, improve funding to public transport and the adoption of a fairer fare system. We will also support the adoption of TfW's proposed mobility as a service app to improve information available to residents and visitors to enable them to plan journeys.</p>
<p>A resilient Wales Maintain and enhance biodiversity and land, river and coastal ecosystems that support resilience and can adapt to change (e.g., climate change)</p>	<p>The reduction in car journeys and increased use of active travel and public transport will result in decreased vehicle movements and improved air quality.</p>	<p>Improve the public transport network and support local community interventions such as car clubs and lift sharing to fill the gaps in core public transport provision and make this alternative more attractive.</p>
<p>A healthier Wales People's physical and mental wellbeing is maximized, and health impacts are understood</p>	<p>The plan proposes to focus active travel interventions on journeys that are 3 miles or less to support travel to school, work or local services. Active travel can improve the physical health of the participant and contribute to well-being.</p>	

Well Being Goal	Does the proposal contribute to this goal? Describe the positive and negative impacts.	What actions have been/will be taken to mitigate any negative impacts or better contribute to positive impacts?
<p>A Wales of cohesive communities Communities are attractive, viable, safe, and well connected</p>	<p>Integrating land use planning and transport decisions enables the development of compact communities who can access services locally or on-line. The proposed plan supports the development of a core public bus network that connects towns. Improvements in the security of transport hubs through the provision of lighting and CCTV will also improve the safety of users</p>	<p>The Council will continue to work with third party providers to improve broadband availability within Monmouthshire.</p>
<p>A globally responsible Wales Taking account of impact on global well-being when considering local social, economic, and environmental wellbeing</p>	<p>The plan considers the carbon emissions of transport within Monmouthshire and recommends a series of interventions that could reduce emissions by up to 40% by 2040.</p>	
<p>A Wales of vibrant culture and thriving Welsh language Culture, heritage, and Welsh language are promoted and protected. People are encouraged to do sport, art, and recreation</p>	<p>Developing an integrated reliable sustainable public transport network will improve access to cultural and heritage locations for the wider community.</p>	
<p>A more equal Wales People can fulfil their potential no matter what their background or circumstances</p>	<p>Redefining transport as a service broadens the opportunities for sustainable and affordable transport for all. Removing the dependency on private cars will reduce congestion, improve the reliability of public bus networks, and improve the air quality. Providing an enhanced and integrated active transport network will support residents to travel to and from transport hubs by walking, cycling, and wheeling improving the health and well-being of participants</p>	<p>Develop a core bus network that is financially and environmentally sustainable and work with operators to ensure that timetables promote public transport as a viable transport option to travel to school or work.</p> <p>Continue to develop an active transport network that promotes integration with transport hubs local services.</p>

5. How has your proposal embedded and prioritised the sustainable governance principles in its development?

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Long Term</p> <p>Balancing short term need with long term and planning</p>	<p>The Local Transport Plan considers a 5-year intervention period, however the positive benefits arising from the development of a sustainable public transport system will extend beyond 5 years. The integration of transport and land use planning for new developments will enable the creation of compact communities which will have a long-lasting legacy..</p>	
 <p>Collaboration</p> <p>Working together with other partners to deliver objectives</p>	<p>The LTP cannot be delivered in isolation by MCC and will be dependent on collaborative working with key stakeholders such as Welsh Government, TfW, Network Rail and the Cardiff Capital Region. Key stakeholders have been invited to contribute to the development of the plan and its identified interventions.</p>	<p>MCC will work collaboratively with the region in the development of the South East Wales Regional Transport Plan</p>
 <p>Involvement</p> <p>Involving those with an interest and seeking their views</p>	<p>The draft LTP has been subject to public consultation and the feedback will be considered in the development of the proposed final version of the document.</p>	

Sustainable Development Principle	Does your proposal demonstrate you have met this principle? If yes, describe how. If not explain why.	Are there any additional actions to be taken to mitigate any negative impacts or better contribute to positive impacts?
 <p>Prevention Putting resources into preventing problems occurring or getting worse</p>	<p>If the business-as-usual position continues, carbon emissions will not reduce and could increase as congestion and vehicle journeys increase. The LTP proposes that funding is diverted to improving public transport to create an attractive, safe, and reliable alternative to car journeys. Behavioural change and modal shift will be a key factor in transitioning perceptions away from car ownership to transport as a service.</p>	<p>The Council will work in partnership with WG, TfW and the Region to identify opportunities for cross boundary public transport solutions.</p>
 <p>Integration Considering impact on all wellbeing goals together and on other bodies</p>	<p>The proposed interventions have been assessed against the well-being goals and actively promote sustainable principles and partnership working.</p>	

6. Council has agreed the need to consider the impact its decisions has on the following important responsibilities: Corporate Parenting and Safeguarding. Are your proposals going to affect any of these responsibilities?

	Describe any positive impacts your proposal has	Describe any negative impacts your proposal has	What will you do/ have you done to mitigate any negative impacts or better contribute to positive impacts?
Safeguarding	n/a	.	
Corporate Parenting	n/a		

7. What evidence and data has informed the development of your proposal?

The plan has considered national and local policies including the Welsh Transport Strategy, Corporate & Community Plan, the Replacement Local Development Plan, and the Well-being of Future Generations Act.
 Data has been collated from a variety of sources including published National Statistics data, 2021 Census data, South East Wales Transport Modelling data, Mobile network data and DfT's transport analysis guidance.
 Stakeholder engagement in three workshops
 Public consultation feedback
 Review of the LTP 2015

8. SUMMARY: As a result of completing this form, what are the main positive and negative impacts of your proposal, how have they informed/changed the development of the proposal so far and what will you be doing in future?

.This section should summarise the key issues arising from the evaluation. This summary must be included in the Committee report template

The draft LTP identifies a series of interventions designed to transition the existing model of transport, which is largely dependent of car journeys to a more sustainable integrated public transport approach, the success of which will be largely dependent on behavioural change and financial investment to upgrade the existing public transport networks and infrastructure. It is recognized that the bus industry is undergoing a series of changes including proposed new franchising legislation to give Welsh Government more control over the operation of subsidized bus networks. The plan cannot be

delivered in isolation by Monmouthshire and will be dependent on collaborative working with key partners such as Network Rail and Transport for Wales. The proposed plan aligns with prevailing local and national policies and actively promotes the development of integrated land use and transport decision making to negate the need for journeys wherever possible and underpinning sustainable transport in all planning decisions.

9. ACTIONS: As a result of completing this form are there any further actions you will be undertaking? Please detail them below, if applicable.

What are you going to do	When are you going to do it?	Who is responsible
Conclude the public consultation and consider the feedback when developing the final version of the proposed LTP	January 2024	Arup and MCC
Present the draft LTP to Scrutiny Committee for their feedback and recommendations to Cabinet	December 2023	Transport team
Finalise the LTP and seek Cabinet approval for its adoption	February 2024	Transport Team

10. VERSION CONTROL: The Equality and Future Generations Evaluation should be used at the earliest stage, such as informally within your service, and then further developed throughout the decision-making process. It is important to keep a record of this process to demonstrate how you have considered and built in equality and future generations considerations wherever possible.

Version No.	Decision making stage	Date considered	Brief description of any amendments made following consideration
	<i>e.g. budget mandate, DMT, SLT, Scrutiny, Cabinetetc</i>		